## Appendix J Transportation

## Appendix J. 1 Transportation Study and Data

## APPENDIX J.1.1:

## October 2015 Counts

## ALL TRAFFIC DATA

(916) 771-8700

City of Sacramento
All Vehicles on Unshifted
Nothing on Bank 1
Nothing on Bank 2
orders@atdtraffic.com
File Name : 15-7708-001 Bercut Drive-Richards Boulevard.ppd Date : 9/13/2015

|  | Bercut Drive Southbound |  |  |  |  | Richards Boulevard Westbound |  |  |  |  | Bercut Drive Northbound |  |  |  |  | Richards Boulevard Eastbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | \|UTURNS| | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | JUTURNS | APP.TOTAL | Total | Uturn Total |
| 15:00 | 4 | 2 | 18 | 0 | 24 | 3 | 146 | 2 | 0 | 151 | 10 | 1 | 0 | 0 | 11 | 12 | 135 | 15 | 0 | 162 | 348 | 0 |
| 15:15 | 7 | 0 | 12 | 0 | 19 | 3 | 123 | 1 | 0 | 127 | 11 | 1 | 2 | 0 | 14 | 13 | 143 | 17 | 0 | 173 | 333 | 0 |
| 15:30 | 5 | 0 | 16 | 0 | 21 | 3 | 150 | 5 | 0 | 158 | 12 | 3 | 0 | 0 | 15 | 14 | 138 | 21 | 0 | 173 | 367 | 0 |
| 15:45 | 4 | 0 | 20 | 0 | 24 | 4 | 115 | 4 | 0 | 123 | 11 | 3 | 1 | 0 | 15 | 19 | 157 | 3 | 0 | 179 | 341 | 0 |
| Total | 20 | 2 | 66 | 0 | 88 | 13 | 534 | 12 | 0 | 559 | 44 | 8 | 3 | 0 | 55 | 58 | 573 | 56 | 0 | 687 | 1389 | 0 |
| Grand Total | 20 | 2 | 66 | 0 | 88 | 13 | 534 | 12 | 0 | 559 | 44 | 8 | 3 | 0 | 55 | 58 | 573 | 56 | 0 | 687 | 1389 | 0 |
| Apprch \% | 22.7\% | 2.3\% | 75.0\% | 0.0\% |  | 2.3\% | 95.5\% | 2.1\% | 0.0\% |  | 80.0\% | 14.5\% | 5.5\% | 0.0\% |  | 8.4\% | 83.4\% | 8.2\% | 0.0\% |  |  |  |
| Total \% | 1.4\% | 0.1\% | 4.8\% | 0.0\% | 6.3\% | 0.9\% | 38.4\% | 0.9\% | 0.0\% | 40.2\% | 3.2\% | 0.6\% | 0.2\% | 0.0\% | 4.0\% | 4.2\% | 41.3\% | 4.0\% | 0.0\% | 49.5\% | 100.0\% |  |

## ALL TRAFFIC DATA

(916) 771-8700

City of Sacramento
All Vehicles on Unshifted
Nothing on Bank 1
Nothing on Bank 2

| PM PEAK HOUR | Bercut Drive Southbound |  |  |  |  | Richards Boulevard Westbound |  |  |  |  | Bercut Drive Northbound |  |  |  |  | Richards Boulevard Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total |
| Peak Hour Analysis From 15:00 to 16:00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour For Entire Intersection Begins at 15:00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15:00 | 4 | 2 | 18 | 0 | 24 | 3 | 146 | 2 | 0 | 151 | 10 | 1 | 0 | 0 | 11 | 12 | 135 | 15 | 0 | 162 | 348 |
| 15:15 | 7 | 0 | 12 | 0 | 19 | 3 | 123 | 1 | 0 | 127 | 11 | 1 | 2 | 0 | 14 | 13 | 143 | 17 | 0 | 173 | 333 |
| 15:30 | 5 | 0 | 16 | 0 | 21 | 3 | 150 | 5 | 0 | 158 | 12 | 3 | 0 | 0 | 15 | 14 | 138 | 21 | 0 | 173 | 367 |
| 15:45 | 4 | 0 | 20 | 0 | 24 | 4 | 115 | 4 | 0 | 123 | 11 | 3 | 1 | 0 | 15 | 19 | 157 | 3 | 0 | 179 | 341 |
| Total Volume | 20 | 2 | 66 | 0 | 88 | 13 | 534 | 12 | 0 | 559 | 44 | 8 | 3 | 0 | 55 | 58 | 573 | 56 | 0 | 687 | 1389 |
| \% App Total | 22.7\% | 2.3\% | 75.0\% | 0.0\% |  | 2.3\% | 95.5\% | 2.1\% | 0.0\% |  | 80.0\% | 14.5\% | 5.5\% | 0.0\% |  | 8.4\% | 83.4\% | 8.2\% | 0.0\% |  |  |
| PHF | . 714 | . 250 | . 825 | . 000 | . 917 | . 813 | . 890 | . 600 | . 000 | . 884 | . 917 | . 667 | . 375 | . 000 | . 917 | . 763 | . 912 | . 667 | . 000 | . 959 | . 946 |

## ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com
File Name: $15-7845-016 \mathrm{~N}$ 3rd Street \& Richards Boulevard
Date: $10 / 28 / 2015$
City of Sacramento
All Vehicles \& Uturns On Unshifted
Bikes \& Peds On Bank 1
Nothing On Bank 2

|  | N 3rd Street Southbound |  |  |  |  | Richards Boulevard Westbound |  |  |  |  | N 3rd Street Northbound |  |  |  |  | Richards Boulevard Eastbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total | Uturns Total |
| 18:30 | 1 | 0 | 6 | 0 | 7 | 0 | 183 | 1 | 0 | 184 | 5 | 0 | 4 | 0 | 9 | 2 | 103 | 3 | 0 | 108 | 308 | 0 |
| 18:45 | 1 | 0 | 2 | 0 | 3 | 0 | 161 | 0 | 0 | 161 | 3 | 0 | 0 | 0 | 3 | 4 | 108 | 1 | 1 | 114 | 281 | 1 |
| 19:00 | 0 | 0 | 1 | 0 | 1 | 0 | 132 | 1 | 0 | 133 | 3 | 0 | 1 | 0 | 4 | 2 | 88 | 1 | 1 | 92 | 230 | 1 |
| 19:15 | 0 | 0 | 2 | 0 | 2 | 0 | 101 | 1 | 0 | 102 | 2 | 0 | 0 | 0 | 2 | 1 | 84 | 1 | 0 | 86 | 192 | 0 |
| Total | 2 | 0 | 11 | 0 | 13 | 0 | 577 | 3 | 0 | 580 | 13 | 0 | 5 | 0 | 18 | 9 | 383 | 6 | 2 | 400 | 1011 | 2 |
| Grand Total | 2 | 0 | 11 | 0 | 13 | 0 | 577 | 3 | 0 | 580 | 13 | 0 | 5 | 0 | 18 | 9 | 383 | 6 | 2 | 400 | 1011 | 2 |
| Apprch \% | 15.4\% | 0.0\% | 84.6\% | 0.0\% |  | 0.0\% | 99.5\% | 0.5\% | 0.0\% |  | 72.2\% | 0.0\% | 27.8\% | 0.0\% |  | 2.3\% | 95.8\% | 1.5\% | 0.5\% |  |  |  |
| Total \% | 0.2\% | 0.0\% | 1.1\% | 0.0\% | 1.3\% | 0.0\% | 57.1\% | 0.3\% | 0.0\% | 57.4\% | 1.3\% | 0.0\% | 0.5\% | 0.0\% | 1.8\% | 0.9\% | 37.9\% | 0.6\% | 0.2\% | 39.6\% | 100.0\% |  |


| $\begin{array}{\|c\|} \hline \text { PM PEAK } \\ \text { HOUR } \\ \hline \end{array}$ | N 3rd Street Southbound |  |  |  |  | Richards Boulevard Westbound |  |  |  |  | N 3rd Street Northbound |  |  |  |  | Richards BoulevardEastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total |
| Peak Hour Analysis From 18:30 to 19:30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour For Entire Intersection Begins at 18:30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 18:30 | 1 | 0 | 6 | 0 | 7 | 0 | 183 | 1 | 0 | 184 | 5 | 0 | 4 | 0 | 9 | 2 | 103 | 3 | 0 | 108 | 308 |
| 18:45 | 1 | 0 | 2 | 0 | 3 | 0 | 161 | 0 | 0 | 161 | 3 | 0 | 0 | 0 | 3 | 4 | 108 | 1 | 1 | 114 | 281 |
| 19:00 | 0 | 0 | 1 | 0 | 1 | 0 | 132 | 1 | 0 | 133 | 3 | 0 | 1 | 0 | 4 | 2 | 88 | 1 | 1 | 92 | 230 |
| 19:15 | 0 | 0 | 2 | 0 | 2 | 0 | 101 | 1 | 0 | 102 | 2 | 0 | 0 | 0 | 2 | 1 | 84 | 1 | 0 | 86 | 192 |
| Total Volume | 2 | 0 | 11 | 0 | 13 | 0 | 577 | 3 | 0 | 580 | 13 | 0 | 5 | 0 | 18 | 9 | 383 | 6 | 2 | 400 | 1011 |
| \% App Total | 15.4\% | 0.0\% | 84.6\% | 0.0\% |  | 0.0\% | 99.5\% | 0.5\% | 0.0\% |  | 72.2\% | 0.0\% | 27.8\% | 0.0\% |  | 2.3\% | 95.8\% | 1.5\% | 0.5\% |  |  |
| PHF\| | . 500 | . 000 | . 458 | . 000 | . 464 | . 000 | . 788 | . 750 | . 000 | . 788 | . 650 | . 000 | . 313 | . 000 | . 500 | . 563 | . 887 | . 500 | . 500 | 877 | 821 |





## ALL TRAFFIC DATA

(916) 771-8700

City of Sacramento
All Vehicles on Unshifted
Nothing on Bank 1
Nothing on Bank 2


## ALL TRAFFIC DATA

(916) 771-8700

City of Sacramento
All Vehicles on Unshifted
Nothing on Bank 1
Nothing on Bank 2

| PM PEAK HOUR | N 12th Street Southbound |  |  |  |  | Richards Boulevard Westbound |  |  |  |  | N 12th Street Northbound |  |  |  |  | Richards Boulevard Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UUTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | \|UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total |
| Peak Hour Analysis From 15:00 to 16:00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour For Entire Intersection Begins at 15:00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15:00 | 0 | 140 | 109 | 0 | 249 | 3 | 11 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 7 | 0 | 142 | 405 |
| 15:15 | 0 | 159 | 120 | 0 | 279 | 1 | 12 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 6 | 0 | 112 | 404 |
| 15:30 | 0 | 150 | 120 | 0 | 270 | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 3 | 0 | 150 | 430 |
| 15:45 | 0 | 133 | 122 | 0 | 255 | 3 | 16 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 6 | 0 | 134 | 408 |
| Total Volume | 0 | 582 | 471 | 0 | 1053 | 8 | 48 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 516 | 22 | 0 | 538 | 1647 |
| \% App Total | 0.0\% | 55.3\% | 44.7\% | 0.0\% |  | 14.3\% | 85.7\% | 0.0\% | 0.0\% |  | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  | 0.0\% | 95.9\% | 4.1\% | 0.0\% |  |  |
| PHF | . 000 | . 915 | . 965 | . 000 | . 944 | . 667 | . 750 | . 000 | . 000 | . 737 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 878 | . 786 | . 000 | . 897 | . 958 |

## ALL TRAFFIC DATA

(916) 771-8700

City of Sacramento
All Vehicles on Unshifted
Nothing on Bank 1
Nothing on Bank 2


## ALL TRAFFIC DATA

(916) 771-8700

City of Sacramento
All Vehicles on Unshifted
Nothing on Bank 1
Nothing on Bank 2

| Unshifted Count = All Vehicles |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PM PEAK HOUR | N 16th Street Southbound |  |  |  |  | Richards Boulevard Westbound |  |  |  |  | N 16th Street Northbound |  |  |  |  | Richards Boulevard Eastbound |  |  |  |  |  |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | \|UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total |
| Peak Hour An | lysis From | 1 15:00 | to 16:00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour For | Entire | ersectio | Begins | at 15:00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 12 | 239 | 0 | 0 | 251 | 135 | 0 | 0 | 0 | 135 | 388 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 12 | 207 | 0 | 0 | 219 | 106 | 0 | 0 | 0 | 106 | 326 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 233 | 1 | 0 | 244 | 147 | 0 | 0 | 0 | 147 | 391 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 19 | 235 | 1 | 0 | 255 | 128 | 0 | 0 | 0 | 128 | 385 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 53 | 914 | 2 | 0 | 969 | 516 | 0 | 0 | 0 | 516 | 1490 |
| \% App Total | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  | 0.0\% | 60.0\% | 40.0\% | 0.0\% |  | 5.5\% | 94.3\% | 0.2\% | 0.0\% |  | 100.0\% | 0.0\% | 0.0\% | 0.0\% |  |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 375 | . 250 | . 000 | . 625 | . 697 | . 956 | . 500 | . 000 | . 950 | . 878 | . 000 | . 000 | . 000 | . 878 | . 953 |



## ALL TRAFFIC DATA

(916) 771-8700

City of Sacramento
All Vehicles on Unshifted
Nothing on Bank 1
Nothing on Bank 2
orders@atdtraffic.com
File Name : 15-7708-003 N 7th Street-N B Street.ppd Date : 9/13/2015


## ALL TRAFFIC DATA

(916) 771-8700

All Vehicles on Unshifted
Nothing on Bank 1
orders@atdtraffic.com
File Name : 15-7708-003 N 7th Street-N B Street.ppd Date : 9/13/2015
Nothing on Bank 2

## Unshifted Count = All Vehicles

| PM PEAK HOUR | N 7th Street Southbound |  |  |  |  | N B Street Westbound |  |  |  |  | N 7th Street Northbound |  |  |  |  | NB Street Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total |
| Peak Hour Analysis From 15:00 to 16:00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour For Entire Intersection Begins at 15:00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15:00 | 3 | 6 | 1 | 0 | 10 | 0 | 1 | 0 | 0 | 1 | 3 | 6 | 1 | 0 | 10 | 0 | 6 | 1 | 0 | 7 | 28 |
| 15:15 | 4 | 10 | 0 | 0 | 14 | 4 | 3 | 3 | 0 | 10 | 2 | 8 | 2 | 0 | 12 | 0 | 3 | 0 | 0 | 3 | 39 |
| 15:30 | 2 | 8 | 0 | 0 | 10 | 4 | 7 | 2 | 0 | 13 | 1 | 8 | 2 | 0 | 11 | 1 | 9 | 1 | 0 | 11 | 45 |
| 15:45 | 4 | 11 | 0 | 0 | 15 | 6 | 5 | 2 | 0 | 13 | 2 | 11 | 3 | 0 | 16 | 0 | 0 | 1 | 0 | 1 | 45 |
| Total Volume | 13 | 35 | 1 | 0 | 49 | 14 | 16 | 7 | 0 | 37 | 8 | 33 | 8 | 0 | 49 | 1 | 18 | 3 | 0 | 22 | 157 |
| \% App Total | 26.5\% | 71.4\% | 2.0\% | 0.0\% |  | 37.8\% | 43.2\% | 18.9\% | 0.0\% |  | 16.3\% | 67.3\% | 16.3\% | 0.0\% |  | 4.5\% | 81.8\% | 13.6\% | 0.0\% |  |  |
| PHF\| | . 813 | . 795 | . 250 | . 000 | . 817 | . 583 | . 571 | . 583 | . 000 | . 712 | . 667 | . 750 | . 667 | . 000 | . 766 | . 250 | . 500 | . 750 | . 000 | . 500 | . 872 |





## ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com
File Name : 15-7845-018 7th Street \& G Street
Date $: 10 / 28 / 2015$ Date : 10/28/2015
City of Sacramento
All Vehicles \& Uturns On Unshifted
Bikes \& Peds On Bank 1
Nothing On Bank 2

|  | 7th Street Southbound |  |  |  |  | G Street |  |  |  |  | 7th Street Northbound |  |  |  |  | G Street Eastbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total | Uturns Total |
| 18:30 | 0 | 44 | 0 | 0 | 44 | 26 | 0 | 28 | 0 | 54 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 111 | 0 |
| 18:45 | 0 | 30 | 0 | 0 | 30 | 9 | 0 | 23 | 0 | 32 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 72 | 0 |
| 19:00 | 0 | 33 | 0 | 0 | 33 | 9 | 0 | 11 | 0 | 20 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 56 | 0 |
| 19:15 | 0 | 18 | 0 | 0 | 18 | 6 | 0 | 7 | 0 | 13 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 34 | 0 |
| Total | 0 | 125 | 0 | 0 | 125 | 50 | 0 | 69 | 0 | 119 | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 273 | 0 |
| Grand Total | 0 | 125 | 0 | 0 | 125 | 50 | 0 | 69 | 0 | 119 | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 273 | 0 |
| Apprch \% | 0.0\% | 100.0\% | 0.0\% | 0.0\% |  | 42.0\% | 0.0\% | 58.0\% | 0.0\% |  | 0.0\% | 100.0\% | 0.0\% | 0.0\% |  | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  |  |  |
| Total \% | 0.0\% | 45.8\% | 0.0\% | 0.0\% | 45.8\% | 18.3\% | 0.0\% | 25.3\% | 0.0\% | 43.6\% | 0.0\% | 10.6\% | 0.0\% | 0.0\% | 10.6\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 100.0\% |  |


| PM PEAK HOUR | 7th StreetSouthbound |  |  |  |  | $\begin{array}{r} \text { G Street } \\ \text { Westbound } \end{array}$ |  |  |  |  | 7th Street Northbound |  |  |  |  | $\begin{array}{r} \hline \text { G Street } \\ \text { Eastbound } \end{array}$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total |
| Peak Hour Analysis From 18:30 to 19:30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour For Entire Intersection Begins at 18:30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 18:30 | 0 | 44 | 0 | 0 | 44 | 26 | 0 | 28 | 0 | 54 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 111 |
| 18:45 | 0 | 30 | 0 | 0 | 30 | 9 | 0 | 23 | 0 | 32 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 72 |
| 19:00 | 0 | 33 | 0 | 0 | 33 | 9 | 0 | 11 | 0 | 20 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 56 |
| 19:15 | 0 | 18 | 0 | 0 | 18 | 6 | 0 | 7 | 0 | 13 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 34 |
| Total Volume | 0 | 125 | 0 | 0 | 125 | 50 | 0 | 69 | 0 | 119 | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 273 |
| \% App Total | 0.0\% | 100.0\% | 0.0\% | 0.0\% |  | 42.0\% | 0.0\% | 58.0\% | 0.0\% |  | 0.0\% | 100.0\% | 0.0\% | 0.0\% |  | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  |  |
| PHF | . 000 | . 710 | . 000 | 000 | 10 | 481 | . 000 | 616 | . 000 | . 551 | . 000 | . 558 | . 000 | . 000 | . 558 | . 000 | . 000 | . 000 | . 000 | . 000 | . 615 |

## ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com
File Name: 15-7845-017 8th Street \& F Stree Date: 10/28/2015
City of Sacramento
All Vehicles \& Uturns On Unshifted
Bikes \& Peds On Bank 1
Nothing On Bank 2

|  | 8th Street Southbound |  |  |  |  | $\begin{gathered} \text { F Street } \\ \text { Westbound } \end{gathered}$ |  |  |  |  | 8th Street Northbound |  |  |  |  | F Street Eastbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total | Uturns Total |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 12 | 5 | 10 | 8 | 0 | 23 | 2 | 1 | 0 | 0 | 3 | 38 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 5 | 7 | 7 | 0 | 19 | 1 | 4 | 0 | 0 | 5 | 31 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 5 | 10 | 5 | 0 | 20 | 1 | 3 | 0 | 0 | 4 | 29 | 0 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 2 | 9 | 5 | 0 | 16 | 2 | 0 | 0 | 0 | 2 | 22 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 3 | 0 | 28 | 17 | 36 | 25 | 0 | 78 | 6 | 8 | 0 | 0 | 14 | 120 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 3 | 0 | 28 | 17 | 36 | 25 | 0 | 78 | 6 | 8 | 0 | 0 | 14 | 120 | 0 |
| Apprch \% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  | 0.0\% | 89.3\% | 10.7\% | 0.0\% |  | 21.8\% | 46.2\% | 32.1\% | 0.0\% |  | 42.9\% | 57.1\% | 0.0\% | 0.0\% |  |  |  |
| Total \% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 20.8\% | 2.5\% | 0.0\% | 23.3\% | 14.2\% | 30.0\% | 20.8\% | 0.0\% | 65.0\% | 5.0\% | 6.7\% | 0.0\% | 0.0\% | 11.7\% | 100.0\% |  |


| $\begin{array}{\|c\|} \hline \text { PM PEAK } \\ \text { HOUR } \\ \hline \end{array}$ | 8th Street Southbound |  |  |  |  | F StreetWestbound |  |  |  |  | 8th Street Northbound |  |  |  |  | $\begin{array}{r} \text { F Street } \\ \text { Eastbound } \end{array}$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total |
| Peak Hour Analysis From 18:30 to 19:30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour For Entire Intersection Begins at 18:30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 12 | 5 | 10 | 8 | 0 | 23 | 2 | 1 | 0 | 0 | 3 | 38 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 5 | 7 | 7 | 0 | 19 | 1 | 4 | 0 | 0 | 5 | 31 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 5 | 10 | 5 | 0 | 20 | 1 | 3 | 0 | 0 | 4 | 29 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 2 | 9 | 5 | 0 | 16 | 2 | 0 | 0 | 0 | 2 | 22 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 3 | 0 | 28 | 17 | 36 | 25 | 0 | 78 | 6 | 8 | 0 | 0 | 14 | 120 |
| \% App Total | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  | 0.0\% | 89.3\% | 10.7\% | 0.0\% |  | 21.8\% | 46.2\% | 32.1\% | 0.0\% |  | 42.9\% | 57.1\% | 0.0\% | 0.0\% |  |  |
| PHF\| | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 625 | . 375 | . 000 | . 583 | . 850 | . 900 | . 781 | . 000 | . 848 | . 750 | . 500 | . 000 | . 000 | . 700 | . 789 |



## ALL TRAFFIC DATA

(916) 771-8700
orders@atatraffic.com

File Name: 15-7845-019 5th Street \& H Street Date : 10/28/2015
City of Sacramento
All Vehicles \& Uturns On Unshifted
Bikes \& Peds On Bank 1
Nothing On Bank 2

|  | 5th Street Southbound |  |  |  |  | H StreetWestbound |  |  |  |  | 5th Street Northbound |  |  |  |  | $\begin{array}{r} \text { H Street } \\ \text { Eastbound } \end{array}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total | Uturns Total |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 38 | 0 | 41 | 0 | 2 | 0 | 0 | 2 | 43 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 33 | 0 | 37 | 0 | 2 | 0 | 0 | 2 | 39 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 0 | 6 | 0 | 0 | 6 | 24 | 0 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 19 | 0 | 22 | 0 | 2 | 0 | 0 | 2 | 24 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 108 | 0 | 118 | 0 | 12 | 0 | 0 | 12 | 130 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 108 | 0 | 118 | 0 | 12 | 0 | 0 | 12 | 130 | 0 |
| Apprch \% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  | 8.5\% | 0.0\% | 91.5\% | 0.0\% |  | 0.0\% | 100.0\% | 0.0\% | 0.0\% |  |  |  |
| Total \% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 7.7\% | 0.0\% | 83.1\% | 0.0\% | 90.8\% | 0.0\% | 9.2\% | 0.0\% | 0.0\% | 9.2\% | 100.0\% |  |


| $\begin{array}{\|c\|} \hline \text { PM PEAK } \\ \text { HOUR } \\ \hline \end{array}$ | 5th Street Southbound |  |  |  |  | H StreetWestbound |  |  |  |  | 5th Street Northbound |  |  |  |  | H StreetEastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total |
| Peak Hour Analysis From 18:30 to 19:30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour For Entire Intersection Begins at 18:30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 38 | 0 | 41 | 0 | 2 | 0 | 0 | 2 | 43 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 33 | 0 | 37 | 0 | 2 | 0 | 0 | 2 | 39 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 0 | 6 | 0 | 0 | 6 | 24 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 19 | 0 | 22 | 0 | 2 | 0 | 0 | 2 | 24 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 108 | 0 | 118 | 0 | 12 | 0 | 0 | 12 | 130 |
| \% App Total | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  | 8.5\% | 0.0\% | 91.5\% | 0.0\% |  | 0.0\% | 100.0\% | 0.0\% | 0.0\% |  |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 625 | . 000 | . 711 | . 000 | . 720 | . 000 | . 500 | . 000 | . 000 | . 500 | . 756 |

## ALL TRAFFIC DATA

(916) 771-8700
orders@atatraffic.com

File Name: $15-7845-0206$ th Street \& H Street
Date $: 10 / 28 / 2015$ Date: 10/28/2015
City of Sacramento
All Vehicles \& Uturns On Unshifted
Bikes \& Peds On Bank 1
Nothing On Bank 2

|  | 6th Street Southbound |  |  |  |  | H StreetWestbound |  |  |  |  | 6th Street Northbound |  |  |  |  | H StreetEastbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total | Uturns Total |
| 18:30 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 14 | 1 | 32 | 5 | 0 | 38 | 54 | 0 |
| 18:45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |  | 0 | 7 | 0 | 7 | 1 | 32 | 2 | 0 | 35 | 43 | 0 |
| 19:00 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 19 | 5 | 0 | 24 | 36 | 0 |
| 19:15 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 10 | 2 | 18 | 4 | 0 | 24 | 36 | 0 |
| Total | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 38 | 0 | 40 | 4 | 101 | 16 | 0 | 121 | 169 | 0 |
| Grand Total | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 38 | 0 | 40 | 4 | 101 | 16 | 0 | 121 | 169 | 0 |
| Apprch \% | 0.0\% | 100.0\% | 0.0\% | 0.0\% |  | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  | 0.0\% | 5.0\% | 95.0\% | 0.0\% |  | 3.3\% | 83.5\% | 13.2\% | 0.0\% |  |  |  |
| Total \% | 0.0\% | 4.7\% | 0.0\% | 0.0\% | 4.7\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 1.2\% | 22.5\% | 0.0\% | 23.7\% | 2.4\% | 59.8\% | 9.5\% | 0.0\% | 71.6\% | 100.0\% |  |


| $\begin{array}{c\|} \hline \text { PM PEAK } \\ \text { HOUR } \end{array}$ | 6th StreetSouthbound |  |  |  |  | H StreetWestbound |  |  |  |  | 6th Street Northbound |  |  |  |  | H Street Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total |
| Peak Hour Analysis From 18:30 to 19:30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour For Entire Intersection Begins at 18:30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 18:30 | 0 | 2 | - | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 14 | 1 | 32 | 5 | 0 | 38 | 54 |
| 18:45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 1 | 32 | 2 | 0 | 35 | 43 |
| 19:00 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 19 | 5 | 0 | 24 | 36 |
| 19:15 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 10 | 2 | 18 | 4 | 0 | 24 | 36 |
| Total Volume | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 38 | 0 | 40 | 4 | 101 | 16 | 0 | 121 | 169 |
| \% App Total | 0.0\% | 100.0\% | 0.0\% | 0.0\% |  | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  | 0.0\% | 5.0\% | 95.0\% | 0.0\% |  | 3.3\% | 83.5\% | 13.2\% | 0.0\% |  |  |
| PHF\| | . 000 | . 667 | . 000 | . 000 | . 667 | . 000 | . 000 | 000 | 000 | . 000 | 000 | 500 | . 731 | . 000 | 714 | . 500 | 789 | . 800 | . 000 | 796 | . 782 |

## ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7845-021 8th Street \& H Street Date : 10/28/2015
City of Sacramento
All Vehicles \& Uturns On Unshifted
Bikes \& Peds On Bank 1
Nothing On Bank 2

|  | 8th Street Southbound |  |  |  |  | H StreetWestbound |  |  |  |  | 8th Street Northbound |  |  |  |  | H StreetEastbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total | Uturns Total |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 12 | 0 | 50 | 9 | 33 | 0 | 0 | 42 | 92 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 16 | 0 | 39 | 5 | 31 | 0 | 0 | 36 | 75 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 15 | 0 | 31 | 2 | 24 | 0 | 0 | 26 | 57 | 0 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 12 | 0 | 33 | 2 | 24 | 0 | 0 | 26 | 59 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 55 | 0 | 153 | 18 | 112 | 0 | 0 | 130 | 283 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 55 | 0 | 153 | 18 | 112 | 0 | 0 | 130 | 283 | 0 |
| Apprch \% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  | 0.0\% | 64.1\% | 35.9\% | 0.0\% |  | 13.8\% | 86.2\% | 0.0\% | 0.0\% |  |  |  |
| Total \% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 34.6\% | 19.4\% | 0.0\% | 54.1\% | 6.4\% | 39.6\% | 0.0\% | 0.0\% | 45.9\% | 100.0\% |  |


| $\begin{array}{\|c\|} \hline \text { PM PEAK } \\ \text { HOUR } \end{array}$ | 8th Street Southbound |  |  |  |  | $\begin{array}{r} \text { H Street } \\ \text { Westbound } \\ \hline \end{array}$ |  |  |  |  | 8th Street Northbound |  |  |  |  | H StreetEastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total |
| Peak Hour Analysis From 18:30 to 19:30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour For Entire Intersection Begins at 18:30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 12 | 0 | 50 | 9 | 33 | 0 | 0 | 42 | 92 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 16 | 0 | 39 | 5 | 31 | 0 | 0 | 36 | 75 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 15 | 0 | 31 | 2 | 24 | 0 | 0 | 26 | 57 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 12 | 0 | 33 | 2 | 24 | 0 | 0 | 26 | 59 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 55 | 0 | 153 | 18 | 112 | 0 | 0 | 130 | 283 |
| \% App Total | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  | 0.0\% | 64.1\% | 35.9\% | 0.0\% |  | 13.8\% | 86.2\% | 0.0\% | 0.0\% |  |  |
| PHF | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 645 | . 859 | . 000 | . 765 | . 500 | . 848 | . 000 | . 000 | . 774 | . 769 |

## ALL TRAFFIC DATA

(916) 771-8700
orders@atatraffic.com

File Name : $15-7845-022$ Jibboom Street \& I Street
Date $: 10 / 28 / 2015$ Date: 10/28/2015
City of Sacramento
All Vehicles \& Uturns On Unshifted
Bikes \& Peds On Bank 1
Nothing On Bank 2

|  | Jibboom Street Southbound |  |  |  |  | $\begin{gathered} \text { I Street } \\ \text { Westbound } \end{gathered}$ |  |  |  |  | Jibboom Street Northbound |  |  |  |  | I StreetEastbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total | Uturns Total |
| 18:30 | 4 | 0 | 91 | 0 | 95 | 0 | 24 | 16 | 1 | 41 | 0 | 0 | 0 | 0 | 0 | 104 | 23 | 0 | 0 | 127 | 263 | 1 |
| 18:45 | 5 | 0 | 65 | 0 | 70 | 0 | 36 | 7 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 60 | 33 | 0 | 0 | 93 | 206 | 0 |
| 19:00 | 3 | 0 | 61 | 0 | 64 | 0 | 25 | 9 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 56 | 19 | 0 | 0 | 75 | 173 | 0 |
| 19:15 | 3 | 0 | 56 | 0 | 59 | 0 | 17 | 3 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 48 | 16 | 0 | 0 | 64 | 143 | 0 |
| Total | 15 | 0 | 273 | 0 | 288 | 0 | 102 | 35 | 1 | 138 | 0 | 0 | 0 | 0 | 0 | 268 | 91 | 0 | 0 | 359 | 785 | 1 |
| Grand Total | 15 | 0 | 273 | 0 | 288 | 0 | 102 | 35 | 1 | 138 | 0 | 0 | 0 | 0 | 0 | 268 | 91 | 0 | 0 | 359 | 785 | 1 |
| Apprch \% | 5.2\% | 0.0\% | 94.8\% | 0.0\% |  | 0.0\% | 73.9\% | 25.4\% | 0.7\% |  | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  | 74.7\% | 25.3\% | 0.0\% | 0.0\% |  |  |  |
| Total \% | 1.9\% | 0.0\% | 34.8\% | 0.0\% | 36.7\% | 0.0\% | 13.0\% | 4.5\% | 0.1\% | 17.6\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 34.1\% | 11.6\% | 0.0\% | 0.0\% | 45.7\% | 100.0\% |  |


| $\begin{array}{c\|} \hline \text { PM PEAK } \\ \text { HOUR } \\ \hline \end{array}$ | Jibboom Street Southbound |  |  |  |  | I StreetWestbound |  |  |  |  | Jibboom Street Northbound |  |  |  |  | $\begin{gathered} \text { I Street } \\ \text { Eastbound } \end{gathered}$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.total | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total |
| Peak Hour Analysis From 18:30 to 19:30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour For Entire Intersection Begins at 18:30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 18:30 | 4 | 0 | 91 | 0 | 95 | 0 | 24 | 16 | 1 | 41 | 0 | 0 | 0 | 0 | 0 | 104 | 23 | 0 | 0 | 127 | 263 |
| 18:45 | 5 | 0 | 65 | 0 | 70 | 0 | 36 | 7 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 60 | 33 | 0 | 0 | 93 | 206 |
| 19:00 | 3 | 0 | 61 | 0 | 64 | 0 | 25 | 9 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 56 | 19 | 0 | 0 | 75 | 173 |
| 19:15 | 3 | 0 | 56 | 0 | 59 | 0 | 17 | 3 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 48 | 16 | 0 | 0 | 64 | 143 |
| Total Volume | 15 | 0 | 273 | 0 | 288 | 0 | 102 | 35 | 1 | 138 | 0 | 0 | 0 | 0 | 0 | 268 | 91 | 0 | 0 | 359 | 785 |
| \% App Total | 5.2\% | 0.0\% | 94.8\% | 0.0\% |  | 0.0\% | 73.9\% | 25.4\% | 0.7\% |  | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  | 74.7\% | 25.3\% | 0.0\% | 0.0\% |  |  |
| PHF\| | 750 | . 000 | . 750 | . 000 | . 758 | . 000 | . 708 | . 547 | . 250 | . 802 | . 000 | . 000 | . 000 | . 000 | . 000 | . 644 | . 689 | . 000 | . 000 | . 707 | . 746 |




# All Traffic Data 

(916) 771-8700

orders@atdtraffic.com

City of Sacramento
All Vehicles on Unshifted Tab
Peds \& Bikes on Bank 1 Tab
Nothing on Bank 2 Tab

File Name : 15-7845-011 3rd Street-J Street-I-5 Ramps
Site Code : 00000000
Start Date : 10/28/2015
Page No : 1

|  | 3rd Street Southbound |  |  |  |  | J Street Westbound |  |  |  |  | 3rd Street Northbound |  |  |  |  | I-5 NB Off-Ramp <br> Northeastbound |  |  |  |  | J Street Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Bear Righ | Right | App. Total | Left | Bear Left | Thru | Right | App. Total | Hard Left | Left | Thru | Right | App. Total | Hard Left | Bear Left | Baar Righ | Hand Right | App. Total | Left | Thru | Right | Has R Righ | App. Total | Int. Total |
| 07:00 | 15 | 22 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 7 | 217 | 69 | 293 | 9 | 280 | 147 | 0 | 436 | 774 |
| 07:15 | 10 | 32 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 16 | 257 | 65 | 338 | 8 | 319 | 169 | 0 | 496 | 884 |
| 07:30 | 21 | 36 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 13 | 280 | 67 | 360 | 10 | 330 | 152 | 0 | 492 | 921 |
| 07:45 | 17 | 53 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | 0 | 11 | 322 | 71 | 404 | 14 | 370 | 168 | 0 | 552 | 1039 |
| Total | 63 | 143 | 0 | 0 | 206 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 41 | 0 | 47 | 1076 | 272 | 1395 | 41 | 1299 | 636 | 0 | 1976 | 3618 |
| 08:00 | 15 | 37 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 16 | 332 | 52 | 400 | 12 | 327 | 165 | 0 | 504 | 967 |
| 08:15 | 21 | 36 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 11 | 302 | 61 | 374 | 6 | 335 | 137 | 0 | 478 | 921 |
| 08:30 | 23 | 36 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 17 | 334 | 50 | 401 | 18 | 306 | 131 | 0 | 455 | 927 |
| 08:45 | 21 | 26 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 14 | 0 | 21 | 301 | 41 | 363 | 14 | 299 | 134 | 0 | 447 | 871 |
| Total | 80 | 135 | 0 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 49 | 0 | 65 | 1269 | 204 | 1538 | 50 | 1267 | 567 | 0 | 1884 | 3686 |


| 16:00 | 48 | 107 | 0 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 20 | 0 | 11 | 89 | 16 | 116 | 14 | 159 | 55 | 0 | 228 | 519 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 16:15 | 47 | 53 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21 | 0 | 10 | 91 | 10 | 111 | 19 | 201 | 83 | 0 | 303 | 535 |
| 16:30 | 50 | 91 | 0 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 33 | 35 | 0 | 11 | 63 | 4 | 78 | 12 | 185 | 52 | 0 | 249 | 503 |
| 16:45 | 66 | 96 | 0 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 37 | 0 | 3 | 60 | 7 | 70 | 6 | 174 | 94 | 0 | 274 | 543 |
| Total | 211 | 347 | 0 | 0 | 558 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 111 | 113 | 0 | 35 | 303 | 37 | 375 | 51 | 719 | 284 | 0 | 1054 | 2100 |


| 17:00 | 46 | 106 | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 34 | 0 | 5 | 41 | 8 | 54 | 3 | 177 | 90 | 0 | 270 | 510 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 17:15 | 61 | 94 | 0 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 42 | 0 | 6 | 26 | 8 | 40 | 14 | 163 | 84 | 0 | 261 | 498 |
| 17:30 | 49 | 105 | 0 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 40 | 0 | 3 | 29 | 3 | 35 | 9 | 164 | 89 | 0 | 262 | 491 |
| 17:45 | 32 | 76 | 0 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 43 | 44 | 0 | 8 | 28 | 6 | 42 | 11 | 175 | 44 | 0 | 230 | 424 |
| Total | 188 | 381 | 0 | 0 | 569 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 159 | 160 | 0 | 22 | 124 | 25 | 171 | 37 | 679 | 307 | 0 | 1023 | 1923 |


| 18:30 | 37 | 46 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 23 | 0 | 2 | 36 | 2 | 40 | 7 | 128 | 27 | 0 | 162 | 308 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 18:45 | 58 | 57 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 0 | 10 | 26 | 4 | 40 | 10 | 127 | 25 | 0 | 162 | 335 |
| Total | 95 | 103 | 0 | 0 | 198 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 41 | 0 | 12 | 62 | 6 | 80 | 17 | 255 | 52 | 0 | 324 | 643 |
| 19:00 | 46 | 43 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 0 | 6 | 54 | 7 | 67 | 11 | 90 | 26 | 0 | 127 | 299 |
| 19:15 | 45 | 68 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 17 | 57 | 8 | 82 | 12 | 73 | 18 | 0 | 103 | 309 |
| Grand Total | 728 | 1220 | 0 | 0 | 1948 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 428 | 431 | 0 | 204 | 2945 | 559 | 3708 | 219 | 4382 | 1890 | 0 | 6491 | 12578 |
| Apprch \% | 37.4 | 62.6 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0.7 | 99.3 |  | 0 | 5.5 | 79.4 | 15.1 |  | 3.4 | 67.5 | 29.1 | 0 |  |  |
| Total \% | 5.8 | 9.7 | 0 | 0 | 15.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.4 | 3.4 | 0 | 1.6 | 23.4 | 4.4 | 29.5 | 1.7 | 34.8 | 15 | 0 | 51.6 |  |

## All Traffic Data

916) 771-8700

orders@atdtraffic.com

City of Sacramento
All Vehicles on Unshifted Tab
Peds \& Bikes on Bank 1 Tab
Nothing on Bank 2 Tab

File Name : 15-7845-011 3rd Street-J Street-I-5 Ramps
Site Code : 00000000
Start Date : 10/28/2015
Page No : 2

|  | 3rd Street Southbound |  |  |  |  | J Street Westbound |  |  |  |  | 3rd Street <br> Northbound |  |  |  |  | I-5 NB Off-Ramp <br> Northeastbound |  |  |  |  | J Street <br> Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Bear Righ | Right | App. Total | Left | Bear Left | Thru | Right | App. Total | Hard Left | Left | Thru | Right | App. Total | Hard Left | Barat Left | Bar Righ | Hard Riph | App. Total | Left | Thru | Right | Hand Ript | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 to 08:45-Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 07:45 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 07:45 | 17 | 53 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | 0 | 11 | 322 | 71 | 404 | 14 | 370 | 168 | 0 | 552 | 1039 |
| 08:00 | 15 | 37 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 16 | 332 | 52 | 400 | 12 | 327 | 165 | 0 | 504 | 967 |
| 08:15 | 21 | 36 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 11 | 302 | 61 | 374 | 6 | 335 | 137 | 0 | 478 | 921 |
| 08:30 | 23 | 36 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 17 | 334 | 50 | 401 | 18 | 306 | 131 | 0 | 455 | 927 |
| Total Volume | 76 | 162 | 0 | 0 | 238 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 48 | 0 | 55 | 1290 | 234 | 1579 | 50 | 1338 | 601 | 0 | 1989 | 3854 |
| \% App. Total | 31.9 | 68.1 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 100 |  | 0 | 3.5 | 81.7 | 14.8 |  | 2.5 | 67.3 | 30.2 | 0 |  |  |
| PHF | . 826 | . 764 | . 000 | . 000 | . 850 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 923 | . 923 | . 000 | . 809 | . 966 | . 824 | . 977 | . 694 | . 904 | . 894 | . 000 | . 901 | . 927 |

## All Traffic Data

(916) 771-8700

orders@atdtraffic.com

City of Sacramento
All Vehicles on Unshifted Tab Peds \& Bikes on Bank 1 Tab Nothing on Bank 2 Tab

File Name : 15-7845-011 3rd Street-J Street-l-5 Ramps
Site Code : 00000000
Start Date : 10/28/2015
Page No : 3


## All Traffic Data

(916) 771-8700

orders@atdtraffic.com

City of Sacramento
All Vehicles on Unshifted Tab
Peds \& Bikes on Bank 1 Tab
Nothing on Bank 2 Tab

File Name : 15-7845-011 3rd Street-J Street-l-5 Ramps
Site Code : 00000000
Start Date : 10/28/2015
Page No : 4

|  | 3rd Street Southbound |  |  |  |  | J Street <br> Westbound |  |  |  |  | 3rd Street <br> Northbound |  |  |  |  | I-5 NB Off-Ramp <br> Northeastbound |  |  |  |  | J Street <br> Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Bear Righ | Right | App. Total | Left | Bara Left | Thru | Right | App. Total | Hard Left | Left | Thru | Right | App. Total | Hard Left | Bear Left | Bcar Righ | Hard Righ | App. Total | Left | Thru | Right | Ham R Righ | App. Total | Int. Total |
| Peak Hour Analysis From 16:00 to 17:45-Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 16:00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 16:00 | 48 | 107 | 0 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 20 | 0 | 11 | 89 | 16 | 116 | 14 | 159 | 55 | 0 | 228 | 519 |
| 16:15 | 47 | 53 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21 | 0 | 10 | 91 | 10 | 111 | 19 | 201 | 83 | 0 | 303 | 535 |
| 16:30 | 50 | 91 | 0 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 33 | 35 | 0 | 11 | 63 | 4 | 78 | 12 | 185 | 52 | 0 | 249 | 503 |
| 16:45 | 66 | 96 | 0 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 37 | 0 | 3 | 60 | 7 | 70 | 6 | 174 | 94 | 0 | 274 | 543 |
| Total Volume | 211 | 347 | 0 | 0 | 558 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 111 | 113 | 0 | 35 | 303 | 37 | 375 | 51 | 719 | 284 | 0 | 1054 | 2100 |
| \% App. Total | 37.8 | 62.2 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 1.8 | 98.2 |  | 0 | 9.3 | 80.8 | 9.9 |  | 4.8 | 68.2 | 26.9 | 0 |  |  |
| PHF | . 799 | . 811 | . 000 | . 000 | . 861 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 250 | . 750 | . 764 | . 000 | 795 | . 832 | . 578 | 808 | . 671 | . 894 | . 755 | . 000 | . 870 | . 967 |

## All Traffic Data

(916) 771-8700

orders@atdtraffic.com

City of Sacramento
All Vehicles on Unshifted Tab Peds \& Bikes on Bank 1 Tab Nothing on Bank 2 Tab

File Name : 15-7845-011 3rd Street-J Street-l-5 Ramps
Site Code : 00000000
Start Date : 10/28/2015
Page No : 5


## All Traffic Data

(916) 771-8700

orders@atdtraffic.com

City of Sacramento
All Vehicles on Unshifted Tab
Peds \& Bikes on Bank 1 Tab
Nothing on Bank 2 Tab

File Name : 15-7845-011 3rd Street-J Street-l-5 Ramps
Site Code : 00000000
Start Date : 10/28/2015
Page No : 6

|  | 3rd Street Southbound |  |  |  |  | J Street <br> Westbound |  |  |  |  | 3rd Street <br> Northbound |  |  |  |  | I-5 NB Off-Ramp <br> Northeastbound |  |  |  |  | J Street <br> Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Bear Righ | Right | App. Total | Left | Bear Left | Thru | Right | App. Total | Hard Left | Left | Thru | Right | App. Total | Hard Left | Barat Left | Bcar Right | Hand Righ | App. Total | Left | Thru | Right | Has R Righ | App. Total | Int. Total |
| Peak Hour Analysis From 18:30 to 19:15-Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 18:30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 18:30 | 37 | 46 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 23 | 0 | 2 | 36 | 2 | 40 | 7 | 128 | 27 | 0 | 162 | 308 |
| 18:45 | 58 | 57 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 0 | 10 | 26 | 4 | 40 | 10 | 127 | 25 | 0 | 162 | 335 |
| 19:00 | 46 | 43 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 0 | 6 | 54 | 7 | 67 | 11 | 90 | 26 | 0 | 127 | 299 |
| 19:15 | 45 | 68 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 0 | 17 | 57 | 8 | 82 | 12 | 73 | 18 | 0 | 103 | 309 |
| Total Volume | 186 | 214 | 0 | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 68 | 0 | 35 | 173 | 21 | 229 | 40 | 418 | 96 | 0 | 554 | 1251 |
| \% App. Total | 46.5 | 53.5 | 0 | 0 |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 100 |  | 0 | 15.3 | 75.5 | 9.2 |  | 7.2 | 75.5 | 17.3 | 0 |  |  |
| PHF | . 802 | . 787 | . 000 | . 000 | . 870 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 000 | . 739 | . 739 | . 000 | . 515 | . 759 | . 656 | 698 | . 833 | . 816 | . 889 | . 000 | 855 | . 934 |

## All Traffic Data

(916) 771-8700

orders@atdtraffic.com

City of Sacramento
All Vehicles on Unshifted Tab Peds \& Bikes on Bank 1 Tab Nothing on Bank 2 Tab

File Name : 15-7845-011 3rd Street-J Street-l-5 Ramps
Site Code : 00000000
Start Date : 10/28/2015
Page No : 7





## ALL TRAFFIC DATA

(916) 771-8700
orders@atatraffic.com

File Name : 15-7845-026 3rd Street \& C Street Date : 10/28/2015
City of Sacramento
All Vehicles \& Uturns On Unshifted
Bikes \& Peds On Bank 1
Nothing On Bank 2

|  | 3rd Street Southbound |  |  |  |  | $\begin{array}{r} \text { C Street } \\ \text { Westbound } \end{array}$ |  |  |  |  | 3rd Street Northbound |  |  |  |  | C Street Eastbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total | Uturns Total |
| 18:30 | 3 | 0 | 2 | 0 | 5 | 5 | 109 | 2 | 0 | 116 | 3 | 2 | 14 | 0 | 19 | 1 | 104 | 5 | 0 | 110 | 250 | 0 |
| 18:45 | 2 | 0 | 0 | 0 | 2 | 5 | 91 | 2 | 0 | 98 | 2 |  | 6 | 0 | 9 | 0 | 83 | 5 | 0 | 88 | 197 | 0 |
| 19:00 | 2 | 0 | 0 | 0 | 2 | 5 | 81 | 3 | 1 | 90 | 4 | 1 | 5 | 0 | 10 | 0 | 70 | 1 | 0 | 71 | 173 | 1 |
| 19:15 | 1 | 0 | 0 | 0 | 1 | 5 | 67 | 0 | 0 | 72 | 0 | 0 | 4 | 0 | 4 | 2 | 57 | 4 | 0 | 63 | 140 | 0 |
| Total | 8 | 0 | 2 | 0 | 10 | 20 | 348 | 7 | 1 | 376 | 9 | 4 | 29 | 0 | 42 | 3 | 314 | 15 | 0 | 332 | 760 | 1 |
| Grand Total | 8 | 0 | 2 | 0 | 10 | 20 | 348 | 7 | 1 | 376 | 9 | 4 | 29 | 0 | 42 | 3 | 314 | 15 | 0 | 332 | 760 | 1 |
| Apprch \% | 80.0\% | 0.0\% | 20.0\% | 0.0\% |  | 5.3\% | 92.6\% | 1.9\% | 0.3\% |  | 21.4\% | 9.5\% | 69.0\% | 0.0\% |  | 0.9\% | 94.6\% | 4.5\% | 0.0\% |  |  |  |
| Total \% | 1.1\% | 0.0\% | 0.3\% | 0.0\% | 1.3\% | 2.6\% | 45.8\% | 0.9\% | 0.1\% | 49.5\% | 1.2\% | 0.5\% | 3.8\% | 0.0\% | 5.5\% | 0.4\% | 41.3\% | 2.0\% | 0.0\% | 43.7\% | 100.0\% |  |


| $\begin{array}{\|c\|} \hline \text { PM PEAK } \\ \text { HOUR } \\ \hline \end{array}$ | 3rd Street Southbound |  |  |  |  | $\begin{array}{r} \text { C Street } \\ \text { Westbound } \end{array}$ |  |  |  |  | 3rd Street Northbound |  |  |  |  | $\begin{array}{r} \text { C Street } \\ \text { Eastbound } \end{array}$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total |
| Peak Hour Analysis From 18:30 to 19:30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour For Entire Intersection Begins at 18:30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 18:30 | 3 | 0 | 2 | 0 | 5 | 5 | 109 | 2 | 0 | 116 | 3 | 2 | 14 | 0 | 19 | 1 | 104 | 5 | 0 | 110 | 250 |
| 18:45 | 2 | 0 | 0 | 0 | 2 | 5 | 91 | 2 | 0 | 98 | 2 | 1 | 6 | 0 | 9 | 0 | 83 | 5 | 0 | 88 | 197 |
| 19:00 | 2 | 0 | 0 | 0 | 2 | 5 | 81 | 3 | 1 | 90 | 4 | 1 | 5 | 0 | 10 | 0 | 70 | 1 | 0 | 71 | 173 |
| 19:15 | 1 | 0 | 0 | 0 | 1 | 5 | 67 | 0 | 0 | 72 | 0 | 0 | 4 | 0 | 4 | 2 | 57 | 4 | 0 | 63 | 140 |
| Total Volume | 8 | 0 | 2 | 0 | 10 | 20 | 348 | 7 | 1 | 376 | 9 | 4 | 29 | 0 | 42 | 3 | 314 | 15 | 0 | 332 | 760 |
| \% App Total | 80.0\% | 0.0\% | 20.0\% | 0.0\% |  | 5.3\% | 92.6\% | 1.9\% | 0.3\% |  | 21.4\% | 9.5\% | 69.0\% | 0.0\% |  | 0.9\% | 94.6\% | 4.5\% | 0.0\% |  |  |
| PHF | . 667 | . 000 | . 250 | . 000 | . 500 | 1.000 | 798 | . 583 | . 250 | . 810 | . 563 | . 500 | . 518 | . 000 | . 553 | . 375 | . 755 | . 750 | . 000 | . 755 | . 760 |

## ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com
File Name : 15-7845-025 5th Street \& Tower Bridge Gateway Date : 10/28/2015
City of Sacramento
All Vehicles \& Uturns On Unshifted
Bikes \& Peds On Bank 1
Nothing On Bank 2

|  | 5th Street Southbound |  |  |  |  | Tower Bridge Gateway Westbound |  |  |  |  | 5th Street Northbound |  |  |  |  | Tower Bridge Gateway Eastbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total | Uturns Total |
| 18:30 | 8 | 31 | 7 | 0 | 46 | 21 | 70 | 21 | 0 | 112 | 5 | 44 | 14 | 0 | 63 | 13 | 41 | 11 | 0 | 65 | 286 | 0 |
| 18:45 | 7 | 31 | 5 | 0 | 43 | 9 | 55 | 9 | 0 | 73 | 3 | 23 | 7 | 0 | 33 | 2 | 32 | 4 | 0 | 38 | 187 | 0 |
| 19:00 | 4 | 24 | 5 | 0 | 33 | 9 | 43 | 10 | 1 | 63 | 6 | 32 | 9 | 0 | 47 | 7 | 29 | 3 | 0 | 39 | 182 | 1 |
| 19:15 | 8 | 24 | 1 | 0 | 33 | 12 | 36 | 8 | 0 | 56 | 3 | 37 | 12 | 0 | 52 | 7 | 23 | 5 | 0 | 35 | 176 | 0 |
| Total | 27 | 110 | 18 | 0 | 155 | 51 | 204 | 48 | 1 | 304 | 17 | 136 | 42 | 0 | 195 | 29 | 125 | 23 | 0 | 177 | 831 | 1 |
| Grand Total | 27 | 110 | 18 | 0 | 155 | 51 | 204 | 48 | 1 | 304 | 17 | 136 | 42 | 0 | 195 | 29 | 125 | 23 | 0 | 177 | 831 | 1 |
| Apprch \% | 17.4\% | 71.0\% | 11.6\% | 0.0\% |  | 16.8\% | 67.1\% | 15.8\% | 0.3\% |  | 8.7\% | 69.7\% | 21.5\% | 0.0\% |  | 16.4\% | 70.6\% | 13.0\% | 0.0\% |  |  |  |
| Total \% | 3.2\% | 13.2\% | 2.2\% | 0.0\% | 18.7\% | 6.1\% | 24.5\% | 5.8\% | 0.1\% | 36.6\% | 2.0\% | 16.4\% | 5.1\% | 0.0\% | 23.5\% | 3.5\% | 15.0\% | 2.8\% | 0.0\% | 21.3\% | 100.0\% |  |


| $\begin{array}{\|c\|} \hline \text { PM PEAK } \\ \text { HOUR } \end{array}$ | 5th StreetSouthbound |  |  |  |  | Tower Bridge Gateway Westbound |  |  |  |  | 5th Street Northbound |  |  |  |  | Tower Bridge Gateway Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| START TIME | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | LEFT | THRU | RIGHT | UTURNS | APP.TOTAL | Total |
| Peak Hour Analysis From 18:30 to 19:30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour For Entire Intersection Begins at 18:30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 18:30 | 8 | 31 | 7 | 0 | 46 | 21 | 70 | 21 | 0 | 112 | 5 | 44 | 14 | 0 | 63 | 13 | 41 | 11 | 0 | 65 | 286 |
| 18:45 | 7 | 31 | 5 | 0 | 43 | 9 | 55 | 9 | 0 | 73 | 3 | 23 | 7 | 0 | 33 | 2 | 32 |  | 0 | 38 | 187 |
| 19:00 | 4 | 24 | 5 | 0 | 33 |  | 43 | 10 | 1 | 63 | 6 | 32 | 9 | 0 | 47 | 7 | 29 | 3 | 0 | 39 | 182 |
| 19:15 | 8 | 24 | 1 | 0 | 33 | 12 | 36 | 8 | 0 | 56 | 3 | 37 | 12 | 0 | 52 | 7 | 23 | 5 | 0 | 35 | 176 |
| Total Volume | 27 | 110 | 18 | 0 | 155 | 51 | 204 | 48 | 1 | 304 | 17 | 136 | 42 | 0 | 195 | 29 | 125 | 23 | 0 | 177 | 831 |
| \% App Total | 17.4\% | 71.0\% | 11.6\% | 0.0\% |  | 16.8\% | 67.1\% | 15.8\% | 0.3\% |  | 8.7\% | 69.7\% | 21.5\% | 0.0\% |  | 16.4\% | 70.6\% | 13.0\% | 0.0\% |  |  |
| PHF | . 844 | . 887 | . 643 | . 000 | . 842 | . 607 | 729 | . 571 | . 250 | . 679 | . 708 | . 773 | . 750 | . 000 | . 774 | . 558 | . 762 | . 523 | . 000 | . 681 | . 726 |



October 27, 2015 Kaiser Morse Avenue Parking Lot Count Data

| AM Peak <br> Period <br> Counts | Inbound | Total In/Out |  | Inbound <br> Peak | Outbound <br> Peak Hour | Overall <br> Peak <br> Hour |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| 7:00 AM | 102 | 30 | 132 |  |  |  |
| 7:15 AM | 121 | 69 | 190 |  |  |  |
| 7:30 AM | 135 | 62 | 197 |  |  |  |
| 7:45 AM | 146 | 43 | 189 | 504 | 204 | 708 |
|  |  |  |  |  |  |  |
| 8:00 AM | 171 | 38 | 209 | 573 | 212 | 785 |
| 8:15 AM | 204 | 41 | 245 | 656 | 184 | 840 |
| 8:30 AM | 146 | 59 | 205 | 667 | 181 | 848 |
| 8:45 AM | 155 | 45 | 200 | 676 | 183 | 859 |
| Totals | 1180 | 387 | 1567 |  |  |  |


| PM Peak <br> Period <br> Counts | Total In/Out |  |  |  | Inbound <br> Peak | Outbound <br> Peak Hour |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 4:00 PM | 83 | 201 | 284 |  | Overall <br> Peak <br> Hour |  |
| 4:15 PM | 72 | 134 | 206 |  |  |  |
| 4:30 PM | 83 | 181 | 264 |  |  |  |
| 4:45 PM | 58 | 148 | 206 | 296 | 664 | 960 |
| 5:00 PM | 46 | 223 | 269 | 259 | 686 | 945 |
| 5:15 PM | 46 | 133 | 179 | 233 | 685 | 918 |
| 5:30 PM | 57 | 115 | 172 | 207 | 619 | 826 |
| 5:45 PM | 52 | 74 | 126 | 201 | 545 | 746 |
| 6:00 PM | 58 | 93 | 151 | 213 | 415 | 628 |
| 6:15 PM | 57 | 80 | 137 | 224 | 362 | 586 |
| 6:30 PM | 71 | 73 | 144 | 238 | 320 | 558 |
| 6:45 PM | 38 | 49 | 87 | 224 | 295 | 519 |
| 7:00 PM | 36 | 83 | 119 | 202 | 285 | 487 |
| 7:15 PM | 44 | 61 | 105 | 189 | 266 | 455 |
| Totals | 801 | 1648 | 2449 |  |  |  |

Kaiser Morse Avenue Trip Generation

| Kaiser Morse Avenue Peak Hour of Generator |  | Kaiser KSF | Peak Hour Trip Generation (Per KSF) |
| :---: | :---: | :---: | :---: |
| AM: 8:00-9:00 AM | 676 IN, 183 OUT, 859 TOTAL | 477.43 | 1.80 |
| PM: 4:00-5:00 | 296 IN, 664 OUT, 960 TOTAL | 477.43 | 2.01 |
| Pre-Event: 6:30-7:30 | 189 IN, 266 OUT, 455 TOTAL | 477.43 | 0.95 |

Notes:
KSF = Thousand Square Feet

| Building Name | Building Type | Number <br> of Floors | Gross Sqaure <br> Footage |
| :--- | :--- | :--- | ---: |
| Sacramento Hospital | HOSPITAL | 2 | 51,259 |
| Sacramento Hospital Tower | HOSPITAL | 7 | 263,132 |
| Sacramento Medical Office Addition | MOB - PCP | 4 | 92,209 |
| Sacramento Camellia Hospital | HOSPITAL | 2 | 16,359 |
| Sacramento Occupational Medicine | MOB - PCP | 1 | 8,764 |
| Sacramento Cottage Building | ADMIN / ABO / SS / HH | 1 | 13,828 |
| Sacramento Commons Building | MOB - BEHAVIORAL | 2 | 21,534 |
| Sacramento Ambulatory Surgery Unit | ASU | 1 | 6,682 |
| Sacramento Support Services Annex | ADMIN / ABO / SS / HH | 1 | 2,945 |
| Sacramento Trailer - Construction / Conference $:$ TRAILER / MODULAR | 1 | 721 |  |
| Total Hospital KSF | Percent of Campus | $74 \%$ | 354,926 |
| ITE Trip Generation Rate | AM | 0.96 | PM |
| Total MOB KSF | Percent of Campus | $26 \%$ | 1.16 |
| ITE Trip Generation Rate | AM | 3.5 | PM |
| Blended ITE Trip Generation Rate $*$ | AM | 1.61 | PM |

## Notes:

KSF = Thousand Square Feet
MOB = Medical Office Building
ITE Trip Generation Rate based on Peak Hour of Generator

* Applies $74 \%$ of Hospital/26\% of Medical Office Building to get blended trip generation rate
** Kaiser Morse Trip Generation Rate increase over ITE Trip Generation Rate

Railyards MLS Kaiser EIR
PM Peak Hour to Pre-Event Peak Hour Factor Calculation for Railyards Specific Plan Trip Generation

| Roadway | From | To | PIVIPeak Hour Volume | Pre-Event Peak Hour Volume | Pre-Event Peak Hour Factor |
| :---: | :---: | :---: | :---: | :---: | :---: |
| I St | 7th St | 6th St | 2,262 | 1,153 | 0.51 |
| J St | 6th St | 7th St | 1,075 | 739 | 0.69 |
| 5th St | J St | I St | 696 | 449 | 0.65 |
| 7th St | I St | J St | 397 | 136 | 0.34 |
| 12th St | N B St | C St | 1,776 | 769 | 0.43 |
| 16th St | C St | N B St | 3,399 | 1,001 | 0.29 |
| Total (Weighted Average) |  |  | 9,605 | 4,247 | 0.44 |

## APPENDIX J.1.2:

Existing Level of Service (LOS) Calculations

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

Medical Center / Stadium / Railyards SP EIR
Existing
AM Peak Hour

Intersection 1 I 5 SB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 655 | 678 | 103.5\% | 27.8 | 3.5 | C |
|  | Through | 12 | 12 | 100.0\% | 26.0 | 12.2 | C |
|  | Right Turn | 333 | 315 | 94.5\% | 8.5 | 1.2 | A |
|  | Subtotal | 1,000 | 1,004 | 100.4\% | 21.8 | 2.7 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 361 | 349 | 96.7\% | 23.8 | 3.8 | C |
|  | Right Turn | 45 | 47 | 104.9\% | 4.1 | 1.4 | A |
|  | Subtotal | 406 | 396 | 97.6\% | 21.4 | 3.7 | C |
| WB | Left Turn | 268 | 250 | 93.1\% | 6.0 | 1.3 | A |
|  | Through | 230 | 224 | 97.2\% | 5.5 | 2.1 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 498 | 473 | 95.0\% | 5.7 | 1.3 | A |
| Total |  | 1,904 | 1,874 | 98.4\% | 17.6 | 1.8 | B |

[^0]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 50 | 58 | 116.0\% | 21.2 | 6.6 | C |
|  | Through | 8 | 9 | 110.0\% | 17.4 | 12.7 | B |
|  | Right Turn | 854 | 828 | 96.9\% | 27.0 | 11.0 | C |
|  | Subtotal | 912 | 894 | 98.1\% | 26.5 | 10.6 | C |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 156 | 154 | 99.0\% | 22.0 | 7.3 | C |
|  | Through Right Turn | 860 | 890 | 103.5\% | 9.0 | 4.8 | A |
|  | Subtotal | 1,016 | 1,045 | 102.8\% | 10.9 | 3.6 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 448 | 430 | 96.0\% | 17.2 | 4.3 | B |
|  | Right Turn | 292 | 274 | 94.0\% | 2.8 | 0.3 | A |
|  | Subtotal | 740 | 704 | 95.2\% | 11.5 | 2.4 | B |
| Total |  | 2,668 | 2,644 | 99.1\% | 16.3 | 4.7 | B |

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

Medical Center / Stadium / Railyards SP EIR
Existing
AM Peak Hour

Intersection $3 \quad$ Bercut Dr/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 97 | 98 | 101.4\% | 32.0 | 4.0 | C |
|  | Through | 11 | 13 | 120.0\% | 23.6 | 14.6 | C |
|  | Right Turn | 9 | 9 | 102.2\% | 14.2 | 10.0 | B |
|  | Subtotal | 117 | 121 | 103.2\% | 29.6 | 3.1 | C |
| SB | Left Turn | 36 | 38 | 105.6\% | 35.3 | 11.1 | D |
|  | Through | 3 | 3 | 93.3\% | 25.5 | 36.1 | C |
|  | Right Turn | 68 | 77 | 112.9\% | 5.1 | 1.1 | A |
|  | Subtotal | 107 | 118 | 109.9\% | 15.4 | 1.7 | B |
| EB | Left Turn | 125 | 108 | 86.7\% | 32.5 | 4.6 | C |
|  | Through | 1,329 | 1,309 | 98.5\% | 15.3 | 3.2 | B |
|  | Right Turn | 260 | 257 | 98.9\% | 2.5 | 0.2 | A |
|  | Subtotal | 1,714 | 1,675 | 97.7\% | 14.5 | 2.4 | B |
| WB | Left Turn | 32 | 27 | 83.8\% | 35.0 | 7.1 | C |
|  | Through | 575 | 534 | 92.8\% | 15.1 | 2.9 | B |
|  | Right Turn | 10 | 12 | 124.0\% | 10.1 | 6.2 | B |
|  | Subtotal | 617 | 573 | 92.8\% | 15.9 | 2.7 | B |
| Total |  | 2,555 | 2,486 | 97.3\% | 15.6 | 2.2 | B |

## Intersection 4 N 3rd St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 21 | 19 | 89.5\% | 40.3 | 15.3 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 8 | 6 | 80.0\% | 6.1 | 5.3 | A |
|  | Subtotal | 29 | 25 | 86.9\% | 31.7 | 12.5 | C |
| SB | Left Turn | 16 | 20 | 122.5\% | 38.6 | 13.2 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 17 | 16 | 96.5\% | 6.5 | 3.2 | A |
|  | Subtotal | 33 | 36 | 109.1\% | 24.5 | 9.0 | C |
| EB | Left Turn | 57 | 61 | 106.7\% | 39.5 | 5.0 | D |
|  | Through | 1,223 | 1,212 | 99.1\% | 5.9 | 1.5 | A |
|  | Right Turn | 94 | 104 | 110.2\% | 5.7 | 1.4 | A |
|  | Subtotal | 1,374 | 1,376 | 100.1\% | 7.4 | 1.3 | A |
| WB | Left Turn | 21 | 21 | 99.0\% | 28.1 | 14.2 | C |
|  | Through | 579 | 546 | 94.2\% | 7.9 | 2.4 | A |
|  | Right Turn | 34 | 38 | 110.6\% | 6.1 | 2.8 | A |
|  | Subtotal | 634 | 604 | 95.3\% | 8.6 | 2.2 | A |
| Total |  | 2,070 | 2,041 | 98.6\% | 8.3 | 1.1 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement

Existing
AM Peak Hour

Intersection 5
Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 41 | 39 | 95.6\% | 35.8 | 9.1 | D |
|  | Through | 3 | 2 | 66.7\% | 22.6 | 29.8 | C |
|  | Right Turn | 10 | 13 | 128.0\% | 11.9 | 5.0 | B |
|  | Subtotal | 54 | 54 | 100.0\% | 30.5 | 8.1 | C |
| SB | Left Turn | 5 | 5 | 96.0\% | 43.0 | 19.0 | D |
|  | Through | 10 | 13 | 128.0\% | 41.9 | 12.3 | D |
|  | Right Turn | 7 | 10 | 142.9\% | 9.9 | 9.9 | A |
|  | Subtotal | 22 | 28 | 125.5\% | 32.3 | 13.4 | C |
| EB | Left Turn | 56 | 52 | 92.1\% | 37.9 | 8.2 | D |
|  | Through | 1,182 | 1,198 | 101.3\% | 7.8 | 1.8 | A |
|  | Right Turn | 9 | 6 | 62.2\% | 8.4 | 8.6 | A |
|  | Subtotal | 1,247 | 1,255 | 100.6\% | 9.1 | 1.7 | A |
| WB | Left Turn | 24 | 21 | 86.7\% | 43.0 | 12.1 | D |
|  | Through | 586 | 558 | 95.3\% | 6.2 | 2.1 | A |
|  | Right Turn | 26 | 30 | 116.9\% | 7.3 | 4.0 | A |
|  | Subtotal | 636 | 610 | 95.8\% | 7.6 | 2.0 | A |
| Total |  | 1,959 | 1,946 | 99.3\% | 9.6 | 1.8 | A |

[^1]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 7 | 8 | 108.6\% | 28.6 | 25.9 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 5 | 7 | 144.0\% | 3.9 | 3.8 | A |
|  | Subtotal | 12 | 15 | 123.3\% | 25.3 | 20.5 | C |
| SB | Left Turn | 16 | 18 | 112.5\% | 40.2 | 8.2 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 20 | 20 | 98.0\% | 6.6 | 3.8 | A |
|  | Subtotal | 36 | 38 | 104.4\% | 23.6 | 4.7 | C |
| EB | Left Turn | 53 | 52 | 98.1\% | 40.9 | 8.5 | D |
|  | Through | 1,136 | 1,144 | 100.7\% | 5.5 | 1.9 | A |
|  | Right Turn | 8 | 11 | 135.0\% | 4.2 | 2.9 | A |
|  | Subtotal | 1,197 | 1,206 | 100.8\% | 7.0 | 2.4 | A |
| WB | Left Turn | 9 | 8 | 88.9\% | 33.4 | 24.3 | C |
|  | Through | 609 | 572 | 93.9\% | 7.2 | 1.9 | A |
|  | Right Turn | 17 | 20 | 117.6\% | 7.1 | 6.2 | A |
|  | Subtotal | 635 | 600 | 94.4\% | 7.6 | 1.8 | A |
| Total |  | 1,880 | 1,858 | 98.9\% | 7.6 | 1.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing
AM Peak Hour

| Intersection 7 |  | N 7th St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 34 | 35 | 103.5\% | 38.8 | 8.5 | D |
|  | Through | 41 | 51 | 123.9\% | 37.4 | 10.5 | D |
|  | Right Turn | 34 | 35 | 103.5\% | 21.3 | 8.4 | C |
|  | Subtotal | 109 | 121 | 111.2\% | 33.9 | 6.5 | C |
| SB | Left Turn | 6 | 5 | 80.0\% | 24.5 | 22.9 | C |
|  | Through | 9 | 10 | 115.6\% | 37.6 | 17.6 | D |
|  | Right Turn | 26 | 26 | 101.5\% | 30.5 | 15.2 | C |
|  | Subtotal | 41 | 42 | 101.5\% | 31.8 | 11.0 | C |
| EB | Left Turn | 137 | 136 | 99.0\% | 41.0 | 7.0 | D |
|  | Through | 908 | 932 | 102.7\% | 26.5 | 5.5 | C |
|  | Right Turn | 112 | 102 | 91.1\% | 23.6 | 5.7 | C |
|  | Subtotal | 1,157 | 1,170 | 101.1\% | 27.9 | 4.7 | C |
| WB | Left Turn | 231 | 214 | 92.5\% | 41.6 | 6.9 | D |
|  | Through | 577 | 551 | 95.5\% | 18.2 | 4.0 | B |
|  | Right Turn | 15 | 15 | 98.7\% | 18.6 | 11.1 | B |
|  | Subtotal | 823 | 779 | 94.7\% | 24.7 | 3.9 | C |
| Total |  | 2,130 | 2,112 | 99.2\% | 27.2 | 3.3 | C |

## Intersection 8

N 10th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 16 | 18 | 110.0\% | 36.2 | 13.0 | D |
|  | Through | 32 | 29 | 90.0\% | 27.2 | 11.1 | C |
|  | Right Turn | 12 | 8 | 70.0\% | 8.7 | 11.0 | A |
|  | Subtotal | 60 | 55 | 91.3\% | 27.2 | 6.6 | C |
| SB | Left Turn | 9 | 11 | 124.4\% | 36.2 | 14.9 | D |
|  | Through | 8 | 10 | 130.0\% | 36.2 | 15.8 | D |
|  | Right Turn | 27 | 24 | 88.9\% | 6.7 | 3.7 | A |
|  | Subtotal | 44 | 46 | 103.6\% | 22.1 | 4.4 | C |
| EB | Left Turn | 134 | 131 | 97.9\% | 38.8 | 5.3 | D |
|  | Through | 779 | 795 | 102.1\% | 9.4 | 1.9 | A |
|  | Right Turn | 35 | 40 | 115.4\% | 6.7 | 1.5 | A |
|  | Subtotal | 948 | 967 | 102.0\% | 13.3 | 2.4 | B |
| WB | Left Turn | 15 | 14 | 93.3\% | 43.3 | 13.6 | D |
|  | Through | 880 | 850 | 96.6\% | 8.9 | 1.7 | A |
|  | Right Turn | 51 | 56 | 110.6\% | 8.8 | 3.4 | A |
|  | Subtotal | 946 | 920 | 97.3\% | 9.5 | 1.6 | A |
| Total |  | 1,998 | 1,988 | 99.5\% | 12.2 | 1.7 | B |

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

Medical Center / Stadium / Railyards SP EIR
Existing
AM Peak Hour

Intersection $9 \quad$ Dos Rios St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 22 | 16 | 72.7\% | 31.6 | 15.3 | C |
|  | Through | 7 | 6 | 85.7\% | 31.3 | 20.2 | C |
|  | Right Turn | 27 | 32 | 118.5\% | 9.0 | 3.9 | A |
|  | Subtotal | 56 | 54 | 96.4\% | 19.0 | 7.5 | B |
| SB | Left Turn | 41 | 39 | 94.6\% | 31.9 | 7.8 | C |
|  | Through | 11 | 8 | 76.4\% | 25.2 | 17.2 | C |
|  | Right Turn | 20 | 17 | 86.0\% | 12.7 | 7.2 | B |
|  | Subtotal | 72 | 64 | 89.4\% | 25.4 | 5.9 | C |
| EB | Left Turn | 26 | 20 | 76.9\% | 34.3 | 12.4 | C |
|  | Through | 746 | 744 | 99.8\% | 11.9 | 2.1 | B |
|  | Right Turn | 28 | 29 | 104.3\% | 7.3 | 3.1 | A |
|  | Subtotal | 800 | 794 | 99.2\% | 12.3 | 2.2 | B |
| WB | Left Turn | 27 | 28 | 105.2\% | 45.5 | 6.3 | D |
|  | Through | 904 | 879 | 97.3\% | 9.4 | 1.4 | A |
|  | Right Turn | 27 | 24 | 88.9\% | 6.8 | 3.5 | A |
|  | Subtotal | 958 | 932 | 97.2\% | 10.4 | 1.3 | B |
| Total |  | 1,886 | 1,844 | 97.8\% | 12.0 | 1.5 | B |

Intersection 10 N 12th St-N 16th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 65 | 66 | 102.2\% | 70.4 | 13.2 | E |
|  | Through | 1,083 | 1,092 | 100.8\% | 15.5 | 2.0 | B |
|  | Right Turn | 3 | 6 | 186.7\% | 3.0 | 0.9 | A |
|  | Subtotal | 1,151 | 1,164 | 101.1\% | 18.5 | 2.1 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 2,325 | 2,275 | 97.8\% | 41.3 | 10.4 | D |
|  | Right Turn | 953 | 931 | 97.7\% | 17.1 | 4.7 | B |
|  | Subtotal | 3,278 | 3,206 | 97.8\% | 34.4 | 8.9 | C |
| EB | Left Turn | 749 | 672 | 89.7\% | 101.5 | 30.3 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 20 | 18 | 90.0\% | 30.4 | 19.5 | C |
|  | Subtotal | 769 | 690 | 89.7\% | 99.6 | 30.3 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 1 | 0 | 40.0\% | 16.4 | 41.4 | B |
|  | Right Turn | 2 | 2 | 100.0\% | 1.6 | 2.1 | A |
|  | Subtotal | 3 | 2 | 80.0\% | 14.6 | 40.7 | B |
| Total |  | 5,201 | 5,062 | 97.3\% | 39.5 | 8.3 | D |

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

Intersection 11
Bercut Dr/Bannon St
Medical Center / Stadium / Railyards SP EIR
Existing
AM Peak Hour

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 | 9 | 6 | 66.7\% | 4.9 | 3.2 | A |
|  | Right Turn | 3 | 2 | 80.0\% | 1.4 | 1.5 | A |
|  | Subtotal | 12 | 8 | 70.0\% | 4.6 | 2.6 | A |
| SB | Left Turn | 245 | 230 | 93.7\% | 5.4 | 0.4 | A |
|  | Through | 16 | 15 | 92.5\% | 5.3 | 0.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 261 | 244 | 93.6\% | 5.4 | 0.4 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 3 | 3 | 93.3\% | 3.2 | 3.1 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 49 | 41 | 83.3\% | 2.8 | 0.4 | A |
|  | Subtotal | 52 | 44 | 83.8\% | 3.0 | 0.4 | A |
| Total |  | 325 | 296 | 91.2\% | 5.1 | 0.3 | A |

## Intersection 12

Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 44 | 35 | 80.0\% | 4.6 | 1.0 | A |
|  | Through Right Turn | 49 | 50 | 102.0\% | 5.9 | 0.7 | A |
|  | Subtotal | 93 | 85 | 91.6\% | 5.3 | 0.6 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 35 | 30 | 85.7\% | 7.5 | 0.8 | A |
|  | Right Turn | 8 | 9 | 110.0\% | 3.7 | 1.6 | A |
|  | Subtotal | 43 | 39 | 90.2\% | 6.7 | 1.0 | A |
| EB | Left Turn | 5 | 4 | 72.0\% | 3.9 | 2.3 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 243 | 235 | 96.8\% | 4.5 | 0.4 | A |
|  | Subtotal | 248 | 239 | 96.3\% | 4.5 | 0.4 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 384 | 363 | 94.5\% | 5.0 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing
AM Peak Hour

Intersection 13 N 7th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 17 | 14 | 80.0\% | 26.2 | 17.6 | C |
|  | Through | 70 | 80 | 113.7\% | 21.5 | 3.1 | C |
|  | Right Turn | 10 | 12 | 120.0\% | 25.2 | 13.3 | C |
|  | Subtotal | 97 | 105 | 108.5\% | 22.9 | 4.2 | C |
| SB | Left Turn | 11 | 9 | 83.6\% | 37.8 | 19.5 | D |
|  | Through | 336 | 318 | 94.6\% | 18.2 | 2.6 | B |
|  | Right Turn | 7 | 7 | 97.1\% | 17.5 | 13.4 | B |
|  | Subtotal | 354 | 334 | 94.4\% | 18.7 | 3.0 | B |
| EB | Left Turn | 10 | 11 | 108.0\% | 16.5 | 11.8 | B |
|  | Through | 76 | 81 | 106.3\% | 21.4 | 8.2 | C |
|  | Right Turn | 116 | 124 | 107.2\% | 12.2 | 2.7 | B |
|  | Subtotal | 202 | 216 | 106.9\% | 15.9 | 4.8 | B |
| WB | Left Turn | 149 | 141 | 94.5\% | 21.1 | 4.8 | C |
|  | Through | 60 | 64 | 107.3\% | 21.5 | 10.1 | C |
|  | Right Turn | 27 | 28 | 103.7\% | 14.1 | 8.5 | B |
|  | Subtotal | 236 | 233 | 98.8\% | 20.2 | 4.3 | C |
| Total |  | 889 | 888 | 99.9\% | 18.8 | 2.5 | B |

Intersection 14 Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 30 | 30 | 101.3\% | 42.5 | 13.2 | D |
|  | Through | 85 | 84 | 98.8\% | 38.4 | 6.3 | D |
|  | Right Turn | 24 | 26 | 106.7\% | 42.0 | 17.5 | D |
|  | Subtotal | 139 | 140 | 100.7\% | 40.0 | 3.8 | D |
| SB | Left Turn | 2 | 2 | 100.0\% | 11.8 | 20.5 | B |
|  | Through | 19 | 20 | 105.3\% | 47.3 | 16.8 | D |
|  | Right Turn | 9 | 13 | 146.7\% | 17.2 | 10.7 | B |
|  | Subtotal | 30 | 35 | 117.3\% | 35.7 | 11.3 | D |
| EB | Left Turn | 3 | 3 | 106.7\% | 34.1 | 22.5 | C |
|  | Through | 47 | 47 | 99.6\% | 36.9 | 7.3 | D |
|  | Right Turn | 47 | 53 | 112.3\% | 17.6 | 6.1 | B |
|  | Subtotal | 97 | 103 | 106.0\% | 27.1 | 6.2 | C |
| SW | Left Turn | 18 | 19 | 106.7\% | 11.0 | 9.0 | B |
|  | Through | 2,260 | 2,235 | 98.9\% | 14.4 | 2.9 | B |
|  | Right Turn | 144 | 145 | 100.8\% | 21.4 | 3.7 | C |
|  | Subtotal | 2,422 | 2,399 | 99.1\% | 14.8 | 2.9 | B |
| Total |  | 2,688 | 2,677 | 99.6\% | 16.8 | 2.7 | B |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement

Existing
AM Peak Hour

Intersection 15 N 16th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 121 | 124 | 102.8\% | 7.9 | 1.3 | A |
|  | Through | 1,122 | 1,119 | 99.7\% | 5.8 | 0.4 | A |
|  | Right Turn | 6 | 5 | 80.0\% | 0.9 | 1.0 | A |
|  | Subtotal | 1,249 | 1,248 | 99.9\% | 6.0 | 0.4 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 47 | 52 | 110.6\% | 17.5 | 2.6 | B |
|  | Through Right Turn | 6 | 6 | 100.0\% | 5.6 | 6.8 | A |
|  | Subtotal | 53 | 58 | 109.4\% | 16.5 | 2.5 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 6 | 3 | 53.3\% | 11.0 | 11.6 | B |
|  | Right Turn | 2 | 2 | 100.0\% | 1.1 | 1.7 | A |
|  | Subtotal | 8 | 5 | 65.0\% | 12.1 | 10.6 | B |
| Total |  | 1,310 | 1,311 | 100.1\% | 6.4 | 0.5 | A |

Intersection 16 Sunbeam Ave-Sproule Ave/N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 16 | 18 | 110.0\% | 9.0 | 4.9 | A |
|  | Through Right Turn | 13 | 15 | 113.8\% | 10.9 | 6.6 | B |
|  | Subtotal | 29 | 32 | 111.7\% | 10.4 | 3.8 | B |
| SB | Left Turn <br> Through | 25 | 22 | 86.4\% | 13.2 | 8.7 | B |
|  | Right Turn | 33 | 34 | 101.8\% | 9.1 | 5.6 | A |
|  | Subtotal | 58 | 55 | 95.2\% | 11.0 | 5.7 | B |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 5 | 60.0\% | 25.7 | 26.6 | C |
|  | Subtotal | 8 | 5 | 60.0\% | 25.7 | 26.6 | C |
| WB | Left Turn | 39 | 41 | 104.6\% | 5.8 | 3.3 | A |
|  | Through | 2,298 | 2,237 | 97.3\% | 8.2 | 2.3 | A |
|  | Right Turn | 8 | 8 | 95.0\% | 5.7 | 4.7 | A |
|  | Subtotal | 2,345 | 2,285 | 97.4\% | 8.1 | 2.3 | A |
| Total |  | 2,440 | 2,378 | 97.4\% | 8.3 | 2.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
AM Peak Hour

Intersection 18
7th St/F St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 7 | 6 | 85.7\% | 14.9 | 7.0 | B |
|  | Through | 60 | 56 | 94.0\% | 7.7 | 3.3 | A |
|  | Right Turn | 42 | 37 | 87.6\% | 3.8 | 1.2 | A |
|  | Subtotal | 109 | 99 | 91.0\% | 6.6 | 2.3 | A |
| SB | Left Turn | 161 | 152 | 94.2\% | 12.8 | 2.1 | B |
|  | Through | 411 | 421 | 102.4\% | 5.9 | 1.1 | A |
|  | Right Turn | 29 | 32 | 109.0\% | 5.3 | 2.1 | A |
|  | Subtotal | 601 | 604 | 100.5\% | 7.6 | 1.4 | A |
| EB | Left Turn | 3 | 2 | 80.0\% | 1.9 | 2.8 | A |
|  | Through | 3 | 2 | 80.0\% | 2.9 | 6.3 | A |
|  | Right Turn | 4 | 4 | 100.0\% | 2.6 | 4.3 | A |
|  | Subtotal | 10 | 9 | 88.0\% | 4.0 | 4.2 | A |
| WB | Left Turn | 55 | 50 | 91.6\% | 12.2 | 3.2 | B |
|  | Through | 13 | 10 | 73.8\% | 6.1 | 5.3 | A |
|  | Right Turn | 34 | 33 | 97.6\% | 4.5 | 1.0 | A |
|  | Subtotal | 102 | 93 | 91.4\% | 9.2 | 2.2 | A |
| Total |  | 822 | 805 | 98.0\% | 7.6 | 1.2 | A |


| Intersection 19 |  | 8th St/F St |  |  | All-way Stop |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 36 | 33 | 91.1\% | 5.7 | 0.9 | A |
|  | Through | 52 | 52 | 100.8\% | 6.1 | 0.6 | A |
|  | Right Turn | 84 | 90 | 107.1\% | 4.6 | 0.6 | A |
|  | Subtotal | 172 | 175 | 101.9\% | 5.2 | 0.5 | A |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 17 | 16 | 91.8\% | 5.8 | 0.8 | A |
|  | Through Right Turn | 74 | 64 | 87.0\% | 6.7 | 0.7 | A |
|  | Subtotal | 91 | 80 | 87.9\% | 6.6 | 0.7 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 75 | 64 | 85.3\% | 5.1 | 0.6 | A |
|  | Right Turn | 13 | 14 | 107.7\% | 3.0 | 0.5 | A |
|  | Subtotal | 88 | 78 | 88.6\% | 4.7 | 0.5 | A |
| Total |  | 351 | 333 | 94.9\% | 5.5 | 0.4 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
AM Peak Hour

| Intersection 21 |  | 7th St/G St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 63 | 58 | 91.4\% | 17.4 | 2.1 | B |
|  | Subtotal | 63 | 58 | 91.4\% | 17.4 | 2.1 | B |
| SB | Left Turn <br> Through Right Turn | 440 | 444 | 100.9\% | 16.2 | 1.8 | B |
|  | Subtotal | 440 | 444 | 100.9\% | 16.2 | 1.8 | B |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 156 | 153 | 98.2\% | 4.0 | 1.2 | A |
|  | Through <br> Right Turn | 41 | 36 | 88.8\% | 23 | 0.7 | A |
|  | Rub |  |  |  |  |  |  |
|  | Subtotal | 197 | 190 | 96.2\% | 3.7 | 1.1 | A |
| Total |  | 700 | 691 | 98.7\% | 12.9 | 1.1 | B |

## Intersection 22

5th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 11 | 10 | 94.5\% | 6.5 | 3.6 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 508 | 508 | 100.0\% | 8.0 | 1.6 | A |
|  | Subtotal | 519 | 518 | 99.9\% | 8.0 | 1.5 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 39 | 40 | 103.6\% | 8.3 | 3.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 39 | 40 | 103.6\% | 8.3 | 3.4 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 558 | 559 | 100.1\% | 8.0 | 1.5 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
AM Peak Hour

Intersection 23 6th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 165 | 165 | 99.9\% | 7.0 | 1.0 | A |
|  | Subtotal | 165 | 165 | 99.9\% | 7.0 | 1.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 38 | 35 | 92.6\% | 9.8 | 4.3 | A |
|  | Subtotal | 38 | 35 | 92.6\% | 9.8 | 4.3 | A |
| EB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 519 \\ 28 \end{gathered}$ | $\begin{gathered} 514 \\ 34 \end{gathered}$ | $\begin{gathered} 99.0 \% \\ 122.9 \% \end{gathered}$ | $\begin{aligned} & 9.3 \\ & 5.5 \end{aligned}$ | $\begin{aligned} & 1.4 \\ & 1.8 \end{aligned}$ | A A |
|  | Subtotal | 547 | 548 | 100.3\% | 9.1 | 1.3 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 750 | 748 | 99.8\% | 8.7 | 1.0 | A |

Intersection 24 7th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 188 | 178 | 94.7\% | 20.0 | 1.0 | B |
|  | Through Right Turn | 415 | 418 | 100.8\% | 17.9 | 0.8 | B |
|  | Subtotal | 603 | 596 | 98.9\% | 18.5 | 0.7 | B |
| EB | Left Turn | 53 | 46 | 86.0\% | 15.7 | 2.8 | B |
|  | Through | 582 | 576 | 99.0\% | 15.1 | 1.9 | B |
|  | Right Turn | 49 | 52 | 106.1\% | 5.0 | 2.2 | A |
|  | Subtotal | 684 | 674 | 98.5\% | 14.4 | 1.7 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,287 | 1,270 | 98.7\% | 16.3 | 0.9 | B |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
AM Peak Hour

| Intersection 25 |  | 8th St/H St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 356 | 346 | 97.3\% | 8.4 | 0.5 | A |
|  | Right Turn | 84 | 89 | 105.7\% | 6.2 | 1.1 | A |
|  | Subtotal | 440 | 435 | 98.9\% | 8.0 | 0.5 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 379 | 356 | 94.0\% | 6.9 | 0.8 | A |
|  | Through | 195 | 194 | 99.3\% | 9.4 | 1.0 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 574 | 550 | 95.8\% | 7.8 | 0.6 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,014 | 985 | 97.2\% | 7.8 | 0.5 | A |

Intersection 26 Jiboom St/I St 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 | 66 | 69 | 104.8\% | 22.1 | 6.0 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 387 | 377 | 97.4\% | 19.7 | 3.0 | B |
|  | Subtotal | 453 | 446 | 98.5\% | 20.2 | 2.6 | C |
| EB | Left Turn | 298 | 284 | 95.4\% | 23.2 | 3.6 | C |
|  | Through | 165 | 153 | 92.6\% | 16.0 | 3.6 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 463 | 437 | 94.4\% | 20.7 | 3.4 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 100 | 98 | 98.4\% | 23.5 | 4.2 | C |
|  | Right Turn | 6 | 9 | 146.7\% | 4.4 | 6.7 | A |
|  | Subtotal | 106 | 107 | 101.1\% | 21.9 | 3.9 | C |
| Total |  | 1,022 | 990 | 96.9\% | 20.6 | 2.4 | C |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
AM Peak Hour

| Intersection 27 |  | 5th St/I St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 116 | 120 | 103.4\% | 8.1 | 1.8 | A |
|  | Through Right Turn | 625 | 626 | 100.2\% | 10.0 | 1.5 | A |
|  | Subtotal | 741 | 746 | 100.7\% | 9.7 | 1.4 | A |
| SB | Left Turn <br> Through Right Turn | 12 | 13 | 106.7\% | 8.4 | 4.7 | A |
|  | Subtotal | 12 | 13 | 106.7\% | 8.4 | 4.7 | A |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through Right Turn | $\begin{gathered} 904 \\ 71 \end{gathered}$ | $\begin{gathered} 866 \\ 74 \end{gathered}$ | $\begin{gathered} 95.8 \% \\ 104.8 \% \end{gathered}$ | $\begin{aligned} & 3.3 \\ & 3.5 \end{aligned}$ | $\begin{aligned} & 0.4 \\ & 1.1 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 975 | 941 | 96.5\% | 3.4 | 0.4 | A |
| Total |  | 1,728 | 1,700 | 98.4\% | 6.2 | 0.5 | A |

## Intersection 28 6th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 37 | 34 | 90.8\% | 12.1 | 5.9 | B |
|  | Through Right Turn | 106 | 103 | 97.0\% | 8.8 | 2.3 | A |
|  | Subtotal | 143 | 136 | 95.4\% | 9.5 | 1.7 | A |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 19 \\ & 47 \end{aligned}$ | $\begin{aligned} & 16 \\ & 53 \end{aligned}$ | $\begin{gathered} 86.3 \% \\ 113.2 \% \end{gathered}$ | $\begin{gathered} 12.1 \\ 5.3 \end{gathered}$ | $\begin{aligned} & 7.0 \\ & 1.0 \end{aligned}$ | $\begin{aligned} & \mathrm{B} \\ & \mathrm{~A} \end{aligned}$ |
|  | Subtotal | 66 | 70 | 105.5\% | 7.0 | 2.3 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 61 | 63 | 103.0\% | 16.8 | 2.8 | B |
|  | Through | 891 | 859 | 96.4\% | 18.7 | 2.0 | B |
|  | Right Turn | 59 | 62 | 104.4\% | 18.5 | 2.6 | B |
|  | Subtotal | 1,011 | 983 | 97.3\% | 18.6 | 1.7 | B |
| Total |  | 1,220 | 1,189 | 97.5\% | 16.9 | 1.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
AM Peak Hour

| Intersection 29 |  | 7th St/I St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand | Served V | me (vph) |  | elay (sec/v |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 224 | 228 | 101.8\% | 12.8 | 1.1 | B |
|  | Right Turn | 240 | 240 | 100.2\% | 10.3 | 1.1 | B |
|  | Subtotal | 464 | 468 | 100.9\% | 11.5 | 0.8 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 131 | 121 | 92.5\% | 12.4 | 1.1 | B |
|  | Through | 771 | 738 | 95.7\% | 13.9 | 0.5 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 902 | 859 | 95.2\% | 13.7 | 0.4 | B |
| Total |  | 1,366 | 1,327 | 97.2\% | 12.9 | 0.4 | B |

## Intersection 30

8th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 122 | 117 | 96.1\% | 7.4 | 1.4 | A |
|  | Through Right Turn | 330 | 325 | 98.4\% | 8.5 | 1.2 | A |
|  | Subtotal | 452 | 442 | 97.8\% | 8.2 | 0.8 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 780 \\ & 110 \end{aligned}$ | $\begin{aligned} & 732 \\ & 108 \end{aligned}$ | $\begin{aligned} & 93.9 \% \\ & 98.2 \% \end{aligned}$ | $\begin{aligned} & 9.5 \\ & 8.1 \end{aligned}$ | $\begin{aligned} & 0.6 \\ & 1.8 \end{aligned}$ | A A |
|  | Subtotal | 890 | 840 | 94.4\% | 9.4 | 0.6 | A |
| Total |  | 1,342 | 1,282 | 95.6\% | 9.0 | 0.5 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
AM Peak Hour

Intersection 31
3rd St-I 5 NB Off Ramp/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 55 | 51 | 93.1\% | 30.0 | 6.0 | C |
|  | Through | 1,290 | 1,297 | 100.6\% | 29.5 | 2.7 | C |
|  | Right Turn | 234 | 240 | 102.6\% | 28.0 | 5.6 | C |
|  | Subtotal | 1,579 | 1,588 | 100.6\% | 29.3 | 3.0 | C |
| SB | Left Turn | 76 | 70 | 92.1\% | 64.0 | 14.6 | E |
|  | Through | 162 | 144 | 88.9\% | 90.5 | 36.7 | F |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 238 | 214 | 89.9\% | 81.8 | 28.4 | F |
| EB | Left Turn | 50 | 52 | 103.2\% | 79.4 | 26.0 | E |
|  | Through | 1,338 | 1,246 | 93.1\% | 89.9 | 27.6 | F |
|  | Right Turn | 601 | 496 | 82.5\% | 166.1 | 42.1 | F |
|  | Subtotal | 1,989 | 1,794 | 90.2\% | 110.8 | 31.9 | F |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 48 | 44 | 91.7\% | 20.9 | 8.3 | C |
|  | Subtotal | 48 | 44 | 91.7\% | 20.9 | 8.3 | C |
| Total |  | 3,854 | 3,640 | 94.4\% | 72.5 | 14.9 | E |

## Intersection 32

5th St/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 183 | 200 | 109.1\% | 43.7 | 14.6 | D |
|  | Right Turn | 203 | 213 | 104.8\% | 38.7 | 17.5 | D |
|  | Subtotal | 386 | 412 | 106.8\% | 41.2 | 16.0 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 558 | 548 | 98.1\% | 9.9 | 1.4 | A |
|  | Through | 2,128 | 2,042 | 96.0\% | 10.6 | 1.6 | B |
|  | Right Turn | 66 | 62 | 93.3\% | 11.6 | 3.2 | B |
|  | Subtotal | 2,752 | 2,652 | 96.4\% | 10.5 | 1.2 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 3,138 | 3,064 | 97.6\% | 14.7 | 2.9 | B |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
AM Peak Hour

Intersection 33
7th St/J St
Signal

| Direction | Movement | Demand <br> 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 | 104 | 97 | 93.5\% | 19.8 | 2.9 | B |
|  | Through Right Turn | 251 | 250 | 99.4\% | 23.3 | 3.5 | C |
|  | Subtotal | 355 | 347 | 97.7\% | 22.4 | 3.0 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,880 | 1,840 | 97.9\% | 7.3 | 0.4 | A |
|  | Right Turn | 257 | 235 | 91.4\% | 7.1 | 1.0 | A |
|  | Subtotal | 2,137 | 2,075 | 97.1\% | 7.3 | 0.5 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,492 | 2,422 | 97.2\% | 9.5 | 0.5 | A |

## Intersection 35 C St/3rd St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 16 | 16 | 97.5\% | 26.2 | 7.4 | C |
|  | Through | 1 | 1 | 80.0\% | 1.9 | 5.9 | A |
|  | Right Turn | 45 | 44 | 97.8\% | 5.6 | 1.7 | A |
|  | Subtotal | 62 | 60 | 97.4\% | 11.2 | 2.8 | B |
| SB | Left Turn | 10 | 14 | 140.0\% | 32.6 | 7.4 | C |
|  | Through | 5 | 5 | 104.0\% | 16.2 | 17.3 | B |
|  | Right Turn | 3 | 3 | 106.7\% | 2.3 | 2.0 | A |
|  | Subtotal | 18 | 22 | 124.4\% | 24.8 | 4.9 | C |
| EB | Left Turn | 1 | 0 | 40.0\% | 4.4 | 7.8 | A |
|  | Through | 408 | 466 | 114.1\% | 11.7 | 1.5 | B |
|  | Right Turn | 23 | 29 | 127.0\% | 6.4 | 1.8 | A |
|  | Subtotal | 432 | 495 | 114.6\% | 11.3 | 1.4 | B |
| WB | Left Turn | 218 | 241 | 110.5\% | 20.0 | 2.3 | B |
|  | Through | 264 | 314 | 119.1\% | 6.4 | 1.3 | A |
|  | Right Turn | 5 | 9 | 184.0\% | 3.8 | 2.9 | A |
|  | Subtotal | 487 | 564 | 115.9\% | 12.1 | 1.7 | B |
| Total |  | 999 | 1,142 | 114.4\% | 12.0 | 0.7 | B |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
AM Peak Hour

| Intersection 34 |  | 5th St/C St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 42 | 48 | 114.3\% | 31.1 | 6.8 | C |
|  | Through | 65 | 79 | 121.2\% | 19.2 | 3.6 | B |
|  | Right Turn | 81 | 90 | 111.1\% | 4.5 | 1.1 | A |
|  | Subtotal | 188 | 217 | 115.3\% | 15.6 | 2.1 | B |
| SB | Left Turn | 91 | 113 | 124.0\% | 30.6 | 5.5 | C |
|  | Through | 128 | 142 | 111.3\% | 16.7 | 3.7 | B |
|  | Right Turn | 6 | 7 | 113.3\% | 4.0 | 3.8 | A |
|  | Subtotal | 225 | 262 | 116.4\% | 22.4 | 3.6 | C |
| EB | Left Turn | 6 | 4 | 73.3\% | 17.0 | 23.4 | B |
|  | Through | 260 | 308 | 118.3\% | 18.5 | 2.6 | B |
|  | Right Turn | 78 | 93 | 119.0\% | 8.4 | 3.1 | A |
|  | Subtotal | 344 | 405 | 117.7\% | 16.3 | 2.6 | B |
| WB | Left Turn | 88 | 105 | 119.5\% | 30.7 | 5.2 | C |
|  | Through | 158 | 185 | 117.0\% | 15.7 | 3.4 | B |
|  | Right Turn | 37 | 42 | 113.5\% | 4.1 | 0.7 | A |
|  | Subtotal | 283 | 332 | 117.3\% | 19.0 | 3.5 | B |
| Total |  | 1,040 | 1,216 | 116.9\% | 18.2 | 1.9 | B |

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

Medical Center / Stadium / Railyards SP EIR
Existing
AM Peak Hour

| Intersection 37 |  | 3rd Street-Riverfront St/Tower Bridge Gateway |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | $\left\lvert\, \begin{gathered} \text { Demand } \\ \text { Volume }(\mathrm{vph}) \end{gathered}\right.$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 2 | 1 | 35.2\% | 8.6 | 15.9 | A |
|  | Through | 40 | 43 | 107.4\% | 29.6 | 7.9 | C |
|  | Right Turn | 34 | 40 | 119.1\% | 8.6 | 3.0 | A |
|  | Subtotal | 76 | 84 | 110.7\% | 20.0 | 5.6 | B |
| SB | Left Turn | 65 | 51 | 78.0\% | 28.7 | 4.1 | C |
|  | Through | 12 | 14 | 117.3\% | 22.7 | 9.9 | C |
|  | Right Turn | 24 | 21 | 89.5\% | 3.5 | 1.1 | A |
|  | Subtotal | 101 | 86 | 85.4\% | 21.6 | 3.6 | C |
| EB | Left Turn | 253 | 246 | 97.4\% | 47.9 | 24.0 | D |
|  | Through | 720 | 712 | 99.0\% | 16.1 | 4.8 | B |
|  | Right Turn | 1 | 1 | 105.6\% | 3.8 | 8.7 | A |
|  | Subtotal | 974 | 960 | 98.6\% | 24.4 | 7.6 | C |
| WB | Left Turn | 9 | 8 | 90.0\% | 29.3 | 14.3 | C |
|  | Through | 169 | 168 | 99.6\% | 17.8 | 3.6 | B |
|  | Right Turn | 138 | 132 | 95.9\% | 9.2 | 1.7 | A |
|  | Subtotal | 316 | 309 | 97.7\% | 14.7 | 2.4 | B |
| Total |  | 1,467 | 1,439 | 98.1\% | 21.8 | 5.4 | C |

## Intersection 36

5th St/Tower Bridge Gateway
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 9 | 8 | 90.0\% | 36.0 | 28.3 | D |
|  | Through | 192 | 172 | 89.8\% | 34.4 | 4.6 | C |
|  | Right Turn | 204 | 201 | 98.5\% | 12.8 | 3.1 | B |
|  | Subtotal | 405 | 382 | 94.2\% | 23.2 | 2.9 | C |
| SB | Left Turn | 46 | 46 | 99.5\% | 4.4 | 2.8 | A |
|  | Through | 149 | 128 | 85.8\% | 20.1 | 6.6 | C |
|  | Right Turn | 15 | 14 | 96.2\% | 7.4 | 8.6 | A |
|  | Subtotal | 210 | 188 | 89.5\% | 15.6 | 4.8 | B |
| EB | Left Turn | 35 | 37 | 106.6\% | 80.8 | 14.8 | F |
|  | Through | 724 | 722 | 99.7\% | 52.0 | 14.8 | D |
|  | Right Turn | 6 | 5 | 88.0\% | 53.6 | 25.3 | D |
|  | Subtotal | 765 | 765 | 99.9\% | 53.4 | 14.2 | D |
| WB | Left Turn | 37 | 37 | 99.9\% | 50.1 | 13.4 | D |
|  | Through | 120 | 113 | 94.5\% | 32.9 | 8.5 | C |
|  | Right Turn | 38 | 42 | 109.3\% | 5.9 | 1.6 | A |
|  | Subtotal | 195 | 192 | 98.4\% | 30.8 | 6.9 | C |
| Total |  | 1,575 | 1,526 | 96.9\% | 38.5 | 8.5 | D |

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

Medical Center / Stadium / Railyards SP EIR
Existing
AM Peak Hour

Intersection 17 12th St/E St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 169 | 166 | 98.2\% | 8.7 | 1.3 | A |
|  | Through | 1,742 | 1,736 | 99.7\% | 7.2 | 0.8 | A |
|  | Right Turn | 37 | 32 | 86.5\% | 3.4 | 1.0 | A |
|  | Subtotal | 1,948 | 1,934 | 99.3\% | 7.3 | 0.7 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 51 | 56 | 110.6\% | 15.2 | 5.8 | B |
|  | Right Turn | 14 | 11 | 77.1\% | 5.7 | 2.6 | A |
|  | Subtotal | 65 | 67 | 103.4\% | 13.7 | 5.3 | B |
| WB | Left Turn | 17 | 17 | 98.8\% | 19.1 | 6.3 | B |
|  | Through | 64 | 66 | 103.8\% | 16.5 | 4.7 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 81 | 83 | 102.7\% | 16.9 | 4.1 | B |
| Total |  | 2,094 | 2,084 | 99.5\% | 7.9 | 0.7 | A |

Intersection 20 12th St/F St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 265 | 285 | 107.6\% | 5.8 | 0.7 | A |
|  | Through | 1,429 | 1,413 | 98.9\% | 7.2 | 0.8 | A |
|  | Right Turn | 79 | 68 | 86.1\% | 5.1 | 1.4 | A |
|  | Subtotal | 1,773 | 1,766 | 99.6\% | 6.9 | 0.7 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 70 | 70 | 99.4\% | 19.3 | 4.4 | B |
|  | Right Turn | 11 | 13 | 120.0\% | 10.7 | 10.3 | B |
|  | Subtotal | 81 | 83 | 102.2\% | 17.9 | 4.4 | B |
| WB | Left Turn | 4 | 4 | 110.0\% | 14.2 | 11.9 | B |
|  | Through | 39 | 38 | 97.4\% | 18.2 | 4.2 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 43 | 42 | 98.6\% | 18.5 | 4.4 | B |
| Total |  | 1,897 | 1,891 | 99.7\% | 7.6 | 0.7 | A |

Intersection 1
I 5 SB Ramps/Richards Blvd
Signal

| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Through Through/Right | 2,725 |  |  |  | 26 |  | 27 | 0\% | 0\% |
|  |  | 2,725 | 75 | 11 | 125 | 14 | 125 | 13 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
|  | Left Turn | 325 | 150 | 17 | 225 | 36 | 225 | 48 | 0\% | 0\% |
|  | Left/Through | 1,500 | 200 | 20 | 250 | 40 | 275 | 52 | 0\% | 0\% |
| SB | Right Turn | 325 | 75 | 20 | 150 | 72 | 175 | 98 | 0\% | 0\% |
|  | Left Turn | 1,275 | 50 | 13 | 100 | 28 | 100 | 34 | 0\% | 0\% |
|  | Through | 275 | 50 | 21 | 100 | 50 | 100 | 51 | 0\% | 0\% |
| WB |  |  |  |  |  |  |  |  |  |  |
| 0 |  |  |  |  |  |  |  |  |  |  |

Intersection 215 NB Ramps/Richards Blvd

Signal


| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left/Through | 600 | 325 | 62 | 525 | 120 | 525 | 116 | 0\% | 0\% |
|  | Through | 600 | 625 | 79 | 775 | 89 | 700 | 22 | 0\% | 45\% |
|  | Through/Right | 600 | 600 | 30 | 675 | 20 | 675 | 15 | 0\% | 30\% |
| NB | Right Turn | 1,100 | 25 | 7 | 50 | 13 | 50 | 15 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| NE | Shared | 1,025 | 300 | 28 | 400 | 63 | 400 | 54 | 0\% | 0\% |
|  | Right Turn | 1,025 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Right Turn | 350 | 250 | 26 | 350 | 27 | 325 | 34 | 1\% | 0\% |
|  | Right Turn | 1,025 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
| SB | Left Turn | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |




 Key
Kxperss
ane (HOV)

| Name | Pstio St | Jstolot | Lston-Ramp | ISto Richards Evd |  |  |  |  | W. EIC Camino Ave to -180 | 1.800 of |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Flow Rate in Express Lanes |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{E}_{\mathrm{T}}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $E_{R}$ |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\substack{\text { tiven } \\ t_{p}}}$ |  |  |  |  |  |  |  |  |  |  |
| Flow (pcph) |  |  |  |  |  |  |  |  |  |  |
| Flow Rate (pcphpl) |  |  |  |  |  |  |  |  |  |  |
| Calculate operations in Express Lanes |  |  |  |  |  |  |  |  |  |  |
| fFs | 65 | 65 | 65 | 65 | 65 | 65 | 65 | ${ }_{6}$ | ${ }_{6}$ | 65 |
| Capacity (pcph) <br> v/c ratio |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Calculate on Ramp Flow Rate |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) | 339 |  | 197 | ${ }^{383}$ |  | 456 |  | ${ }^{373}$ |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  | $\stackrel{0.19}{1}$ |  | $1.10$ | $2$ |  | $1$ |  | $1$ |  |  |
| TerainGrade \% | Level |  | Level | Level |  | Level |  | Level |  |  |
|  | 0.0\% |  | 0.0\% | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade engat (mi) | 0.00 |  | 0.00 | 0.00 |  | 0.00 |  | 0.00 |  |  |
| Tuck \& Bus\% | 3.0\% |  | 3.0\% | 3.0\% |  | 3.0\% |  | 3.0\% |  |  |
|  | 0.0\% |  | 0.0\% | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| $\mathrm{E}_{\mathrm{T}}$ |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{E}_{\mathrm{F}}$ | $1.2$ |  | $1.2$ | $1.2$ |  | $\begin{gathered} 1.2 \\ 0.955 \end{gathered}$ |  | $\begin{gathered} 1.2 \\ 0.955 \end{gathered}$ |  |  |
| $\mathrm{f}_{\mathrm{p}}$ | 1.00 |  | 1.00 | 1.00 |  | 1.00 |  | 1.00 |  |  |
| Flow (poph) | ${ }_{4} 46$ |  | ${ }^{256}$ | 401 |  | ${ }_{551}$ |  | 440 |  |  |
| Fiow Rate (cochno) | 436 |  | 256 | 200 |  | ${ }_{551}$ |  | 440 |  |  |
| Calculate On Ramp Roadway Operations |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\text {Ramp Speed ( }}^{\text {Reph }}$ ( ${ }^{\text {Ramp }}$ | Right |  | Right | Right |  | Right |  | Right |  |  |
|  | ${ }^{45}$ |  | ${ }^{45}$ | 45 |  | 45 |  | ${ }^{45}$ |  |  |
| Ramp Capacity (pcph) Ramp v/c ratio | $\begin{aligned} & 2,100 \\ & 0.21 \end{aligned}$ |  | $\begin{gathered} 2.100 \\ 0.12 \end{gathered}$ | $\begin{aligned} & 4,200 \\ & 0.10 \end{aligned}$ |  | $\begin{gathered} 2.100 \\ 0.26 \\ 0.0 \end{gathered}$ |  | $\begin{gathered} 2.100 \\ 0.21 \end{gathered}$ |  |  |
|  |  |  |  |  |  |  |  |  |  |  |


 $\stackrel{\text { Key }}{ }$



| кеу |
| :--- |
|  |


| Name | Pstio Jst | Jstol St | Lston-Ramp | 1 Sto Richards Evid | Beamen Richars Evad Ramps | Richars Svad to Garden Hivy | Beemen Garden Hyy Ramps |  | W. El Camino Ave to 180 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Diverse Iffuence Area operations |  |  |  |  |  |  |  |  |  |  |
| Effective $\mathrm{v}_{\mathrm{P}}$ (pcph) Up Ramp $\mathrm{L}_{\mathrm{EQ}}$ |  |  |  |  |  |  |  |  |  |  |
| Down Ramp Leo |  |  |  |  |  |  |  |  |  |  |
| $P_{\text {Pro }}($ Eqn 13.9$)$ |  |  |  |  |  |  |  |  |  |  |
| $P_{\text {Pro }}($ Eqn 13.10$)$ |  |  |  |  |  |  |  |  |  |  |
| $\operatorname{Prof}^{(E G n 13-11)}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $v_{3(10 p h t)}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Speed Index Area Speed |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Outerelanes SpeedSegment Speed |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| veratio |  |  |  |  |  |  |  |  |  |  |
| DensityLos |  |  |  |  |  |  |  |  |  | 20.7 |
|  |  |  |  |  |  |  |  |  |  |  |
| \| |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Terain Level |  |  |  | Level |  | Level |  | Level |  |  |
| Grade \% <br> Grade enght (mi) |  |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
|  |  |  |  | 0.00 |  | 0.00 |  | 0.00 |  |  |
| Truck \& Bus\% 3.0\% |  | Rv\% ${ }^{\text {en }}$ |  | $\begin{aligned} & 3.0 \% \\ & 0.0 \% \\ & \hline \end{aligned}$ |  | $\begin{aligned} & 3.0 \% \\ & 0.0 \% \\ & \hline \end{aligned}$ |  | $\begin{aligned} & 3.0 \% \\ & 0.0 \% \end{aligned}$ |  |  |
| $\mathrm{E}_{\mathrm{T}}$ 1.5 |  |  |  | 1.5 |  | 1.5 |  | 1.5 |  |  |
| $\mathrm{E}_{\mathrm{r}}$ | 1.2 |  |  | 1.2 |  | ${ }^{1.2}$ |  | 1.2 |  |  |
| ${ }_{\text {tov }}^{\text {top }}$ | 0.985 |  |  | 0.985 |  | ${ }^{0.985}$ |  | 0.985 |  |  |
|  | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  |  |
| Onto Off fiow (poch) |  |  |  |  |  |  |  |  |  |  |
| Calculate On Ramp to Maininine Flow Rate for Weave Segments |  |  |  |  |  |  |  |  |  |  |
| OntomL Volume (vph) |  |  |  |  |  |  |  |  |  |  |
| PHF 0.95 |  |  |  | 0.95 |  | 0.95 |  | 0.95 |  |  |
| Terain <br> Grade \% | Level |  |  | Level |  | Level |  | Level |  |  |
|  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade Lenght (mi) | 0.00 |  |  | 0.00 3006 |  | 0.00 3006 |  | 0.00 |  |  |
| Truck \& Bus \% | 3.\% 0.0\% |  |  | 3.0\% |  | 3.0\% |  | 3.0\% |  |  |
| $E_{\text {T }}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  |  |
| $\mathrm{E}_{\mathrm{n}}$ | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  |  |
| ${ }_{\text {tow }}^{\text {tow }}$ | 0.985 |  |  | 0.985 |  | 0.985 |  | 0.985 |  |  |
| Onto MLF Fiow (poph) | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |


$\stackrel{\text { Key }}{\text { Kxpess }}$

| Name | PSto JSt | Jstio Lst | Lston-Ramp | ISto Richards Blvd | Bemeen Richars Evid Ramps | Richars Evisdo 0 Garden Huy | Beameen Garien Huy Ramps | SGareentyrow wicamina Ale | W. El Camino Ave to 1.80 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Mainine to off Ramp Fow Rate for Weave Segments |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\text {Terain }}$ | Level |  |  | Level |  | Level |  | Level |  |  |
| Grade \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade Length (mi) | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  |  |
| Tuck \& Bus \% | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
| ${ }^{\text {RV\% \% }}$ | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| ${ }_{\text {E }}^{\mathrm{E}_{\mathrm{T}}}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  |  |
| $E_{\text {E }}$ | 1.2 0.971 |  |  | 1.2 <br> 0.971 |  | 1.2 |  | $1.2$ |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{\text {PHF }}$ | 0.95 |  |  | 0.95 |  | 0.95 |  | ${ }^{0.95}$ |  |  |
| ${ }_{\text {Terain }}$ | Level |  |  | Level |  | Level |  | Level |  |  |
| $\begin{gathered} \text { Gravade \%o } \\ \text { Grade Length (mi) } \end{gathered}$ | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
|  | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  |  |
| Truck \& Bus \% | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
| ${ }_{\substack{\mathrm{Rv} \% \\ \mathrm{E}_{\mathrm{T}}}}$ | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
|  | 1.5 |  |  | 1.5 |  | 1.5 |  |  |  |  |
| ${ }_{\text {E }}^{\mathrm{E}_{\mathrm{F}}}$ | 1.2 |  |  | 1.2 0.971 |  | 1.2 0.971 |  | $1.2$ |  |  |
| $t \mathrm{p}$ | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  |  |
| GP $_{\text {to GP Flow (coph) }}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |

 :

| Name | Psto J St | Jsto Lt St | Lston-Ramp | 1 Stio Richards Elvd | Bemeen Richars Bud Ramps | Rionars Elva to araien Hwy | Betwen Garden Hmp Rampe |  | W. El C Camino Ave to 1 : 80 | 1.800 ff |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Weave Segment Operations |  |  |  |  |  |  |  |  |  |  |
| тype |  |  |  |  |  |  |  |  |  |  |
| Lengh |  |  |  |  |  |  |  |  |  |  |
| Segment Lanes Weave Lanes |  |  |  |  |  |  |  |  |  |  |
| Weave Flow (pcph) Non-Weave Flow |  |  |  |  |  |  |  |  |  |  |
| Segment Flow |  |  |  |  |  |  |  |  |  |  |
| Max Weave Length |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\text {deal }}$ Leal Weave Capacity |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\text {trvv }}$ |  |  |  |  |  |  |  |  |  |  |
| Capacity Condition 1 |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Capacity Condition 2 v/c ratio |  |  |  |  |  |  |  |  |  |  |
| Interchange Density |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Lane Changes ML to Off Lane Changes On to Off |  |  |  |  |  |  |  |  |  |  |
| Min Lane Change Rate Weave LC Rate |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Non-Weave LC Rate 3 |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| WeementLC Rate |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Segment Speed <br> Density |  |  |  |  |  |  |  |  |  |  |
| Density LOS |  |  |  |  |  |  |  |  |  |  |
| Summarie Segment operations |  |  |  |  |  |  |  |  |  |  |
|  |  | 0.79 | 0.70 |  | 0.75 |  | 0.70 |  | 0.63 |  |
|  |  | 30.0 | 27.9 |  | 28.0 |  | ${ }^{25.6}$ |  | ${ }^{228}$ | ${ }^{20.7}$ |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Type | Weave | Basic | Merge | Weave | Basic | Weave | Basic | Weave | Basic | Dierge |
| Report | Weave | Easic | Merge | Weave | Easic | Weave | Basic | Weave | Basic | Diverge |







\begin{tabular}{|c|c|c|c|c|c|c|c|c|}
\hline Name \& 1.800 O.Ramp \& W. El Camino Ave WB On \& W. El C Camino Ave EB 0 \& Garden Hwy Off \& Beween Garden Hwy Ramse \& Garden HMyto Richards Evod \& Beween Richars bsve Ramps \& Richards Evd to 0 S \\
\hline \multicolumn{2}{|l|}{Calculate Diverge influence Area Operations} \& \& \& \& \& \& \& \\
\hline \begin{tabular}{l}
Effective \(\mathrm{v}_{\mathrm{p}}(\mathrm{pcph})\) \\
Up Ramp \(\mathrm{L}_{\text {EQ }}\) Down Ramp \(\mathrm{L}_{\text {EQ }}\) \(P_{\text {fo }}\) (Eqn 13-9) \(P_{\text {FD }}\) (Eqn 13-10) \(P_{\text {FD }}\) (Eqn 13-11) \(\mathrm{P}_{\mathrm{fd}}\) \(\mathrm{v}_{12}\) (pcph) \(\mathrm{v}_{3}\) (pcph) \(v_{34}\) (pcph) \(\mathrm{v}_{12 \mathrm{a}}\) (pcph) Speed Index Area Speed Outer Lanes Volume Outer Lanes Speed Segment Speed v/c ratio Density OS
\end{tabular} \& \& \& \& 6,915
0.555

0.436
3,410
3,505
3,410
0.36
56.7
1,752
68.4
62.1
0.78
26.8
$C$ \& \& \& \& <br>
\hline \multicolumn{3}{|l|}{Calculate on Ramp to off Ramp Fow Rate for Weave Segments} \& \& \& \& \& \& <br>

\hline | On to Off Volume (vph) |
| :--- |
| PHF |
| Terrain |
| Grade \% |
| Grade Length (mi) |
| Truck \& Bus \% |
| RV \% | \& \& \& \& \& \& 0.95

Level
L.0\%
0.00
a.0\%

$0.0 \%$ \& \& $$
\begin{aligned}
& 0.95 \\
& \begin{array}{l}
\text { Leve } \\
0.0 \% \\
0.00 \\
\text { 3.0\% } \\
0.0 \%
\end{array}
\end{aligned}
$$ <br>

\hline $$
\begin{gathered}
E_{T} \\
E_{\mathrm{F}} \\
\mathrm{f}_{\mathrm{Hv}}
\end{gathered}
$$ \& \& \& \& \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$

\] \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.955
\end{aligned}
$$
\] <br>

\hline $t$ \& \& \& \& \& \& 1.00 \& \& 1.00 <br>
\hline Onto off fiow (paph) \& \& \& \& \& \& \& \& <br>
\hline \multicolumn{3}{|l|}{Calculate On Ramp to Maininine Flow Rate for Weave Segments} \& \& \& \& \& \& <br>

\hline \multirow[t]{3}{*}{} \& \& \& \& \& \& $$
\begin{aligned}
& 0.95 \\
& \text { eneve } \\
& 0.0 \% \\
& 0.00 \\
& \text { a.0\% } \\
& 0.0 \%
\end{aligned}
$$ \& \& \[

$$
\begin{aligned}
& 0.95 \\
& \text { Level } \\
& 0.0 \% \\
& 0.00 \\
& \begin{array}{l}
0.0
\end{array} \\
& 0.0 \%
\end{aligned}
$$
\] <br>

\hline \& \& \& \& \& \& $$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$ \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$
\] <br>

\hline \& \& \& \& \& \& 1.00 \& \& 1.00 <br>
\hline LFo \& \& \& \& \& \& \& \& <br>
\hline
\end{tabular}





:
$\underset{>\text { Express Lane (HOV) }}{\text { Key }}$

| Name | Northate Blvd Of:-Ramp |  | Del Paso Elva to Leisiure Ln |
| :---: | :---: | :---: | :---: |
| Operations tor Exiting | nes |  |  |
| Fow (opat) | 1,754 | 1.570 |  |
| Lane | 3 | 2 |  |
| Capacit (poph) | 7.050 | 4.800 |  |
| v/cratio | 0.25 | ${ }_{0} .33$ |  |
| Fiow Rate (caphpl) | 585 | 785 |  |
| Speed (mph) | 65.0 | 70.0 |  |
| Density (pochpo) | 9.0 | ${ }^{11.2}$ |  |
| Los | A | в |  |



$\stackrel{\text { Key }}{<>}$ Kxpess Lane (HOV)



| Name | Northate Bud Off-Ramp |  | Del Paso Blvd to Leisure Ln |
| :---: | :---: | :---: | :---: |
| Diverge infuence Area operations |  |  |  |
|  |  |  |  |
|  |  |  |  |
| Down Ramp Leo |  |  |  |
| ${ }^{\text {Prof (Ean } 13.9}{ }_{\text {Pro (Gq 13-10) }}$ |  |  |  |
|  |  |  |  |
| $P_{\text {P00 }}(\operatorname{Ean} 13111)$ |  |  |  |
| $P_{\text {Pro }}$ | 0.70 |  |  |
| $v_{12}($ Poph $)$ | 1,454 |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
| Speed Index 0.32 |  |  |  |
| Area Speed ${ }^{\text {a }}$ |  |  |  |
| Ouler Lanes Voume $\quad 526$ |  |  |  |
| Outer Lanes Speed | 71.3 |  |  |
| Segment Speed | 60.8 |  |  |
| Vcrato | ${ }^{0.38}$ |  |  |
| Density | 15.4 |  |  |
|  | в |  |  |
| Ramp to off Ramp | Rate for weave Segme |  |  |
| Ramp to Mainine | R Rate for Weave Segmers |  |  |

 $\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

[^2]


| Key |
| :---: |
| Expess Lane (HOV) |


| Name | Northate Elvd Offramp | Nortrate Evitio oel Pase Evid | aso |
| :---: | :---: | :---: | :---: |
| Weave Segment Operations |  |  |  |
| Segnentycaio | 038 | 024 |  |
| Segment Density | 15.4 | ${ }_{8} .4$ | 11.2 |
| Segment Los | в | A | в |
| Over Capacity |  |  |  |




$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | North of Def Paso Bivd | Del Paso Bud On-Ramp |  | Notrgate Evd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Flow Rate in Express Lanes Operations in Express Lanes |  |  |  |  |
|  |  |  |  |  |
| Operations in Express Lanes On Ramp Flow Rate |  |  |  |  |
| Volume (vph) |  | ${ }^{223}$ |  | ${ }^{376}$ |
| PHF |  | 0.88 |  | 0.88 |
| Lanes |  |  |  | 1 |
| Terain |  | Level |  | Level |
| Grade \% |  | 0.0\% |  | 0.0\% |
| Grade Lengh (mi) |  | 0.00 |  | 0.00 |
| Tuek \& Bus\% |  | 3.0\% |  | 3.0\% |
| Rv\% |  | 0.0\% |  | 0.0\% |
| ${ }_{\text {ET }}$ |  | 1.5 |  | 1.5 |
| $\mathrm{E}_{\mathrm{r}}$ |  | 1.2 |  | 1.2 |
| ${ }_{\text {fuv }}$ |  | 0.985 |  | 0.985 |
| $t_{0}$ |  | 1.00 |  | 1.00 |
| Fow (poph) |  | 257 |  | ${ }^{434}$ |
| Fow Rate (cophn) |  | ${ }^{257}$ |  | 434 |
| On Ramp Roadway Operations |  |  |  |  |
|  |  |  |  |  |
| Ramp Tyee |  | Right |  | Right |
| Famp Speed (mph) |  | 45 |  | 45 |
| Ramp Capacity (pcph) Ramp v/c ratio |  | $\begin{gathered} 2,100 \\ 0.12 \end{gathered}$ |  | $\begin{aligned} & 2.100 \\ & 0.21 \end{aligned}$ |
|  |  |  |  |  |


| Name | Sort of Del Paso Bivd | vdon.Ramp | Evad | Northate Evd On-Rame |
| :---: | :---: | :---: | :---: | :---: |
| Off Ramp Fow Rate |  |  |  |  |
| Off Ramp Roadway | ons |  |  |  |
| Adiacent Ramp for Three-Lane Mainine Segmenss with one-Lane Ramps |  |  |  |  |
| Up Tpe |  |  |  | No |
| Up Distance |  |  |  |  |
| Up Foow (poph) |  |  |  |  |
| Down Type |  |  |  | No |
| Down Distance |  |  |  |  |
| Down Fow (peph) |  |  |  |  |
| Merge infuence Area operations |  |  |  |  |
|  |  |  |  |  |
| Effecive $v_{p}($ (poch $)$ |  | 3.090 |  |  |
| Up Ramp LEo |  |  |  |  |
| Down Ramp $P_{\text {FM }}($ Eqn 13-3) |  | 0.599 |  |  |
| $P_{\text {Pme }}($ Eqn 13.4$)$ |  |  |  |  |
| $\mathrm{Pamm}_{\text {man }}(13.5)$ |  |  |  |  |
| Pfu |  | 1.000 |  |  |
| $v_{12}($ poch $)$ |  | 3,900 |  |  |
| $v_{s}($ poch $)$ |  |  |  |  |
| $v_{s}($ (poph $)$ |  |  |  |  |
| $v_{\text {vas (eoph }}$ ) |  | 3,900 |  |  |
| $V^{\text {Vraza (ophl }}$ ) |  | ${ }^{3,347}$ |  |  |
| Speed index |  |  |  |  |
| Area Speed |  | 56.6 |  |  |
| Outertanes voume Outer Lanes ppeed |  |  |  |  |
| Segment Speed |  | 56.6 |  |  |
| v/cratio |  | 0.73 |  |  |
| Density |  | ${ }^{26.7}$ |  |  |
| Los |  | c |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | Noth of Pel Paso Blvd | Del Paso Bud On-Ramp |  | Northate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Diverge infuence Area Operations |  |  |  |  |
| Eteceive $v_{p}$ (poph) |  |  |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $\left.{ }^{\text {Prof (Ean }} 13.9\right)$ |  |  |  |  |
| Pro (Eap 13-11) |  |  |  |  |
| Pro |  |  |  |  |
| $v_{12}($ Poph $)$ |  |  |  |  |
| $v_{3}$ (poph) |  |  |  |  |
|  |  |  |  |  |
| $v^{\text {vasempoph }}$ |  |  |  |  |
| Speed Index |  |  |  |  |
| Area Speed |  |  |  |  |
| Outer Lanes Volume |  |  |  |  |
| Outer Lanes Speed <br> Segment Speed |  |  |  |  |
|  |  |  |  |  |
| Segment Speed v/c ratio |  |  |  |  |
| Density |  |  |  |  |
|  |  |  |  |  |
| Ramp to off Ramp | Rate for Weave Segn |  |  |  |
| amp to Mainine | ate for Weave Seg |  |  |  |









| Name | North of del Paso Elvd | Dal Paso Blvd On.Ramp | Dei Paso blutio Nootrgate evod | Northate Evd 0 -R-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Weave Segment Operations Summarize Segment Operations |  |  |  |  |
|  |  |  |  |  |
| Segment V/ cratio | ${ }^{0.69}$ | ${ }^{0.73}$ | ${ }^{0.71}$ | ${ }^{0.54}$ |
| Segment Density | ${ }^{28.1}$ | ${ }^{26.7}$ | 26.2 | 19.4 |
| SegmentLos | D | c | - | c |

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 8,391 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 8,794 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 339 |
| :---: |
| $4 \%$ |
| 1.5 |
| 346 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

$\mathrm{N}_{\mathrm{b}} \frac{4}{\frac{5}{2}} \frac{2,775}{} \quad$| 2 |
| :--- |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Existing AM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | I Street |
| Off-ramp | Richards Blvd |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 7,392 |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 7,747 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 379 |
| :---: |
| $4 \%$ |
| 1.5 |
| 387 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 908 |
| :---: |
| $4 \%$ |
| 1.5 |
| 926 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\begin{array}{cc}N_{b} & 4 \\ & \frac{5}{1,900}\end{array}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Existing AM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Richards Blvd |
| Off-ramp | Garden Highway |
|  |  |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections , Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $N_{b}$ | 4 |
| :---: | :---: |
|  | $\frac{5}{1,175}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Existing AM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Garden Highway |
| Off-ramp | El Camino Ave |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 6,385 |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) |  |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 373 |
| :---: |
| $4 \%$ |
| 1.5 |
| 380 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 960 |
| :---: |
| $4 \%$ |
| 1.5 |
| 979 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

$\mathrm{N}_{\mathrm{b}}$| 4 |
| :---: |
|  |
| $\frac{5}{2,000}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Existing AM Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Garden Highway |
| Off-ramp | Richards Blvd |
|  |  |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{2,300}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Existing AM Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Richards Blvd |
| Off-ramp | J Street |
|  |  |


| 312 | Volume (vph)* | 1,041 |
| :---: | :--- | :---: |
| $4 \%$ | Truck Percentage | $4 \%$ |
| 1.5 | PCE for Trucks | 1.5 <br> 318 |




## Capacity Analysis

1. Is the weaving section balanced ( $Y / N$ )?

If optional exit lane, then " $Y$ ". Otherwise " $N$ ".
2. In the chart to the left, which two speed curves is the red " $x$ " between?
45 MPH and 50 MPH

If left of the 30 MPH curve, LOS is F. Select "-".
If below the 55 MPH curve, out of the realm of weaving.
3. Interpolated Weaving Speed ( $\mathrm{S}_{\mathrm{w}}, \mathrm{mph}$ )
4. Weaving Intensity Factor (k)

| 48.6 |
| :---: |
| 1.41 |
|  |
| 1,555 |
| D |

The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

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

Kaiser / MLS / Railyards EIR
Existing
PM Peak Hour

Intersection 1 I 5 SB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 307 | 308 | 100.5\% | 30.0 | 2.4 | C |
|  | Through | 69 | 66 | 95.1\% | 31.7 | 5.7 | C |
|  | Right Turn | 272 | 285 | 104.7\% | 11.0 | 1.5 | B |
|  | Subtotal | 648 | 659 | 101.7\% | 21.9 | 1.5 | C |
| EB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 692 \\ 53 \end{gathered}$ | $\begin{gathered} 678 \\ 58 \end{gathered}$ | $\begin{gathered} 98.0 \% \\ 109.4 \% \end{gathered}$ | $\begin{gathered} 38.7 \\ 9.5 \end{gathered}$ | $\begin{gathered} 17.5 \\ 5.7 \end{gathered}$ | D |
|  | Right Turn | 53 | 58 | 109.4\% | 9.5 | 5.7 | A |
|  | Subtotal | 745 | 736 | 98.8\% | 36.3 | 16.3 | D |
| WB | Left Turn | 664 | 625 | 94.2\% | 22.2 | 2.0 | C |
|  | Through Right Turn | 528 | 470 | 89.1\% | 13.4 | 1.2 | B |
|  | Subtotal | 1,192 | 1,096 | 91.9\% | 18.4 | 1.2 | B |
| Total |  | 2,585 | 2,491 | 96.4\% | 24.8 | 4.7 | C |

[^3]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 59 | 63 | 107.1\% | 25.1 | 3.8 | C |
|  | Through | 10 | 8 | 80.0\% | 19.9 | 16.2 | B |
|  | Right Turn | 425 | 418 | 98.4\% | 11.0 | 2.1 | B |
|  | Subtotal | 494 | 490 | 99.1\% | 13.2 | 1.5 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 420 | 394 | 93.8\% | 56.2 | 4.2 | E |
|  | Through Right Turn | 579 | 586 | 101.2\% | 4.3 | 1.2 | A |
|  | Subtotal | 999 | 980 | 98.1\% | 25.2 | 2.4 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,133 | 1,066 | 94.1\% | 26.2 | 3.8 | C |
|  | Right Turn | 790 | 652 | 82.5\% | 4.9 | 0.5 | A |
|  | Subtotal | 1,923 | 1,718 | 89.4\% | 18.1 | 2.5 | B |
| Total |  | 3,416 | 3,188 | 93.3\% | 19.5 | 1.6 | B |

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

Kaiser / MLS / Railyards EIR
Existing
PM Peak Hour

Intersection 3
Bercut Dr/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 269 | 276 | 102.6\% | 39.3 | 8.8 | D |
|  | Through | 4 | 7 | 170.0\% | 30.0 | 24.5 | C |
|  | Right Turn | 4 | 4 | 110.0\% | 4.9 | 4.6 | A |
|  | Subtotal | 277 | 287 | 103.7\% | 38.6 | 8.3 | D |
| SB | Left Turn | 34 | 35 | 102.4\% | 38.0 | 11.0 | D |
|  | Through | 8 | 8 | 95.0\% | 32.1 | 25.5 | C |
|  | Right Turn | 167 | 174 | 104.0\% | 27.3 | 15.1 | C |
|  | Subtotal | 209 | 216 | 103.3\% | 29.7 | 12.5 | C |
| EB | Left Turn | 79 | 77 | 97.7\% | 27.2 | 2.4 | C |
|  | Through | 835 | 799 | 95.7\% | 17.2 | 2.9 | B |
|  | Right Turn | 90 | 95 | 105.3\% | 2.4 | 0.3 | A |
|  | Subtotal | 1,004 | 971 | 96.7\% | 16.5 | 2.3 | B |
| WB | Left Turn | 18 | 16 | 88.9\% | 45.4 | 17.6 | D |
|  | Through | 1,487 | 1,241 | 83.4\% | 55.4 | 5.8 | E |
|  | Right Turn | 9 | 9 | 97.8\% | 46.8 | 29.0 | D |
|  | Subtotal | 1,514 | 1,266 | 83.6\% | 55.3 | 5.7 | E |
| Total |  | 3,004 | 2,740 | 91.2\% | 37.7 | 2.7 | D |

## Intersection 4

N 3rd St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 89 | 92 | 103.4\% | 43.4 | 11.9 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 15 | 20 | 136.0\% | 6.5 | 3.5 | A |
|  | Subtotal | 104 | 112 | 108.1\% | 36.9 | 11.2 | D |
| SB | Left Turn | 38 | 46 | 121.1\% | 29.7 | 5.5 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 17 | 18 | 103.5\% | 27.9 | 14.7 | C |
|  | Subtotal | 55 | 64 | 115.6\% | 29.6 | 7.1 | C |
| EB | Left Turn | 13 | 7 | 52.3\% | 34.7 | 24.0 | C |
|  | Through | 848 | 843 | 99.4\% | 4.5 | 1.6 | A |
|  | Right Turn | 12 | 12 | 96.7\% | 3.2 | 1.8 | A |
|  | Subtotal | 873 | 861 | 98.6\% | 4.9 | 1.6 | A |
| WB | Left Turn | 2 | 2 | 100.0\% | 8.9 | 19.0 | A |
|  | Through | 1,408 | 1,201 | 85.3\% | 50.3 | 6.4 | D |
|  | Right Turn | 11 | 6 | 58.2\% | 48.2 | 33.4 | D |
|  | Subtotal | 1,421 | 1,210 | 85.1\% | 50.3 | 6.5 | D |
| Total |  | 2,453 | 2,247 | 91.6\% | 31.7 | 3.5 | C |

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

Kaiser / MLS / Railyards EIR
Existing
PM Peak Hour

Intersection 5
Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 26 | 24 | 92.3\% | 38.7 | 8.3 | D |
|  | Through | 5 | 10 | 208.0\% | 30.4 | 17.1 | C |
|  | Right Turn | 23 | 22 | 97.4\% | 7.9 | 2.0 | A |
|  | Subtotal | 54 | 57 | 105.2\% | 25.9 | 5.1 | C |
| SB | Left Turn | 24 | 28 | 118.3\% | 34.7 | 9.0 | C |
|  | Through | 19 | 20 | 105.3\% | 33.6 | 11.2 | C |
|  | Right Turn | 49 | 56 | 113.5\% | 24.5 | 7.6 | C |
|  | Subtotal | 92 | 104 | 113.0\% | 29.5 | 5.9 | C |
| EB | Left Turn | 8 | 5 | 65.0\% | 27.8 | 17.1 | C |
|  | Through | 877 | 884 | 100.8\% | 7.5 | 2.1 | A |
|  | Right Turn | 16 | 20 | 125.0\% | 10.8 | 6.5 | B |
|  | Subtotal | 901 | 909 | 100.9\% | 7.7 | 2.2 | A |
| WB | Left Turn | 11 | 7 | 61.8\% | 57.2 | 33.0 | E |
|  | Through | 1,346 | 1,162 | 86.3\% | 55.7 | 12.4 | E |
|  | Right Turn | 10 | 5 | 52.0\% | 32.4 | 30.2 | C |
|  | Subtotal | 1,367 | 1,174 | 85.9\% | 55.7 | 12.4 | E |
| Total |  | 2,414 | 2,244 | 93.0\% | 34.3 | 7.2 | C |

## Intersection 6 N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 4 | 2 | 50.0\% | 18.9 | 35.5 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 8 | 6 | 75.0\% | 3.7 | 4.2 | A |
|  | Subtotal | 12 | 8 | 66.7\% | 16.8 | 26.0 | B |
| SB | Left Turn | 8 | 4 | 55.0\% | 18.5 | 14.5 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 70 | 72 | 103.4\% | 18.3 | 5.0 | B |
|  | Subtotal | 78 | 77 | 98.5\% | 18.5 | 5.1 | B |
| EB | Left Turn | 14 | 17 | 122.9\% | 41.8 | 12.4 | D |
|  | Through | 905 | 896 | 99.0\% | 5.3 | 1.8 | A |
|  | Right Turn | 5 | 6 | 112.0\% | 4.1 | 7.2 | A |
|  | Subtotal | 924 | 918 | 99.4\% | 5.9 | 1.8 | A |
| WB | Left Turn | 1 | 0 | 40.0\% | 6.7 | 14.2 | A |
|  | Through | 1,293 | 1,200 | 92.8\% | 29.8 | 15.8 | C |
|  | Right Turn | 5 | 4 | 72.0\% | 17.7 | 29.0 | B |
|  | Subtotal | 1,299 | 1,204 | 92.7\% | 29.8 | 15.8 | C |
| Total |  | 2,313 | 2,208 | 95.4\% | 19.4 | 9.4 | B |

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

Kaiser / MLS / Railyards EIR
Existing
PM Peak Hour

| Intersection 7 |  | N 7th St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 117 | 130 | 110.8\% | 33.5 | 6.7 | C |
|  | Through | 8 | 12 | 155.0\% | 36.1 | 17.8 | D |
|  | Right Turn | 134 | 124 | 92.8\% | 14.4 | 4.3 | B |
|  | Subtotal | 259 | 266 | 102.9\% | 24.4 | 3.5 | C |
| SB | Left Turn | 53 | 46 | 86.0\% | 33.6 | 6.1 | C |
|  | Through | 67 | 66 | 98.5\% | 33.5 | 7.7 | C |
|  | Right Turn | 92 | 98 | 107.0\% | 33.4 | 6.2 | C |
|  | Subtotal | 212 | 210 | 99.1\% | 33.9 | 4.4 | C |
| EB | Left Turn | 11 | 15 | 138.2\% | 40.9 | 19.8 | D |
|  | Through | 827 | 812 | 98.2\% | 25.4 | 3.1 | C |
|  | Right Turn | 83 | 74 | 89.2\% | 24.2 | 8.2 | C |
|  | Subtotal | 921 | 902 | 97.9\% | 25.6 | 3.4 | C |
| WB | Left Turn | 114 | 113 | 98.9\% | 48.7 | 8.3 | D |
|  | Through | 1,092 | 1,108 | 101.5\% | 26.0 | 5.4 | C |
|  | Right Turn | 11 | 12 | 109.1\% | 23.9 | 14.8 | C |
|  | Subtotal | 1,217 | 1,233 | 101.3\% | 28.1 | 5.4 | C |
| Total |  | 2,609 | 2,611 | 100.1\% | 27.3 | 3.0 | C |

## Intersection 8 <br> N 10th St/Richards Blvd <br> Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 30 | 95.5\% | 37.8 | 13.0 | D |
|  | Through | 5 | 6 | 112.0\% | 35.3 | 21.2 | D |
|  | Right Turn | 19 | 18 | 96.8\% | 8.0 | 3.8 | A |
|  | Subtotal | 55 | 54 | 97.5\% | 27.2 | 7.6 | C |
| SB | Left Turn | 88 | 86 | 97.7\% | 27.7 | 3.7 | C |
|  | Through | 63 | 62 | 98.4\% | 30.0 | 7.1 | C |
|  | Right Turn | 134 | 138 | 103.0\% | 10.9 | 1.7 | B |
|  | Subtotal | 285 | 286 | 100.4\% | 20.0 | 2.0 | C |
| EB | Left Turn | 35 | 31 | 88.0\% | 37.5 | 11.4 | D |
|  | Through | 926 | 888 | 95.9\% | 8.7 | 1.4 | A |
|  | Right Turn | 53 | 54 | 101.9\% | 6.6 | 1.5 | A |
|  | Subtotal | 1,014 | 972 | 95.9\% | 9.5 | 1.6 | A |
| WB | Left Turn | 7 | 8 | 120.0\% | 32.1 | 25.1 | C |
|  | Through | 973 | 1,004 | 103.2\% | 8.5 | 1.1 | A |
|  | Right Turn | 18 | 20 | 111.1\% | 8.6 | 4.5 | A |
|  | Subtotal | 998 | 1,033 | 103.5\% | 8.9 | 1.2 | A |
| Total |  | 2,352 | 2,345 | 99.7\% | 10.9 | 1.0 | B |

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

Kaiser / MLS / Railyards EIR
Existing
PM Peak Hour

Intersection 9
Dos Rios St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 23 | 26 | 114.8\% | 30.9 | 10.0 | C |
|  | Through | 5 | 5 | 96.0\% | 24.6 | 21.2 | C |
|  | Right Turn | 30 | 30 | 101.3\% | 8.0 | 5.0 | A |
|  | Subtotal | 58 | 62 | 106.2\% | 19.0 | 5.4 | B |
| SB | Left Turn | 30 | 28 | 94.7\% | 32.4 | 11.8 | C |
|  | Through | 9 | 10 | 106.7\% | 21.9 | 13.3 | C |
|  | Right Turn | 26 | 25 | 95.4\% | 15.8 | 11.1 | B |
|  | Subtotal | 65 | 63 | 96.6\% | 24.3 | 8.6 | C |
| EB | Left Turn | 13 | 11 | 86.2\% | 38.2 | 23.7 | D |
|  | Through | 993 | 981 | 98.8\% | 10.3 | 1.9 | B |
|  | Right Turn | 27 | 21 | 77.0\% | 6.4 | 1.9 | A |
|  | Subtotal | 1,033 | 1,013 | 98.0\% | 10.6 | 1.8 | B |
| WB | Left Turn | 18 | 14 | 75.6\% | 27.4 | 16.6 | C |
|  | Through | 949 | 972 | 102.5\% | 7.8 | 1.0 | A |
|  | Right Turn | 6 | 6 | 100.0\% | 5.6 | 3.9 | A |
|  | Subtotal | 973 | 992 | 102.0\% | 8.1 | 1.0 | A |
| Total |  | 2,129 | 2,129 | 100.0\% | 10.1 | 1.0 | B |

Intersection 10 N 12th St-N 16th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 61 | 57 | 93.8\% | 112.4 | 18.5 | F |
|  | Through | 3,852 | 3,380 | 87.8\% | 77.1 | 18.3 | E |
|  | Right Turn | 8 | 6 | 80.0\% | 60.0 | 40.0 | E |
|  | Subtotal | 3,921 | 3,444 | 87.8\% | 77.7 | 18.1 | E |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,635 | 1,660 | 101.5\% | 20.6 | 2.9 | C |
|  | Right Turn | 897 | 926 | 103.2\% | 6.1 | 0.8 | A |
|  | Subtotal | 2,532 | 2,585 | 102.1\% | 15.4 | 1.9 | B |
| EB | Left Turn | 778 | 740 | 95.1\% | 42.9 | 7.8 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 117 | 120 | 102.9\% | 8.0 | 1.4 | A |
|  | Subtotal | 895 | 860 | 96.1\% | 38.1 | 7.1 | D |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 4 | 2 | 60.0\% | 57.5 | 74.5 | E |
|  | Right Turn | 8 | 8 | 100.0\% | 33.5 | 23.3 | C |
|  | Subtotal | 12 | 10 | 86.7\% | 41.4 | 30.9 | D |
| Total |  | 7,360 | 6,900 | 93.8\% | 49.3 | 9.4 | D |

SimTraffic Post-Processor
Kaiser / MLS / Railyards EIR
Average Results from 10 Runs
Volume and Delay by Movement

Intersection 11
Bercut Dr/Bannon St

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 9 | 10 | 111.1\% | 5.4 | 1.7 | A |
|  | Right Turn | 2 | 2 | 100.0\% | 1.7 | 2.5 | A |
|  | Subtotal | 11 | 12 | 109.1\% | 5.1 | 1.2 | A |
| SB | Left Turn | 70 | 64 | 91.4\% | 5.0 | 0.7 | A |
|  | Through | 3 | 4 | 120.0\% | 4.8 | 0.7 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 73 | 68 | 92.6\% | 5.0 | 0.7 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 1 | 0 | 40.0\% | 1.2 | 3.9 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 297 | 304 | 102.2\% | 5.1 | 0.3 | A |
|  | Subtotal | 298 | 304 | 102.0\% | 5.1 | 0.3 | A |
| Total |  | 382 | 384 | 100.4\% | 5.1 | 0.3 | A |

## Intersection 12

Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 290 | 292 | 100.7\% | 6.6 | 0.5 | A |
|  | Through Right Turn | 46 | 47 | 102.6\% | 7.7 | 1.1 | A |
|  | Subtotal | 336 | 339 | 101.0\% | 6.8 | 0.5 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 38 | 36 | 93.7\% | 7.0 | 0.8 | A |
|  | Right Turn | 8 | 10 | 125.0\% | 4.4 | 0.8 | A |
|  | Subtotal | 46 | 46 | 99.1\% | 6.4 | 0.8 | A |
| EB | Left Turn | 8 | 8 | 100.0\% | 5.0 | 1.7 | A |
|  | Through Right Turn | 64 | 62 | 97.5\% | 3.1 | 0.7 | A |
|  | Subtotal | 72 | 70 | 97.8\% | 3.3 | 0.7 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 454 | 455 | 100.3\% | 6.2 | 0.4 | A |

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

Kaiser / MLS / Railyards EIR
Existing
PM Peak Hour

Intersection 13
N 7th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 128 | 132 | 103.1\% | 32.9 | 8.7 | C |
|  | Through | 237 | 248 | 104.8\% | 36.0 | 12.1 | D |
|  | Right Turn | 192 | 204 | 106.0\% | 35.5 | 13.4 | D |
|  | Subtotal | 557 | 584 | 104.8\% | 35.3 | 11.7 | D |
| SB | Left Turn | 26 | 22 | 83.1\% | 25.3 | 10.5 | C |
|  | Through | 226 | 219 | 97.0\% | 27.6 | 5.8 | C |
|  | Right Turn | 14 | 13 | 94.3\% | 20.1 | 10.8 | C |
|  | Subtotal | 266 | 254 | 95.5\% | 27.2 | 5.8 | C |
| EB | Left Turn | 1 | 1 | 80.0\% | 6.1 | 16.5 | A |
|  | Through | 82 | 73 | 89.3\% | 33.1 | 5.2 | C |
|  | Right Turn | 37 | 36 | 98.4\% | 12.2 | 6.4 | B |
|  | Subtotal | 120 | 110 | 92.0\% | 25.4 | 4.5 | C |
| WB | Left Turn | 57 | 57 | 100.4\% | 37.1 | 10.5 | D |
|  | Through | 77 | 77 | 100.3\% | 36.0 | 8.1 | D |
|  | Right Turn | 19 | 23 | 120.0\% | 28.5 | 11.1 | C |
|  | Subtotal | 153 | 157 | 102.7\% | 35.5 | 7.9 | D |
| Total |  | 1,096 | 1,106 | 100.9\% | 32.5 | 6.8 | C |

## Intersection 14

Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 53 | 57 | 107.2\% | 42.4 | 6.7 | D |
|  | Through | 91 | 89 | 98.0\% | 32.3 | 5.2 | C |
|  | Right Turn | 14 | 13 | 94.3\% | 27.1 | 11.7 | C |
|  | Subtotal | 158 | 159 | 100.8\% | 35.5 | 4.5 | D |
| SB | Left Turn | 5 | 4 | 80.0\% | 22.3 | 27.4 | C |
|  | Through | 29 | 27 | 92.4\% | 61.7 | 13.8 | E |
|  | Right Turn | 7 | 4 | 57.1\% | 18.4 | 14.7 | B |
|  | Subtotal | 41 | 35 | 84.9\% | 53.9 | 9.3 | D |
| EB | Left Turn | 3 | 2 | 53.3\% | 51.7 | 15.1 | D |
|  | Through | 215 | 225 | 104.7\% | 32.9 | 5.5 | C |
|  | Right Turn | 82 | 73 | 88.8\% | 23.4 | 7.1 | C |
|  | Subtotal | 300 | 300 | 99.9\% | 30.7 | 5.7 | C |
| SW | Left Turn | 36 | 33 | 92.2\% | 4.2 | 4.1 | A |
|  | Through | 1,612 | 1,636 | 101.5\% | 7.9 | 1.3 | A |
|  | Right Turn | 57 | 61 | 106.7\% | 10.5 | 3.0 | B |
|  | Subtotal | 1,705 | 1,730 | 101.5\% | 7.9 | 1.3 | A |
| Total |  | 2,204 | 2,224 | 100.9\% | 13.7 | 1.3 | B |

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

Kaiser / MLS / Railyards EIR
Existing
PM Peak Hour

Intersection 15 N 16th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 48 | 49 | 101.7\% | 12.0 | 2.4 | B |
|  | Through | 3,349 | 3,346 | 99.9\% | 10.1 | 0.6 | B |
|  | Right Turn | 2 | 2 | 120.0\% | 3.9 | 6.0 | A |
|  | Subtotal | 3,399 | 3,397 | 99.9\% | 10.1 | 0.6 | B |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 259 | 260 | 100.2\% | 38.6 | 3.3 | D |
|  | Through Right Turn | 3 | 1 | 40.0\% | 9.0 | 15.1 | A |
|  | Subtotal | 262 | 261 | 99.5\% | 38.6 | 3.2 | D |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 10 | 9 | 88.0\% | 26.0 | 16.8 | C |
|  | Right Turn | 3 | 2 | 80.0\% | 12.1 | 14.7 | B |
|  | Subtotal | 13 | 11 | 86.2\% | 20.0 | 15.0 | B |
| Total |  | 3,674 | 3,669 | 99.9\% | 12.2 | 0.5 | B |

## Intersection 16 Sunbeam Ave-Sproule Ave/N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 32 | 104.5\% | 14.0 | 4.5 | B |
|  | Through Right Turn | 13 | 14 | 107.7\% | 12.7 | 6.8 | B |
|  | Subtotal | 44 | 46 | 105.5\% | 13.6 | 3.1 | B |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 158 \\ 65 \end{gathered}$ | $\begin{gathered} 150 \\ 66 \end{gathered}$ | $\begin{gathered} 94.7 \% \\ 101.5 \% \end{gathered}$ | $\begin{gathered} 15.7 \\ 9.7 \end{gathered}$ | $\begin{aligned} & 2.3 \\ & 2.6 \end{aligned}$ | B |
|  | Subtotal | 223 | 216 | 96.7\% | 139 | 21 | B |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 8 | 105.0\% | 17.4 | 15.1 | B |
|  | Subtotal | 8 | 8 | 105.0\% | 17.4 | 15.1 | B |
| WB | Left Turn | 79 | 76 | 96.2\% | 4.9 | 1.8 | A |
|  | Through | 1,666 | 1,677 | 100.6\% | 7.3 | 1.7 | A |
|  | Right Turn | 7 | 8 | 114.3\% | 2.3 | 1.8 | A |
|  | Subtotal | 1,752 | 1,761 | 100.5\% | 7.2 | 1.7 | A |
| Total |  | 2,027 | 2,031 | 100.2\% | 8.1 | 1.4 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
PM Peak Hour

Intersection 18
7th St/F St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 397 | 399 | 100.6\% | 8.0 | 1.4 | A |
|  | Right Turn | 14 | 24 | 168.6\% | 5.8 | 3.1 | A |
|  | Subtotal | 411 | 423 | 102.9\% | 7.9 | 1.3 | A |
| SB | Left Turn | 39 | 39 | 99.5\% | 13.4 | 2.2 | B |
|  | Through | 280 | 269 | 96.1\% | 4.8 | 1.2 | A |
|  | Right Turn | 1 | 2 | 160.0\% | 0.8 | 1.7 | A |
|  | Subtotal | 320 | 310 | 96.8\% | 5.9 | 1.1 | A |
| EB | Left Turn | 40 | 36 | 90.0\% | 9.4 | 3.6 | A |
|  | Through | 9 | 13 | 146.7\% | 12.0 | 8.8 | B |
|  | Right Turn | 11 | 9 | 83.6\% | 6.0 | 4.1 | A |
|  | Subtotal | 60 | 58 | 97.3\% | 9.0 | 2.6 | A |
| WB | Left Turn | 83 | 82 | 98.8\% | 11.7 | 2.1 | B |
|  | Through | 3 | 3 | 93.3\% | 8.5 | 11.6 | A |
|  | Right Turn | 120 | 108 | 89.7\% | 5.5 | 0.9 | A |
|  | Subtotal | 206 | 192 | 93.4\% | 8.2 | 1.1 | A |
| Total |  | 997 | 983 | 98.6\% | 7.4 | 0.8 | A |


| Intersection 19 |  | 8th St/F St |  |  | All-way Stop |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 88 | 88 | 100.5\% | 6.1 | 0.5 | A |
|  | Through | 210 | 222 | 105.7\% | 6.2 | 0.4 | A |
|  | Right Turn | 71 | 70 | 99.2\% | 4.5 | 0.8 | A |
|  | Subtotal | 369 | 381 | 103.2\% | 5.9 | 0.3 | A |
| SB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 15 | 18 | 120.0\% | 5.3 | 0.6 | A |
|  | Through | 115 | 122 | 106.1\% | 6.4 | 0.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 130 | 140 | 107.7\% | 6.3 | 0.6 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 103 | 91 | 88.5\% | 5.9 | 0.5 | A |
|  | Right Turn | 6 | 9 | 146.7\% | 3.0 | 1.5 | A |
|  | Subtotal | 109 | 100 | 91.7\% | 5.6 | 0.5 | A |
| Total |  | 608 | 621 | 102.1\% | 5.9 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
PM Peak Hour

| Intersection 21 |  | 7th St/G St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 89 | 100 | 112.8\% | 3.3 | 1.9 | A |
|  | Subtotal | 89 | 100 | 112.8\% | 3.3 | 1.9 | A |
| SB | Left Turn <br> Through <br> Right Turn | 421 | 411 | 97.6\% | 9.8 | 1.4 | A |
|  | Subtotal | 421 | 411 | 97.6\% | 9.8 | 1.4 | A |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn Through Right Turn | $202$ | $202$ | $99.8 \%$ <br> 97.8\% | 9.6 | $1.1$ | A |
|  | Subtotal | 371 | 367 | 98.9\% | 7.2 | 0.9 | A |
| Total |  | 881 | 878 | 99.7\% | 8.0 | 0.6 | A |

## Intersection 22

5th St/H St
Signal

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 9 | 14 | 155.6\% | 9.5 | 7.3 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 262 | 255 | 97.3\% | 7.5 | 2.5 | A |
|  | Subtotal | 271 | 269 | 99.2\% | 7.6 | 2.6 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 35 | 34 | 98.3\% | 7.0 | 3.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 35 | 34 | 98.3\% | 7.0 | 3.2 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 306 | 303 | 99.1\% | 7.6 | 2.3 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Medical Center / Stadium / Railyards SP EIR

Volume and Delay by Movement

| Intersection 23 |  | 6th St/H St |  |  |  |  | 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 | 131 | 142 | 108.4\% | 6.5 | 1.1 | A |
|  | Subtotal | 131 | 142 | 108.4\% | 6.5 | 1.1 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 77 | 79 | 102.9\% | 9.4 | 1.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 77 | 79 | 102.9\% | 9.4 | 1.8 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 277 | 270 | 97.3\% | 9.0 | 1.4 | A |
|  | Right Turn | 20 | 18 | 92.0\% | 2.7 | 1.9 | A |
|  | Subtotal | 297 | 288 | 97.0\% | 8.6 | 1.3 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 505 | 509 | 100.8\% | 8.2 | 0.6 | A |

Intersection 24 7th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 138 | 133 | 96.5\% | 11.8 | 1.6 | B |
|  | Through Right Turn | 606 | 598 | 98.6\% | 10.5 | 1.7 | B |
|  | Subtotal | 744 | 731 | 98.2\% | 10.7 | 1.6 | B |
| EB | Left Turn | 105 | 110 | 104.8\% | 12.8 | 1.4 | B |
|  | Through | 282 | 284 | 100.9\% | 11.4 | 1.3 | B |
|  | Right Turn | 21 | 20 | 95.2\% | 9.1 | 5.9 | A |
|  | Subtotal | 408 | 414 | 101.6\% | 11.6 | 1.1 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,152 | 1,145 | 99.4\% | 11.1 | 1.0 | B |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
PM Peak Hour

Intersection 25 8th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 441 | 448 | 101.5\% | 6.7 | 1.0 | A |
|  | Right Turn | 67 | 70 | 103.9\% | 3.5 | 1.3 | A |
|  | Subtotal | 508 | 517 | 101.8\% | 6.3 | 0.9 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 185 | 182 | 98.2\% | 7.0 | 0.9 | A |
|  | Through | 281 | 277 | 98.6\% | 7.9 | 0.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 466 | 459 | 98.5\% | 7.5 | 0.6 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 974 | 976 | 100.2\% | 6.9 | 0.6 | A |

Intersection 26 Jiboom St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn Through | $102$ | 94 | 92.5\% | 98.0 | 39.4 | F |
|  | Right Turn | 482 | 431 | 89.4\% | 91.2 | 35.6 | F |
|  | Subtotal | 584 | 525 | 89.9\% | 92.4 | 36.0 | F |
| EB | Left Turn | 522 | 504 | 96.6\% | 69.2 | 21.8 | E |
|  | Through <br> Right Turn | 200 | 198 | 98.8\% | 54.5 | 21.0 | D |
|  | Subtotal | 722 | 702 | 97.2\% | 65.1 | 21.9 | E |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 184 | 173 | 93.9\% | 39.7 | 4.6 | D |
|  | Right Turn | 23 | 20 | 85.2\% | 11.3 | 6.4 | B |
|  | Subtotal | 207 | 192 | 92.9\% | 36.7 | 4.6 | D |
| Total |  | 1,513 | 1,419 | 93.8\% | 71.5 | 17.1 | E |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
PM Peak Hour

Intersection 27 5th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 317 | 303 | 95.6\% | 62.3 | 23.8 | E |
|  | Through Right Turn | 379 | 379 | 99.9\% | 34.0 | 2.6 | C |
|  | Subtotal | 696 | 682 | 98.0\% | 47.0 | 11.6 | D |
| SB | Left Turn <br> Through <br> Right Turn | 35 | 40 | 113.1\% | 58.2 | 19.6 | E |
|  | Subtotal | 35 | 40 | 113.1\% | 58.2 | 19.6 | E |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 2,406 \\ 46 \end{gathered}$ | $\begin{gathered} 2,390 \\ 44 \end{gathered}$ | $\begin{aligned} & 99.3 \% \\ & 96.5 \% \end{aligned}$ | $\begin{aligned} & 5.8 \\ & 4.9 \end{aligned}$ | $\begin{aligned} & 0.7 \\ & 1.2 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 2,452 | 2,434 | 99.3\% | 5.8 | 0.7 | A |
| Total |  | 3,183 | 3,156 | 99.1\% | 15.4 | 2.8 | B |

## Intersection 28

6th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 156 | 153 | 98.2\% | 55.3 | 12.0 | E |
|  | Through Right Turn | 95 | 104 | 109.9\% | 47.7 | 7.7 | D |
|  | Subtotal | 251 | 258 | 102.6\% | 52.2 | 7.5 | D |
| SB |  |  |  |  |  |  |  |
|  | Through | 9 | 8 | 93.3\% | 38.6 | 21.1 | D |
|  | Right Turn | 88 | 90 | 102.7\% | 14.4 | 2.9 | B |
|  | Subtotal | 97 | 99 | 101.9\% | 16.8 | 3.4 | B |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 18 | 20 | 113.3\% | 18.1 | 3.1 | B |
|  | Through | 2,208 | 2,188 | 99.1\% | 18.8 | 0.5 | B |
|  | Right Turn | 36 | 39 | 108.9\% | 17.4 | 3.8 | B |
|  | Subtotal | 2,262 | 2,248 | 99.4\% | 18.8 | 0.5 | B |
| Total |  | 2,610 | 2,604 | 99.8\% | 22.0 | 1.1 | C |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
PM Peak Hour

| Direction | Movement | 7th St/I St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 285 | 284 | 99.5\% | 27.2 | 1.6 | C |
|  | Right Turn | 342 | 333 | 97.4\% | 19.6 | 2.1 | B |
|  | Subtotal | 627 | 617 | 98.4\% | 23.1 | 1.4 | C |
| EB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 112 | 100 | 89.6\% | 7.7 | 1.1 | A |
|  | Through | 1,920 | 1,913 | 99.6\% | 8.9 | 0.7 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 2,032 | 2,014 | 99.1\% | 8.9 | 0.7 | A |
| Total |  | 2,659 | 2,630 | 98.9\% | 12.2 | 0.7 | B |

## Intersection 30 8th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 392 | 385 | 98.3\% | 36.4 | 4.4 | D |
|  | Through Right Turn | 479 | 488 | 101.8\% | 29.1 | 2.8 | C |
|  | Subtotal | 871 | 873 | 100.2\% | 32.3 | 2.8 | C |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 1,640 \\ 29 \end{gathered}$ | $\begin{gathered} 1,630 \\ 32 \end{gathered}$ | $\begin{gathered} 99.4 \% \\ 109.0 \% \end{gathered}$ | $\begin{gathered} 12.0 \\ 9.5 \end{gathered}$ | $\begin{aligned} & 1.2 \\ & 3.6 \end{aligned}$ | B |
|  | Subtotal | 1,669 | 1,662 | 99.6\% | 11.9 | 1.2 | B |
| Total |  | 2,540 | 2,534 | 99.8\% | 19.0 | 1.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
PM Peak Hour

Intersection 31 Srd St-I 5 NB Off Ramp/J St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 25 | 27 | 107.2\% | 27.1 | 12.4 | C |
|  | Through | 190 | 198 | 104.2\% | 28.5 | 5.1 | C |
|  | Right Turn | 27 | 27 | 100.7\% | 11.6 | 9.5 | B |
|  | Subtotal | 242 | 252 | 104.1\% | 26.6 | 4.9 | C |
| SB | Left Turn | 223 | 223 | 100.1\% | 25.6 | 3.6 | C |
|  | Through Right Turn | 387 | 386 | 99.8\% | 29.6 | 3.6 | C |
|  | Subtotal | 610 | 610 | 99.9\% | 28.1 | 3.4 | C |
| EB | Left Turn | 35 | 31 | 88.0\% | 26.4 | 8.5 | C |
|  | Through | 699 | 670 | 95.9\% | 24.6 | 2.5 | C |
|  | Right Turn | 320 | 326 | 101.8\% | 28.5 | 4.9 | C |
|  | Subtotal | 1,054 | 1,026 | 97.4\% | 25.9 | 3.1 | C |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 146 | 153 | 104.7\% | 7.2 | 1.3 | A |
|  | Subtotal | 146 | 153 | 104.7\% | 7.2 | 1.3 | A |
| Total |  | 2,052 | 2,041 | 99.5\% | 25.2 | 2.3 | C |

Intersection 32 5th St/J St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 369 | 349 | 94.6\% | 12.2 | 4.8 | B |
|  | Through | 906 | 911 | 100.6\% | 10.2 | 1.1 | B |
|  | Right Turn | 74 | 73 | 98.4\% | 9.5 | 3.6 | A |
|  | Subtotal | 1,349 | 1,333 | 98.8\% | 10.6 | 1.7 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,349 | 1,333 | 98.8\% | 10.6 | 1.7 | B |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
PM Peak Hour

Intersection 33
7th St/J St
Signal

| Direction | Movement | Demand <br> 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 | 70 | 68 | 97.7\% | 10.0 | 1.3 | B |
|  | Through Right Turn | 327 | 316 | 96.6\% | 9.1 | 0.6 | A |
|  | Subtotal | 397 | 384 | 96.8\% | 9.2 | 0.7 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 920 | 940 | 102.1\% | 9.8 | 0.7 | A |
|  | Right Turn | 155 | 158 | 102.2\% | 7.9 | 0.8 | A |
|  | Subtotal | 1,075 | 1,098 | 102.1\% | 9.5 | 0.5 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,472 | 1,482 | 100.7\% | 9.4 | 0.4 | A |

## Intersection 35 C St/3rd St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 26 | 26 | 98.5\% | 17.2 | 4.9 | B |
|  | Through | 10 | 8 | 84.0\% | 14.2 | 9.0 | B |
|  | Right Turn | 226 | 229 | 101.2\% | 9.4 | 2.6 | A |
|  | Subtotal | 262 | 263 | 100.3\% | 10.3 | 2.2 | B |
| SB | Left Turn | 7 | 8 | 108.6\% | 24.9 | 16.6 | C |
|  | Through | 3 | 1 | 40.0\% | 8.7 | 14.4 | A |
|  | Right Turn | 1 | 2 | 200.0\% | 5.6 | 8.3 | A |
|  | Subtotal | 11 | 11 | 98.2\% | 25.5 | 11.2 | C |
| EB | Left Turn | 3 | 1 | 40.0\% | 8.4 | 10.5 | A |
|  | Through | 489 | 548 | 112.0\% | 10.5 | 1.9 | B |
|  | Right Turn | 18 | 20 | 113.3\% | 7.7 | 3.8 | A |
|  | Subtotal | 510 | 569 | 111.6\% | 10.4 | 1.9 | B |
| WB | Left Turn | 41 | 38 | 92.7\% | 30.2 | 6.8 | C |
|  | Through | 610 | 589 | 96.5\% | 10.9 | 1.7 | B |
|  | Right Turn | 15 | 14 | 93.3\% | 8.5 | 2.4 | A |
|  | Subtotal | 666 | 641 | 96.2\% | 12.0 | 1.9 | B |
| Total |  | 1,449 | 1,484 | 102.4\% | 11.2 | 1.3 | B |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
PM Peak Hour

Intersection 34 5th St/C St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 113 | 116 | 103.0\% | 35.3 | 5.5 | D |
|  | Through | 131 | 128 | 97.4\% | 21.4 | 4.2 | C |
|  | Right Turn | 137 | 153 | 111.5\% | 7.6 | 2.6 | A |
|  | Subtotal | 381 | 397 | 104.1\% | 20.0 | 2.1 | C |
| SB | Left Turn | 64 | 64 | 100.6\% | 36.4 | 8.2 | D |
|  | Through | 79 | 86 | 109.4\% | 19.8 | 3.2 | B |
|  | Right Turn | 14 | 15 | 105.7\% | 5.2 | 3.1 | A |
|  | Subtotal | 157 | 166 | 105.5\% | 24.6 | 3.7 | C |
| EB | Left Turn | 27 | 31 | 115.6\% | 41.8 | 6.6 | D |
|  | Through | 309 | 343 | 111.1\% | 23.7 | 1.3 | C |
|  | Right Turn | 68 | 72 | 105.9\% | 14.7 | 3.6 | B |
|  | Subtotal | 404 | 446 | 110.5\% | 23.5 | 1.6 | C |
| WB | Left Turn | 150 | 136 | 90.4\% | 35.9 | 5.9 | D |
|  | Through | 393 | 378 | 96.2\% | 22.6 | 4.8 | C |
|  | Right Turn | 94 | 97 | 103.0\% | 7.3 | 1.2 | A |
|  | Subtotal | 637 | 610 | 95.8\% | 23.0 | 4.3 | C |
| Total |  | 1,579 | 1,619 | 102.5\% | 22.6 | 2.0 | C |

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

Medical Center / Stadium / Railyards SP EIR
Existing
PM Peak Hour

Intersection 37 3rd Street-Riverfront St/Tower Bridge Gateway Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 1 | 1 | 120.0\% | 6.3 | 12.3 | A |
|  | Through | 3 | 5 | 173.3\% | 21.6 | 25.0 | C |
|  | Right Turn | 25 | 29 | 116.8\% | 6.7 | 4.3 | A |
|  | Subtotal | 29 | 36 | 122.8\% | 12.3 | 7.6 | B |
| SB | Left Turn | 224 | 228 | 101.8\% | 23.9 | 3.2 | C |
|  | Through | 130 | 142 | 109.2\% | 21.2 | 5.4 | C |
|  | Right Turn | 136 | 152 | 111.8\% | 12.1 | 4.4 | B |
|  | Subtotal | 490 | 522 | 106.5\% | 19.9 | 3.3 | B |
| EB | Left Turn | 26 | 28 | 106.2\% | 43.3 | 12.2 | D |
|  | Through | 540 | 574 | 106.4\% | 25.2 | 7.0 | C |
|  | Right Turn | 5 | 5 | 104.0\% | 17.3 | 17.1 | B |
|  | Subtotal | 571 | 607 | 106.3\% | 26.0 | 6.7 | C |
| WB | Left Turn | 78 | 89 | 114.4\% | 35.4 | 9.1 | D |
|  | Through | 858 | 971 | 113.1\% | 20.6 | 4.4 | C |
|  | Right Turn | 69 | 76 | 110.1\% | 16.5 | 6.5 | B |
|  | Subtotal | 1,005 | 1,136 | 113.0\% | 21.4 | 4.7 | C |
| Total |  | 2,095 | 2,301 | 109.8\% | 22.1 | 4.5 | C |

## Intersection 36

5th St/Tower Bridge Gateway
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 13 | 14 | 104.6\% | 41.4 | 17.8 | D |
|  | Through | 119 | 127 | 106.9\% | 39.3 | 6.3 | D |
|  | Right Turn | 70 | 84 | 120.0\% | 6.8 | 2.9 | A |
|  | Subtotal | 202 | 225 | 111.3\% | 27.6 | 4.2 | C |
| SB | Left Turn | 56 | 56 | 100.0\% | 8.3 | 5.2 | A |
|  | Through | 161 | 141 | 87.7\% | 25.5 | 4.7 | C |
|  | Right Turn | 29 | 29 | 99.3\% | 7.6 | 9.9 | A |
|  | Subtotal | 246 | 226 | 91.9\% | 18.8 | 4.2 | B |
| EB | Left Turn | 39 | 39 | 100.5\% | 59.0 | 12.0 | E |
|  | Through | 445 | 477 | 107.2\% | 38.2 | 3.4 | D |
|  | Right Turn | 7 | 8 | 108.6\% | 28.4 | 18.1 | C |
|  | Subtotal | 491 | 524 | 106.7\% | 39.7 | 3.1 | D |
| WB | Left Turn | 165 | 176 | 106.4\% | 70.3 | 12.6 | E |
|  | Through | 714 | 782 | 109.6\% | 51.8 | 15.6 | D |
|  | Right Turn | 116 | 118 | 102.1\% | 29.5 | 14.6 | C |
|  | Subtotal | 995 | 1,076 | 108.2\% | 52.4 | 14.4 | D |
| Total |  | 1,934 | 2,051 | 106.1\% | 42.8 | 8.2 | D |

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

Medical Center / Stadium / Railyards SP EIR
Existing
PM Peak Hour

Intersection 17 12th St/E St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 251 | 264 | 105.3\% | 9.1 | 0.8 | A |
|  | Through | 1,342 | 1,316 | 98.0\% | 7.5 | 0.5 | A |
|  | Right Turn | 30 | 28 | 93.3\% | 2.5 | 1.0 | A |
|  | Subtotal | 1,623 | 1,608 | 99.1\% | 7.6 | 0.6 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 226 | 245 | 108.3\% | 16.9 | 1.5 | B |
|  | Right Turn | 13 | 16 | 120.0\% | 12.3 | 5.0 | B |
|  | Subtotal | 239 | 260 | 109.0\% | 16.5 | 1.5 | B |
| WB | Left Turn | 15 | 13 | 85.3\% | 23.2 | 9.6 | C |
|  | Through | 57 | 55 | 96.8\% | 12.2 | 2.3 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 72 | 68 | 94.4\% | 14.2 | 3.2 | B |
| Total |  | 1,934 | 1,936 | 100.1\% | 9.1 | 0.6 | A |

Intersection 20 12th St/F St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 237 | 237 | 100.1\% | 9.9 | 1.9 | A |
|  | Through | 1,097 | 1,077 | 98.2\% | 11.4 | 0.9 | B |
|  | Right Turn | 36 | 27 | 74.4\% | 6.5 | 2.1 | A |
|  | Subtotal | 1,370 | 1,341 | 97.9\% | 11.0 | 0.8 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 304 | 316 | 103.9\% | 15.6 | 1.8 | B |
|  | Right Turn | 12 | 18 | 150.0\% | 9.4 | 4.1 | A |
|  | Subtotal | 316 | 334 | 105.7\% | 15.3 | 1.9 | B |
| WB | Left Turn | 6 | 6 | 100.0\% | 17.7 | 18.3 | B |
|  | Through | 56 | 54 | 95.7\% | 13.0 | 3.6 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 62 | 60 | 96.1\% | 13.5 | 4.1 | B |
| Total |  | 1,748 | 1,734 | 99.2\% | 11.9 | 0.8 | B |

Intersection 1
15 SB Ramps/Richards Blvd
Signal


Intersection 215 NB Ramps/Richards Blvd Signal

| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| Left TurnThroughEB |  | 275 | 250 | 14 | 300 | 18 | 275 | 12 | 0\% | 6\% |
|  |  | 325 | 50 | 9 | 75 | 23 | 100 | 34 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| NB | Left/Through | 325 | 50 | 11 | 100 | 16 | 100 | 22 | 0\% | 0\% |
|  | Right Turn | 1,175 | 100 | 10 | 150 | 33 | 150 | 38 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| WB | Through | 225 | 250 | 18 | 275 | 13 | 250 | 14 | 0\% | 20\% |
|  | Right Turn | 225 | 25 | 16 | 125 | 80 | 175 | 114 | 0\% | 1\% |
|  |  |  |  |  |  |  |  |  |  |  |
| 0 |  |  |  |  |  |  |  |  |  |  |


| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
|  | Left/Through | 600 | 100 | 17 | 175 | 21 | 175 | 26 | 0\% | 0\% |
|  | Through | 600 | 125 | 19 | 200 | 66 | 200 | 86 | 0\% | 0\% |
| EB | Through/Right | 600 | 225 | 31 | 300 | 62 | 325 | 66 | 0\% | 0\% |
| NB | Right Turn | 1,100 | 50 | 6 | 50 | 14 | 50 | 19 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| NE | Shared | 1,025 | 75 | 9 | 125 | 21 | 150 | 26 | 0\% | 0\% |
|  | Right Turn | 1,025 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Right Turn | 350 | 50 | 8 | 75 | 15 | 75 | 16 | 0\% | 0\% |
|  | Right Turn | 1,025 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
| SB | Left Turn | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |




 Key
Kexpess Lane (HOV)

| Name | Pstio St | Jstolot | $L^{\text {LSton-Ramp }}$ | ISto Richards Evd |  |  |  |  | W. EIC Camino Ave to -180 | 1.800 of |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Flow Rate in Express Lanes |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{E}_{\mathrm{T}}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $E_{B}$ |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\substack{\text { tiven } \\ t_{p}}}$ |  |  |  |  |  |  |  |  |  |  |
| Flow Rate (pcphpl) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Calculate operations in Express Lanes |  |  |  |  |  |  |  |  |  |  |
| fFs | 65 | 65 | 65 | 65 | 65 | 65 | 65 | ${ }_{6}$ | ${ }_{6}$ | ${ }_{6}$ |
| Capacity (pcph) <br> v/c ratio |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Calculate on Ramp Flow Rate |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) | 1,070 |  | 987 | 1.045 |  | 1,220 |  | 750 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  | $1$ |  | $1$ | $2$ |  |  |  | $1$ |  |  |
| TerainGrade \% | Level |  | Level | Level |  | Level |  | Level |  |  |
|  | 0.0\% |  | 0.0\% | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade engit (mi) | 0.00 |  | 0.00 | 0.00 |  | 0.00 |  | 0.00 |  |  |
| Tuck \& Eus \% | 3.0\% |  | 3.0\% | 3.0\% |  | 3.0\% |  | 3.0\% |  |  |
|  | 0.0\% |  | 0.0\% | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
|  |  |  | ${ }^{1.5}$ |  |  |  |  |  |  |  |
| $\stackrel{E_{T}}{E_{r}}$ | $1.2$ |  | $1.2$ | $1.2$ |  | $\begin{gathered} 1.2 \\ 0.955 \end{gathered}$ |  | 1.2 0.985 |  |  |
| $t{ }^{\text {f }}$ | 1.00 |  | 1.00 | 1.00 |  | 1.900 |  | 1.00 |  |  |
| $\underset{\substack{\text { Flow (oph) } \\ \text { Fow Raie (ocophol) }}}{ }$ | 1.263 |  | 1.022 | 1.179 |  | ${ }_{1}^{1,303}$ |  | ${ }^{875}$ |  |  |
|  | 1.263 |  | 1.022 | 599 |  | 1.303 |  | ${ }^{875}$ |  |  |
| Calculate on Ramp Roadway Operations |  |  |  |  |  |  |  |  |  |  |
| $\begin{gathered} \text { Calculate On Ramp Roac } \\ \text { Ramp Type } \\ \text { Ramp Speed (mph) } \end{gathered}$ | Right |  | Right | Right |  | Right |  | Right |  |  |
|  | 45 |  | 45 | 45 |  | 45 |  | 45 |  |  |
| Ramp Capacity (pcph) Ramp v/c ratio | 2,100 |  | 2.100 0.49 | 4,200 0.28 |  | 2,100 0.62 |  | 2.100 0.42 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |





 ${ }^{\text {key }}$















:
$\underset{>\text { Express Lane (HOV) }}{\text { Key }}$

| Name | Northate Blvd Of:-Ramp |  | Del Paso Elva to Leisiure Ln |
| :---: | :---: | :---: | :---: |
| Operations tor Exiting | nes |  |  |
| Fow (opat) | 4,477 | 4.048 |  |
| Lanes | 3 | 2 |  |
| Capacit (poph) | 7.050 | 4.800 |  |
| v/cratio | 0.64 | 0.84 |  |
| Fiow Rate (caphpl) | 1,992 | 2.024 |  |
| Speed (mph) | 64.9 | 62.1 |  |
| Density (pochpo) | 23.0 | ${ }^{32} 6$ |  |
| Los |  |  |  |



$\stackrel{\text { Key }}{<>}$ Kxpess Lane (HOV)


Operaions in Express Lanes
or Ramp fow rate

| Location | 1 | 2 | 3 |
| :---: | :---: | :---: | :---: |
|  |  | - |  |
| ¢ Expeess Lane (HOV) |  |  |  |
| Name |  |  |  |
| Off Ramp Flow Rate |  |  |  |
| Volume (vph) | 492 | 397 |  |
|  | 0.94 | 0.94 |  |
| $\underset{\substack{\text { Lanes } \\ \text { Terain }}}{\text { a }}$ | 1 | 1 |  |
|  | Level | Level |  |
| Grade Length (mi) | 0.00 | 0.00 |  |
|  | 3.0\% | 3.0\% |  |
| Truck $\begin{aligned} & \text { Rvos \% \% }\end{aligned}$ | 0.0\% | 0.0\% |  |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 | 1.5 |  |
| $\mathrm{E}_{\mathrm{n}}$ | 1.2 0.955 | 1.2 <br> 0.985 <br> 0.0 |  |
| ${ }_{\text {fuv }}$ | 0.985 | ${ }_{0} 0.985$ |  |
| Fow (poph) | 1.00 531 | 1.00 |  |
| Fow Faie (pochpl) | 531 <br> 531 | 429 429 |  |
| Off Ramp Roadway Operations |  |  |  |
|  |  |  |  |
| Ramp Type Ramp Speed | Right 45 | $\begin{aligned} & \text { Left } \\ & 35 \end{aligned}$ |  |
| Ramp Capacity (pcph) Ramp v/c ratio | 2,100 | 2.000 |  |
|  | 0.25 | 0.21 |  |
| Adiacent Ramp for Three.lane Maininie Segments with one.Lane Ramps |  |  |  |
| Up TypeUp istance |  | Oft |  |
|  |  | 3,035 |  |
| $\underset{\substack{\text { Up Fow (poph) } \\ \text { Down Type }}}{ }$ | No | ${ }_{\text {ckis }}^{\text {531 }}$ |  |
| Down Distance |  |  |  |
| Down Flow (coph) |  |  |  |
| Merge infuence Area operations |  |  |  |
| Effective $\mathrm{v}_{\mathrm{P}}$ (pcph) Up Ramp $L_{\text {EQ }}$ Down Ramp Leq $\mathrm{P}_{\mathrm{Fm}}$ (Eqn 13-3) $P_{\mathrm{FM}}$ (Eqn 13-4) $\mathrm{P}_{\mathrm{Fm}}$ (Eqn 13-5) $\mathrm{P}_{\mathrm{FM}}$ <br> $\mathrm{v}_{12}$ (pcph) <br> $\mathrm{v}_{3}$ (pcph) <br> $\mathrm{v}_{34}$ (pcph) <br> $\mathrm{v}_{12 \mathrm{a}}$ (pcph) <br> $\mathrm{v}_{\mathrm{R} 12 \mathrm{a}}$ ( pcph ) <br> Speed Index <br> Area Speed <br> Outer Lanes Volume Outer Lanes Speed Segment Speed v/c ratio Density LOS |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
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|  |  |  |  |
|  |  |  |  |
|  |  |  |  |


| Name | Nothgate Bivd oftr-Ramp | Nortrgate evid to ofe Pese ive |  |
| :---: | :---: | :---: | :---: |
| Diverge Infuence Area operations |  |  |  |
| Effective $v_{p}$ (poch) | ${ }_{5}^{5.008}$ |  |  |
| Up Ramp Leo |  |  |  |
| Down Ramp Leo |  |  |  |
| Prot (Ean 13.9) | 0.610 |  |  |
| Prof(Ean 13-10) |  |  |  |
| $P_{\text {Pro (Eap 13-11) }}$ |  |  |  |
| Pro | 0.610 |  |  |
| $v_{12}($ poph $)$ | 3,264 |  |  |
| $v_{s}($ poph $)$ | 1.744 |  |  |
| $v_{\text {vat }}($ Peph $)$ |  |  |  |
| $V_{\text {vara }}($ Poph $)$ | 3.264 |  |  |
| Speed Index | ${ }_{0} .35$ |  |  |
| Area Speed | 57.0 |  |  |
| Outer Lanes Voume | 1.744 |  |  |
| Outer Lanes Speed | 68.4 |  |  |
| Segment Speed | 60.5 |  |  |
| v/c atio | 0.74 |  |  |
| Density | ${ }^{31.0}$ |  |  |
| Los | - |  |  |
| On Ramp to off Ramp Flow Rate for Weave SegmentsOn Ramp to Mainine Fow Rate for Weave Segments |  |  |  |
|  |  |  |  |

 $\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

[^4]


| Key |
| :---: |
| Expess Lane (HOV) |


| Name | Northate Elvd Offramp | Nortrase Evid to ofe Pase elva | Paso Elvd to Leisure |
| :---: | :---: | :---: | :---: |
| Weave Segment Operations |  |  |  |
| Segmenty caio |  |  |  |
| Segment Density | 31.0 | 21.6 | ${ }_{326}$ |
| Segment Los | - | c | - |
| Over Capacity |  |  |  |



$\underset{\substack{\text { Kepress Lane (HOV) }}}{\text { K. }}$

| Name | North of Def Pasa Blvd | Del Paso Evid On.Ramp |  |
| :---: | :---: | :---: | :---: |
| Operations ore Exting GP Lanes |  |  |  |
| Fow |  |  |  |
| $\underset{\substack{\text { Capacity (pocph) }}}{\substack{\text { ches }}}$ |  |  |  |
|  |  |  |  |
| Flow Rate (pcphpl) Speed (mph) |  |  |  |
|  |  |  |  |
| Density (coctpo) |  |  |  |
| Los |  |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | North of Def Paso Bivd | Del Paso Bud On-Ramp |  | Notrgate Evid On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Flow Rate in Express Lanes Operations in Express Lanes |  |  |  |  |
|  |  |  |  |  |
| Operations in Express Lanes On Ramp Flow Rate |  |  |  |  |
| Volume (vph) |  | 182 |  | ${ }^{308}$ |
| PHF |  | 0.97 |  | 0.97 |
| Lanes |  |  |  |  |
| Terain |  | Level |  | Level |
| Grade \% |  | 0.0\% |  | 0.0\% |
| Grade Lengh (mi) |  | 0.00 |  | 0.00 |
| Tuek \& Bus\% |  | 3.0\% |  | 3.0\% |
| RV |  | 0.0\% |  | 0.0\% |
| ${ }_{\text {ET }}$ |  | 1.5 |  | 1.5 |
| $\mathrm{E}_{\mathrm{r}}$ |  | 1.2 |  | 1.2 |
| ${ }_{\text {fuv }}$ |  | 0.985 |  | 0.985 |
| $t_{0}$ |  | 1.00 |  | 1.00 |
| Fow (poph) |  | 190 |  | 322 |
| Fow rate (Pcophn) |  | 190 |  | 322 |
| On Ramp Roatway Operations |  |  |  |  |
|  |  |  |  |  |
| Ramp Tyee |  | Right |  | Right |
| Famp Speed (mph) |  | 45 |  | 45 |
| Ramp Capacity (pcph) Ramp v/c ratio |  | $\begin{aligned} & 2,100 \\ & 0.09 \end{aligned}$ |  | $\begin{aligned} & 2,100 \\ & 0.15 \end{aligned}$ |
|  |  |  |  |  |


| Name | 1 Paso Bvd | Ramp | Evod | Norftrate Elvi On. Rame |
| :---: | :---: | :---: | :---: | :---: |
| Off Ramp Fow Rate |  |  |  |  |
| Off Ramp Roadvay Ope | ns |  |  |  |
| Adiacent Ramp for Three-Lane Mainine Segmenss with one-Lane Ramps |  |  |  |  |
| Adiacent Ramp for three-Lane Mainine Segments with one-Lane RampsUp Tyee |  |  |  |  |
| Up Distance |  |  |  |  |
| Up Fow (peph) |  |  |  |  |
| Down Type |  |  |  | No |
| Down Fiow (coph) |  |  |  |  |
|  |  |  |  |  |
| Merse infuence Area Operations |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $\left.P_{\text {Pef( }(\text { Eqn }} 13.4\right)$ |  |  |  |  |
|  |  |  |  |  |
| $\left.P_{\text {Pru (Eqn }} 13.5\right)$ |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
| $\begin{gathered} v_{s}(\text { poph } \\ v_{a y}(\text { poph }) \end{gathered}$ |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
| Outer Lanes Volume Outer Lanes Speed |  |  |  |  |
| Segmentspeed $\square^{58,3}$ |  |  |  |  |
| $\substack{\text { v. eratio } \\ \text { Denity }}$ |  |  |  |  |
|  |  |  |  |  |
| Los |  |  |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | Notht of del Pasa Blvd | Del Paso Bud On-Ramp |  | Northate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Diverge infuence Area Operations |  |  |  |  |
| Eteceive $v_{p}$ (poph) |  |  |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $\left.{ }^{\text {Prof (Ean }} 13.9\right)$ |  |  |  |  |
| Pro (Eap 13-11) |  |  |  |  |
| Pro |  |  |  |  |
| $v_{12}($ Poph $)$ |  |  |  |  |
| $v_{3}$ (poph) |  |  |  |  |
|  |  |  |  |  |
| $v^{\text {vasempoph }}$ |  |  |  |  |
| Speed Index |  |  |  |  |
| Area Speed |  |  |  |  |
| Outer Lanes Volume |  |  |  |  |
| Outer Lanes Speed <br> Segment Speed |  |  |  |  |
|  |  |  |  |  |
| Segment Speed v/c ratio |  |  |  |  |
| Density |  |  |  |  |
|  |  |  |  |  |
| Ramp to off Ramp | Rate for weave Segr |  |  |  |
| amp to Mainine | ate for Weave Seg |  |  |  |



$\underset{\substack{\text { Kepress Lane (HOV) }}}{\text { K. }}$


| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |


$\underset{\substack{\text { Kepress Lane (HOV) }}}{\text { K. }}$

| Name | North of del Paso Elvd | Dal Paso Blvd On.Ramp | Dei Paso blutio Nootrgate evod | Northate Evd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Weave Segment Operations |  |  |  |  |
|  |  |  |  |  |
| Segment V/ cratio | 0.47 | ${ }^{0.51}$ | ${ }^{0.50}$ | ${ }^{0.38}$ |
| Segment Density | 19.4 | 18.8 | 17.9 | 13.6 |
| SegmentLos | c | в | в | в |

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 6,728 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 7,051 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 1,070 |  |
| :---: | :---: |
| $4 \%$ |  |
| 1.5 |  |
| 1,091 |  |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $N_{b}$ |
| :---: |
|  |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Existing PM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | I Street |
| Off-ramp | Richards Blvd |


| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 8,498 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 8,906 |

On-ramp to Mainline ( $\mathrm{W}_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 494 |
| :---: |
| $4 \%$ |
| 1.5 |
| 504 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)


## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Existing PM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Richards Blvd |
| Off-ramp | Garden Highway |
|  |  |


| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 9,224 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 9,667 |

On-ramp to Mainline ( $\mathrm{W}_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 1,159 | Volume (vph)* | 746 |
| :---: | :---: | :---: |
| 4\% | Truck Percentage | 4\% |
| 1.5 | PCE for Trucks | 1.5 |
| 1,182 | Volume (pcph) | 761 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\frac{4}{5}$ |
| :---: |
| 1,175 |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Existing PM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Garden Highway |
| Off-ramp | El Camino Ave |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 9,177 |
|  |  |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) |  |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 750 |
| :---: |
| $4 \%$ |
| 1.5 |
| 765 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 1,033 |
| :---: |
| $4 \%$ |
| 1.5 |
| 1,054 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

$\mathrm{N}_{\mathrm{b}}$| 4 |
| :---: |
|  |
| $\frac{5}{2,000}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Existing PM Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Garden Highway |
| Off-ramp | Richards Blvd |
|  |  |


| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 6,996 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 7,332 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 747 | Volume (vph)* | 519 |
| :---: | :--- | :---: |
| $4 \%$ | Truck Percentage | $4 \%$ |
| 1.5 | PCE for Trucks | 1.5 |
| 762 | Volume (pcph) | 529 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{2,300}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Existing PM Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Richards Blvd |
| Off-ramp | J Street |
|  |  |

Total Weaving Section (V)
Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 7,134 | Vo |
| :---: | :---: |
| $10 \%$ | Tr |
| 1.5 | PC |
| 7,476 | Vo |

On-ramp to Mainline ( $\mathrm{W}_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 762 |
| :---: |
| $4 \%$ |
| 1.5 |
| 777 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

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

Medical Center / Stadium / Railyards SP EIR
Existing
Pre-Event Hour

Intersection 1 I 5 SB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 230 | 241 | 104.9\% | 30.5 | 2.6 | C |
|  | Through | 3 | 4 | 120.0\% | 18.8 | 22.3 | B |
|  | Right Turn | 152 | 158 | 104.2\% | 5.7 | 1.3 | A |
|  | Subtotal | 385 | 403 | 104.7\% | 20.7 | 1.7 | C |
| EB | Left Turn <br> Through <br> Right Turn | $315$ | $308$ | $\begin{aligned} & 97.7 \% \\ & 89 \text { 7\% } \end{aligned}$ | $25.0$ | $1.7$ | C |
|  | Right Turn | 48 | 43 | 89.2\% | 3.1 | 1.5 | A |
|  | Subtotal | 363 | 350 | 96.5\% | 22.4 | 1.5 | C |
| WB | Left Turn | 272 | 257 | 94.4\% | 17.6 | 3.5 | B |
|  | Through Right Turn | 223 | 209 | 93.8\% | 3.3 | 0.9 | A |
|  | Subtotal | 495 | 466 | 94.1\% | 11.2 | 2.0 | B |
| Total |  | 1,243 | 1,220 | 98.1\% | 17.5 | 1.0 | B |

[^5]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 70 | 63 | 90.3\% | 34.5 | 7.2 | C |
|  | Through | 1 | 1 | 80.0\% | 4.1 | 13.0 | A |
|  | Right Turn | 233 | 218 | 93.7\% | 6.3 | 0.7 | A |
|  | Subtotal | 304 | 282 | 92.9\% | 12.8 | 2.4 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 159 | 147 | 92.3\% | 47.6 | 2.5 | D |
|  | Through Right Turn | 386 | 403 | 104.4\% | 2.1 | 0.3 | A |
|  | Subtotal | 545 | 550 | 100.8\% | 14.3 | 1.5 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 425 | 402 | 94.7\% | 8.7 | 1.7 | A |
|  | Right Turn | 314 | 309 | 98.5\% | 2.9 | 0.4 | A |
|  | Subtotal | 739 | 712 | 96.3\% | 6.2 | 1.0 | A |
| Total |  | 1,588 | 1,544 | 97.2\% | 10.3 | 0.9 | B |

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

Medical Center / Stadium / Railyards SP EIR
Existing
Pre-Event Hour

Intersection 3 Bercut Dr/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 58 | 53 | 91.7\% | 32.5 | 4.2 | C |
|  | Through | 5 | 4 | 72.0\% | 41.5 | 37.5 | D |
|  | Right Turn | 2 | 3 | 140.0\% | 5.2 | 9.4 | A |
|  | Subtotal | 65 | 60 | 91.7\% | 32.5 | 4.7 | C |
| SB | Left Turn | 23 | 25 | 109.6\% | 37.8 | 10.1 | D |
|  | Through | 3 | 4 | 133.3\% | 21.5 | 27.7 | C |
|  | Right Turn | 71 | 78 | 109.9\% | 5.7 | 1.4 | A |
|  | Subtotal | 97 | 107 | 110.5\% | 14.5 | 4.0 | B |
| EB | Left Turn | 66 | 61 | 92.1\% | 41.5 | 7.4 | D |
|  | Through | 508 | 489 | 96.3\% | 9.2 | 2.8 | A |
|  | Right Turn | 45 | 58 | 128.9\% | 2.1 | 0.2 | A |
|  | Subtotal | 619 | 608 | 98.2\% | 11.7 | 2.3 | B |
| WB | Left Turn | 15 | 14 | 96.0\% | 42.3 | 20.1 | D |
|  | Through | 610 | 591 | 96.9\% | 11.3 | 2.5 | B |
|  | Right Turn | 16 | 12 | 77.5\% | 8.5 | 4.7 | A |
|  | Subtotal | 641 | 618 | 96.3\% | 12.0 | 2.3 | B |
| Total |  | 1,422 | 1,392 | 97.9\% | 13.0 | 1.6 | B |

## Intersection 4 N 3rd St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 13 | 12 | 92.3\% | 36.9 | 21.0 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 5 | 7 | 144.0\% | 4.7 | 4.4 | A |
|  | Subtotal | 18 | 19 | 106.7\% | 27.0 | 18.8 | C |
| SB | Left Turn | 2 | 1 | 60.0\% | 5.9 | 10.1 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 11 | 11 | 98.2\% | 5.0 | 2.6 | A |
|  | Subtotal | 13 | 12 | 92.3\% | 6.0 | 4.0 | A |
| EB | Left Turn | 11 | 9 | 83.6\% | 43.0 | 16.5 | D |
|  | Through | 516 | 498 | 96.6\% | 1.7 | 0.8 | A |
|  | Right Turn | 6 | 3 | 53.3\% | 1.1 | 1.4 | A |
|  | Subtotal | 533 | 511 | 95.8\% | 2.6 | 1.0 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 617 | 596 | 96.6\% | 2.9 | 0.9 | A |
|  | Right Turn | 3 | 3 | 106.7\% | 1.5 | 1.7 | A |
|  | Subtotal | 620 | 599 | 96.6\% | 2.9 | 0.9 | A |
| Total |  | 1,184 | 1,141 | 96.4\% | 3.1 | 1.0 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing
Pre-Event Hour

Intersection 5
Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 28 | 27 | 95.7\% | 37.3 | 12.2 | D |
|  | Through | 4 | 9 | 220.0\% | 17.5 | 13.9 | B |
|  | Right Turn | 21 | 21 | 101.0\% | 8.0 | 1.5 | A |
|  | Subtotal | 53 | 57 | 107.2\% | 22.7 | 5.3 | C |
| SB | Left Turn | 10 | 11 | 108.0\% | 28.5 | 16.9 | C |
|  | Through | 10 | 14 | 136.0\% | 45.1 | 13.4 | D |
|  | Right Turn | 9 | 12 | 133.3\% | 5.4 | 2.8 | A |
|  | Subtotal | 29 | 36 | 125.5\% | 28.2 | 11.7 | C |
| EB | Left Turn | 6 | 4 | 73.3\% | 33.1 | 22.1 | C |
|  | Through | 512 | 513 | 100.2\% | 1.6 | 0.4 | A |
|  | Right Turn | 5 | 2 | 40.0\% | 0.9 | 1.8 | A |
|  | Subtotal | 523 | 519 | 99.3\% | 2.0 | 0.3 | A |
| WB | Left Turn | 3 | 2 | 80.0\% | 13.6 | 18.5 | B |
|  | Through | 583 | 563 | 96.5\% | 3.6 | 1.4 | A |
|  | Right Turn | 5 | 5 | 96.0\% | 1.1 | 1.4 | A |
|  | Subtotal | 591 | 570 | 96.4\% | 3.6 | 1.4 | A |
| Total |  | 1,196 | 1,182 | 98.9\% | 4.6 | 1.0 | A |

[^6]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 1 | 0 | 40.0\% | 6.4 | 20.1 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 4 | 4 | 90.0\% | 3.0 | 4.0 | A |
|  | Subtotal | 5 | 4 | 80.0\% | 9.3 | 19.5 | A |
| SB | Left Turn | 6 | 7 | 113.3\% | 30.6 | 25.7 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 8 | 8 | 95.0\% | 4.1 | 3.2 | A |
|  | Subtotal | 14 | 14 | 102.9\% | 20.2 | 17.6 | C |
| EB | Left Turn | 9 | 8 | 93.3\% | 36.7 | 19.0 | D |
|  | Through | 531 | 538 | 101.4\% | 2.6 | 1.2 | A |
|  | Right Turn | 3 | 2 | 80.0\% | 0.3 | 0.8 | A |
|  | Subtotal | 543 | 549 | 101.1\% | 3.2 | 1.0 | A |
| WB | Left Turn | 3 | 0 | 13.3\% | 0.7 | 2.2 | A |
|  | Through | 582 | 562 | 96.6\% | 3.5 | 1.0 | A |
|  | Right Turn | 4 | 4 | 100.0\% | 3.4 | 3.8 | A |
|  | Subtotal | 589 | 567 | 96.2\% | 3.5 | 1.0 | A |
| Total |  | 1,151 | 1,134 | 98.6\% | 3.6 | 0.9 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing
Pre-Event Hour

Intersection $7 \quad$ N 7th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 37 | 33 | 88.6\% | 21.9 | 10.5 | C |
|  | Through | 6 | 6 | 106.7\% | 9.2 | 7.4 | A |
|  | Right Turn | 38 | 45 | 117.9\% | 5.8 | 1.0 | A |
|  | Subtotal | 81 | 84 | 103.7\% | 11.9 | 3.9 | B |
| SB | Left Turn | 7 | 6 | 80.0\% | 13.9 | 13.2 | B |
|  | Through | 1 | 2 | 160.0\% | 6.3 | 13.2 | A |
|  | Right Turn | 18 | 17 | 93.3\% | 14.2 | 12.8 | B |
|  | Subtotal | 26 | 24 | 92.3\% | 15.3 | 8.7 | B |
| EB | Left Turn | 9 | 8 | 93.3\% | 15.3 | 13.5 | B |
|  | Through | 503 | 502 | 99.8\% | 9.3 | 4.5 | A |
|  | Right Turn | 29 | 28 | 95.2\% | 7.4 | 5.5 | A |
|  | Subtotal | 541 | 538 | 99.4\% | 9.4 | 4.2 | A |
| WB | Left Turn | 20 | 20 | 102.0\% | 24.9 | 7.2 | C |
|  | Through | 536 | 520 | 96.9\% | 7.7 | 2.0 | A |
|  | Right Turn | 7 | 7 | 97.1\% | 5.7 | 5.3 | A |
|  | Subtotal | 563 | 547 | 97.1\% | 8.3 | 1.9 | A |
| Total |  | 1,211 | 1,193 | 98.5\% | 9.3 | 2.6 | A |

## Intersection 8 N 10th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 15 | 15 | 101.3\% | 34.6 | 11.6 | C |
|  | Through | 1 | 2 | 160.0\% | 11.3 | 21.8 | B |
|  | Right Turn | 4 | 4 | 100.0\% | 4.1 | 3.8 | A |
|  | Subtotal | 20 | 21 | 104.0\% | 28.7 | 10.2 | C |
| SB | Left Turn | 8 | 8 | 100.0\% | 35.5 | 24.5 | D |
|  | Through | 3 | 2 | 53.3\% | 11.5 | 20.4 | B |
|  | Right Turn | 20 | 18 | 90.0\% | 3.9 | 1.8 | A |
|  | Subtotal | 31 | 28 | 89.0\% | 13.9 | 8.0 | B |
| EB | Left Turn | 13 | 12 | 89.2\% | 48.9 | 15.0 | D |
|  | Through | 523 | 530 | 101.4\% | 3.8 | 0.8 | A |
|  | Right Turn | 12 | 14 | 116.7\% | 3.7 | 0.8 | A |
|  | Subtotal | 548 | 556 | 101.5\% | 4.7 | 0.6 | A |
| WB | Left Turn | 13 | 14 | 104.6\% | 37.7 | 9.9 | D |
|  | Through | 424 | 418 | 98.7\% | 2.7 | 0.9 | A |
|  | Right Turn | 12 | 13 | 106.7\% | 2.4 | 1.2 | A |
|  | Subtotal | 449 | 445 | 99.1\% | 3.8 | 0.8 | A |
| Total |  | 1,048 | 1,049 | 100.1\% | 5.0 | 0.5 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing
Pre-Event Hour

Intersection 9 Dos Rios St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 1 | 0 | 40.0\% | 4.3 | 12.9 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 9 | 10 | 106.7\% | 3.2 | 1.7 | A |
|  | Subtotal | 10 | 10 | 100.0\% | 4.4 | 4.8 | A |
| SB | Left Turn | 22 | 26 | 120.0\% | 35.5 | 9.6 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 16 | 14 | 85.0\% | 6.3 | 5.5 | A |
|  | Subtotal | 38 | 40 | 105.3\% | 24.7 | 8.0 | C |
| EB | Left Turn | 3 | 4 | 133.3\% | 36.5 | 34.0 | D |
|  | Through | 513 | 513 | 100.0\% | 6.1 | 2.5 | A |
|  | Right Turn | 19 | 28 | 149.5\% | 2.8 | 1.4 | A |
|  | Subtotal | 535 | 545 | 101.9\% | 6.3 | 2.5 | A |
| WB | Left Turn | 11 | 11 | 98.2\% | 42.0 | 24.1 | D |
|  | Through | 432 | 426 | 98.7\% | 6.1 | 1.7 | A |
|  | Right Turn | 2 | 3 | 140.0\% | 3.5 | 1.1 | A |
|  | Subtotal | 445 | 440 | 98.9\% | 6.9 | 1.9 | A |
| Total |  | 1,028 | 1,035 | 100.7\% | 7.2 | 2.2 | A |

## Intersection 10 N 12th St-N 16th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 52 | 55 | 106.2\% | 53.6 | 8.2 | D |
|  | Through | 1,179 | 1,168 | 99.1\% | 7.4 | 0.8 | A |
|  | Right Turn | 2 | 2 | 100.0\% | 0.9 | 1.0 | A |
|  | Subtotal | 1,233 | 1,226 | 99.4\% | 9.4 | 1.1 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 729 | 762 | 104.5\% | 10.0 | 1.1 | A |
|  | Right Turn | 429 | 430 | 100.2\% | 4.3 | 0.3 | A |
|  | Subtotal | 1,158 | 1,192 | 102.9\% | 7.9 | 0.7 | A |
| EB | Left Turn | 534 | 543 | 101.6\% | 38.2 | 3.4 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 23 | 21 | 92.2\% | 4.0 | 0.9 | A |
|  | Subtotal | 557 | 564 | 101.3\% | 36.9 | 3.1 | D |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,948 | 2,981 | 101.1\% | 14.1 | 1.2 | B |

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

Intersection 11
Bercut Dr/Bannon St
Medical Center / Stadium / Railyards SP EIR
Existing
Pre-Event Hour

Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 7 | 5 | 68.6\% | 4.8 | 4.1 | A |
|  | Subtotal | 7 | 5 | 68.6\% | 4.8 | 4.1 | A |
| SB | Left Turn | 47 | 53 | 113.2\% | 4.1 | 0.5 | A |
|  | Through Right Turn | 7 | 13 | 182.9\% | 4.4 | 0.7 | A |
|  | Subtotal | 54 | 66 | 122.2\% | 4.2 | 0.5 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 2 | 2 | 80.0\% | 2.0 | 2.5 | A |
|  | Through Right Turn | 37 | 33 | 88.6\% | 2.7 | 0.4 | A |
|  | Subtotal | 39 | 34 | 88.2\% | 2.8 | 0.4 | A |
| Total |  | 100 | 105 | 105.2\% | 3.7 | 0.2 | A |

## Intersection 12

Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 26 | 82.6\% | 4.2 | 0.5 | A |
|  | Through Right Turn | 43 | 45 | 105.1\% | 5.5 | 0.4 | A |
|  | Subtotal | 74 | 71 | 95.7\% | 5.0 | 0.2 | A |
| SB | Left Turn Through | 10 | 8 | 76.0\% | 5.5 | 2.8 | A |
|  | Right Turn | 8 | 8 | 100.0\% | 3.2 | 2.1 | A |
|  | Subtotal | 18 | 16 | 86.7\% | 5.4 | 1.6 | A |
| EB | Left Turn | 10 | 10 | 104.0\% | 3.9 | 1.6 | A |
|  | Through <br> Right Turn | 37 | 42 | 114.6\% | 2.6 | 0.3 | A |
|  | Subtotal | 47 | 53 | 112.3\% | 2.9 | 0.4 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 139 | 139 | 100.1\% | 4.3 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing
Pre-Event Hour

Intersection 13
N 7th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 16 | 14 | 87.5\% | 15.2 | 11.1 | B |
|  | Through | 69 | 73 | 106.1\% | 10.5 | 3.2 | B |
|  | Right Turn | 12 | 14 | 113.3\% | 8.2 | 8.5 | A |
|  | Subtotal | 97 | 101 | 103.9\% | 10.2 | 2.8 | B |
| SB | Left Turn | 15 | 12 | 82.7\% | 8.6 | 4.3 | A |
|  | Through Right Turn | 37 | 42 | 114.6\% | 10.0 | 2.5 | B |
|  | Subtotal | 52 | 55 | 105.4\% | 9.6 | 2.6 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 69 | 68 | 98.6\% | 11.7 | 2.5 | B |
|  | Right Turn | 12 | 11 | 90.0\% | 2.2 | 1.5 | A |
|  | Subtotal | 81 | 79 | 97.3\% | 10.4 | 2.5 | B |
| WB | Left Turn | 29 | 32 | 110.3\% | 10.0 | 2.7 | A |
|  | Through | 15 | 19 | 125.3\% | 9.7 | 6.4 | A |
|  | Right Turn | 10 | 15 | 148.0\% | 8.9 | 6.2 | A |
|  | Subtotal | 54 | 66 | 121.5\% | 10.3 | 2.3 | B |
| Total |  | 284 | 300 | 105.6\% | 10.2 | 1.8 | B |

## Intersection 14 Dos Rios St/N B St-N 12th St

Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 22 | 23 | 103.6\% | 43.2 | 11.0 | D |
|  | Through | 33 | 35 | 106.7\% | 41.4 | 5.9 | D |
|  | Right Turn | 4 | 4 | 90.0\% | 19.5 | 27.7 | B |
|  | Subtotal | 59 | 62 | 104.4\% | 42.0 | 7.3 | D |
| SB | Left Turn | 3 | 4 | 133.3\% | 12.5 | 15.8 | B |
|  | Through | 19 | 22 | 113.7\% | 36.4 | 17.4 | D |
|  | Right Turn | 5 | 8 | 168.0\% | 8.2 | 7.4 | A |
|  | Subtotal | 27 | 34 | 125.9\% | 29.0 | 13.8 | C |
| EB | Left Turn | 1 | 0 | 40.0\% | 1.4 | \#DIV/0! | A |
|  | Through | 69 | 66 | 96.2\% | 34.5 | 7.5 | C |
|  | Right Turn | 26 | 25 | 96.9\% | 13.1 | 10.2 | B |
|  | Subtotal | 96 | 92 | 95.8\% | 28.7 | 7.8 | C |
| SW | Left Turn | 24 | 26 | 110.0\% | 6.6 | 3.8 | A |
|  | Through | 702 | 742 | 105.8\% | 6.9 | 1.9 | A |
|  | Right Turn | 16 | 19 | 117.5\% | 6.6 | 4.6 | A |
|  | Subtotal | 742 | 788 | 106.1\% | 6.8 | 1.9 | A |
| Total |  | 924 | 975 | 105.5\% | 11.9 | 1.4 | B |

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

Medical Center / Stadium / Railyards SP EIR
Existing
Pre-Event Hour

Intersection 15 N 16th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 44 | 45 | 101.8\% | 7.3 | 2.3 | A |
|  | Through | 955 | 949 | 99.4\% | 5.2 | 0.4 | A |
|  | Right Turn | 2 | 1 | 40.0\% | 0.4 | 1.1 | A |
|  | Subtotal | 1,001 | 995 | 99.4\% | 5.3 | 0.5 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 41 | 43 | 105.4\% | 15.1 | 4.4 | B |
|  | Through Right Turn | 2 | 3 | 140.0\% | 7.6 | 10.4 | A |
|  | Subtotal | 43 | 46 | 107.0\% | 15.3 | 4.3 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 1 | 1 | 80.0\% | 1.6 | 4.6 | A |
|  | Right Turn | 3 | 2 | 66.7\% | 1.3 | 1.8 | A |
|  | Subtotal | 4 | 3 | 70.0\% | 2.0 | 3.0 | A |
| Total |  | 1,048 | 1,044 | 99.6\% | 5.7 | 0.4 | A |

Intersection 16 Sunbeam Ave-Sproule Ave/N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 12 | 10 | 80.0\% | 6.9 | 7.7 | A |
|  | Through Right Turn | 5 | 4 | 88.0\% | 6.4 | 10.9 | A |
|  | Subtotal | 17 | 14 | 82.4\% | 8.1 | 7.6 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 7 | 7 | 97.1\% | 6.8 | 4.2 | A |
|  | Right Turn | 9 | 6 | 71.1\% | 4.6 | 3.4 | A |
|  | Subtotal | 16 | 13 | 82.5\% | 6.3 | 3.9 | A |
| EB | Left Turn <br> Through <br> Right Turn | 4 | 4 | 110.0\% | 8.7 | 11.0 | A |
|  | Subtotal | 4 | 4 | 110.0\% | 8.7 | 11.0 | A |
| WB | Left Turn | 20 | 17 | 86.0\% | 3.2 | 2.2 | A |
|  | Through | 730 | 770 | 105.4\% | 3.4 | 1.6 | A |
|  | Right Turn | 2 | 2 | 80.0\% | 1.0 | 1.2 | A |
|  | Subtotal | 752 | 788 | 104.8\% | 3.4 | 1.5 | A |
| Total |  | 789 | 820 | 103.9\% | 3.6 | 1.6 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
Pre-Event Peak Hour

| Intersection 18 |  | 7th St/F St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 72 | 64 | 89.4\% | 1.9 | 0.6 | A |
|  | Right Turn | 1 | 4 | 360.0\% | 1.3 | 1.6 | A |
|  | Subtotal | 73 | 68 | 93.2\% | 1.8 | 0.7 | A |
| SB | Left Turn | 9 | 12 | 137.8\% | 6.9 | 3.1 | A |
|  | Through | 69 | 64 | 93.3\% | 1.9 | 1.1 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 78 | 77 | 98.5\% | 2.9 | 1.3 | A |
| EB | Left Turn | 1 | 1 | 120.0\% | 2.0 | 4.4 | A |
|  | Through | 1 | 1 | 80.0\% | 2.4 | 6.0 | A |
|  | Right Turn | 2 | 3 | 160.0\% | 0.9 | 1.0 | A |
|  | Subtotal | 4 | 5 | 130.0\% | 3.2 | 4.4 | A |
| WB | Left Turn | 14 | 17 | 120.0\% | 5.8 | 2.7 | A |
|  | Through | 2 | 1 | 60.0\% | 2.1 | 1.6 | A |
|  | Right Turn | 24 | 24 | 100.0\% | 3.1 | 0.4 | A |
|  | Subtotal | 40 | 42 | 105.0\% | 4.2 | 1.3 | A |
| Total |  | 195 | 192 | 98.5\% | 2.8 | 0.6 | A |


| Intersection 19 |  | 8th St/F St |  |  | All-way Stop |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | $\begin{array}{\|c\|} \text { Demand } \\ \text { Volume }(\mathrm{vph}) \\ \hline \hline \end{array}$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 17 | 18 | 103.5\% | 4.2 | 1.1 | A |
|  | Through | 36 | 34 | 94.4\% | 5.0 | 0.5 | A |
|  | Right Turn | 25 | 27 | 108.8\% | 3.2 | 0.4 | A |
|  | Subtotal | 78 | 79 | 101.0\% | 4.2 | 0.3 | A |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 6 | 9 | 146.7\% | 4.7 | 0.7 | A |
|  | Through Right Turn | 8 | 12 | 150.0\% | 5.5 | 0.4 | A |
|  | Subtotal | 14 | 21 | 148.6\% | 5.1 | 0.6 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 25 | 26 | 105.6\% | 4.8 | 0.7 | A |
|  | Right Turn | 3 | 4 | 133.3\% | 1.9 | 2.5 | A |
|  | Subtotal | 28 | 30 | 108.6\% | 4.6 | 0.8 | A |
| Total |  | 120 | 130 | 108.3\% | 4.5 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
Pre-Event Peak Hour

| Intersection 21 |  | 7th St/G St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 29 | 26 | 91.0\% | 4.4 | 2.5 | A |
|  | Subtotal | 29 | 26 | 91.0\% | 4.4 | 2.5 | A |
| SB | Left Turn <br> Through Right Turn | 125 | 125 | 99.8\% | 8.4 | 1.1 | A |
|  | Subtotal | 125 | 125 | 99.8\% | 8.4 | 1.1 | A |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn Through Right Turn | 60 69 | 59 <br> 67 | $98.0 \%$ <br> 96.8\% | 6.4 2.6 | 1.6 1.0 | A A |
|  | Subtotal | 129 | 126 | 97.4\% | 4.4 | 1.1 | A |
| Total |  | 283 | 277 | 97.8\% | 6.2 | 0.9 | A |

## Intersection 22

5th St/H St
Signal

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 10 | 10 | 96.0\% | 2.7 | 2.5 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 108 | 106 | 97.8\% | 2.9 | 0.9 | A |
|  | Subtotal | 118 | 115 | 97.6\% | 2.9 | 0.8 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 15 | 13 | 88.0\% | 4.8 | 2.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 15 | 13 | 88.0\% | 4.8 | 2.6 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 133 | 128 | 96.5\% | 3.2 | 0.9 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
Pre-Event Peak Hour

Intersection 23 6th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 2 | 0 | 20.0\% | 3.0 | 9.6 | A |
|  | Right Turn | 38 | 39 | 103.2\% | 2.3 | 1.1 | A |
|  | Subtotal | 40 | 40 | 99.0\% | 2.6 | 1.4 | A |
| SB | Left Turn <br> Through Right Turn | 21 | 19 | 89.5\% | 9.9 | 3.7 | A |
|  | Subtotal | 21 | 19 | 89.5\% | 9.9 | 3.7 | A |
| EB | Left Turn | 4 | 7 | 170.0\% | 12.0 | 8.1 | B |
|  | Through | 103 | 95 | 92.4\% | 9.1 | 1.9 | A |
|  | Right Turn | 16 | 17 | 105.0\% | 3.3 | 1.3 | A |
|  | Subtotal | 123 | 119 | 96.6\% | 8.7 | 1.7 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 184 | 177 | 96.3\% | 7.4 | 1.3 | A |

Intersection 24 7th St/H St 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 | 23 | 28 | 120.0\% | 9.4 | 4.1 | A |
|  | Through | 180 | 171 | 95.1\% | 7.0 | 1.5 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 203 | 199 | 97.9\% | 7.4 | 1.4 | A |
| EB | Left Turn | 17 | 18 | 103.5\% | 6.6 | 3.2 | A |
|  | Through | 101 | 92 | 90.7\% | 6.9 | 2.1 | A |
|  | Right Turn | 23 | 25 | 107.8\% | 3.1 | 1.3 | A |
|  | Subtotal | 141 | 134 | 95.0\% | 6.3 | 1.4 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 344 | 333 | 96.7\% | 6.9 | 1.2 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
Pre-Event Peak Hour

| Intersection 25 |  | 8th St/H St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 98 | 99 | 101.2\% | 6.3 | 0.8 | A |
|  | Right Turn | 55 | 54 | 98.9\% | 3.5 | 0.7 | A |
|  | Subtotal | 153 | 154 | 100.4\% | 5.3 | 0.7 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 18 | 11 | 60.0\% | 3.7 | 2.0 | A |
|  | Through | 112 | 116 | 103.9\% | 6.0 | 1.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 130 | 127 | 97.8\% | 5.8 | 1.4 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 283 | 281 | 99.2\% | 5.6 | 0.7 | A |

Intersection 26 Jiboom St/l St 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 | 15 | 22 | 146.7\% | 16.1 | 6.0 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 273 | 257 | 94.2\% | 17.3 | 1.6 | B |
|  | Subtotal | 288 | 279 | 96.9\% | 17.2 | 1.6 | B |
| EB | Left Turn | 268 | 277 | 103.3\% | 20.9 | 2.3 | C |
|  | Through | 91 | 90 | 98.5\% | 11.2 | 1.6 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 359 | 366 | 102.1\% | 18.5 | 1.9 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 102 | 110 | 107.8\% | 15.6 | 5.7 | B |
|  | Right Turn | 35 | 41 | 117.7\% | 4.3 | 2.8 | A |
|  | Subtotal | 137 | 151 | 110.4\% | 12.6 | 4.8 | B |
| Total |  | 784 | 797 | 101.6\% | 16.9 | 2.0 | B |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
Pre-Event Peak Hour

| Intersection 27 |  | 5th St/I St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 326 | 346 | 106.0\% | 21.3 | 4.6 | C |
|  | Through Right Turn | 120 | 133 | 111.0\% | 16.4 | 3.7 | B |
|  | Subtotal | 446 | 479 | 107.4\% | 19.9 | 2.9 | B |
| SB | Left Turn <br> Through Right Turn | 25 | 24 | 94.4\% | 20.9 | 5.8 | C |
|  | Subtotal | 25 | 24 | 94.4\% | 20.9 | 5.8 | C |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 1,122 \\ 42 \end{gathered}$ | $\begin{gathered} 1,118 \\ 32 \end{gathered}$ | $\begin{aligned} & \text { 99.6\% } \\ & 77.1 \% \end{aligned}$ | $\begin{aligned} & 2.8 \\ & 1.3 \end{aligned}$ | $\begin{aligned} & 0.8 \\ & 0.6 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 1,164 | 1,150 | 98.8\% | 2.7 | 0.8 | A |
| Total |  | 1,635 | 1,652 | 101.1\% | 8.0 | 1.0 | A |

Intersection 28

6th St/I St

Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 12 | 10 | 80.0\% | 16.7 | 12.3 | B |
|  | Through Right Turn | 11 | 14 | 123.6\% | 16.5 | 8.4 | B |
|  | Subtotal | 23 | 23 | 100.9\% | 18.0 | 6.6 | B |
| SB | Left Turn <br> Through | 1 | 1 | 80.0\% | 2.2 | 4.6 | A |
|  | Right Turn | 36 | 34 | 95.6\% | 4.8 | 1.5 | A |
|  | Subtotal | 37 | 35 | 95.1\% | 5.0 | 1.4 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 8 | 8 | 100.0\% | 2.7 | 2.1 | A |
|  | Through | 1,116 | 1,108 | 99.3\% | 4.8 | 0.4 | A |
|  | Right Turn | 29 | 28 | 95.2\% | 3.6 | 0.8 | A |
|  | Subtotal | 1,153 | 1,144 | 99.2\% | 4.8 | 0.4 | A |
| Total |  | 1,213 | 1,202 | 99.1\% | 5.0 | 0.4 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
Pre-Event Peak Hour

| Intersection 29 |  | 7th St/I St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 67 | 63 | 93.7\% | 3.5 | 1.6 | A |
|  | Right Turn | 136 | 132 | 97.1\% | 5.2 | 1.4 | A |
|  | Subtotal | 203 | 195 | 96.0\% | 4.7 | 1.0 | A |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 69 | 66 | 95.7\% | 4.2 | 1.0 | A |
|  | Through Right Turn | 1,017 | 1,006 | 98.9\% | 4.8 | 0.6 | A |
|  | Subtotal | 1,086 | 1,072 | 98.7\% | 4.8 | 0.6 | A |
| Total |  | 1,289 | 1,267 | 98.3\% | 4.8 | 0.6 | A |

## Intersection 30 8th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 149 | 137 | 91.8\% | 7.8 | 1.3 | A |
|  | Through Right Turn | 133 | 133 | 99.8\% | 7.4 | 1.8 | A |
|  | Subtotal | 282 | 270 | 95.6\% | 7.6 | 1.1 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 937 \\ 20 \end{gathered}$ | $\begin{gathered} 937 \\ 22 \end{gathered}$ | $\begin{aligned} & 100.0 \% \\ & 108.0 \% \end{aligned}$ | $\begin{aligned} & 9.9 \\ & 5.8 \end{aligned}$ | $\begin{aligned} & 0.8 \\ & 3.0 \end{aligned}$ | A A |
|  | Subtotal | 957 | 958 | 100.1\% | 9.8 | 0.8 | A |
| Total |  | 1,239 | 1,228 | 99.1\% | 9.3 | 0.7 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
Pre-Event Peak Hour

Intersection 31 3rd St-I 5 NB Off Ramp/J St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 35 | 28 | 78.9\% | 16.6 | 5.1 | B |
|  | Through | 173 | 162 | 93.9\% | 15.2 | 2.1 | B |
|  | Right Turn | 21 | 17 | 80.0\% | 5.3 | 3.3 | A |
|  | Subtotal | 229 | 207 | 90.3\% | 14.6 | 2.1 | B |
| SB | Left Turn | 186 | 188 | 101.1\% | 18.0 | 1.1 | B |
|  | Through Right Turn | 214 | 210 | 98.3\% | 18.5 | 2.6 | B |
|  | Subtotal | 400 | 398 | 99.6\% | 18.2 | 1.6 | B |
| EB | Left Turn | 40 | 46 | 115.0\% | 20.9 | 3.7 | C |
|  | Through | 418 | 400 | 95.7\% | 20.0 | 2.7 | C |
|  | Right Turn | 96 | 82 | 85.8\% | 18.5 | 3.1 | B |
|  | Subtotal | 554 | 528 | 95.4\% | 19.9 | 2.3 | B |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 68 | 62 | 91.8\% | 4.9 | 0.5 | A |
|  | Subtotal | 68 | 62 | 91.8\% | 4.9 | 0.5 | A |
| Total |  | 1,251 | 1,196 | 95.6\% | 17.6 | 1.5 | B |

Intersection 32 5th St/J St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 232 | 244 | 105.0\% | 7.5 | 0.8 | A |
|  | Through | 596 | 562 | 94.2\% | 9.1 | 0.8 | A |
|  | Right Turn | 32 | 32 | 98.8\% | 5.9 | 1.6 | A |
|  | Subtotal | 860 | 837 | 97.3\% | 8.5 | 0.7 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 860 | 837 | 97.3\% | 8.5 | 0.7 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
Pre-Event Peak Hour

Intersection 33
7th St/J St
Signal

| Direction | Movement | Demand <br> 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 | 36 | 31 | 86.7\% | 5.2 | 2.4 | A |
|  | Through Right Turn | 100 | 96 | 95.6\% | 8.9 | 1.7 | A |
|  | Subtotal | 136 | 127 | 93.2\% | 8.0 | 1.5 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 629 | 611 | 97.2\% | 8.8 | 0.8 | A |
|  | Right Turn | 110 | 108 | 97.8\% | 6.1 | 1.0 | A |
|  | Subtotal | 739 | 719 | 97.3\% | 8.4 | 0.7 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 875 | 846 | 96.6\% | 8.3 | 0.7 | A |

## Intersection 35 C St/3rd St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 9 | 10 | 115.6\% | 11.9 | 8.9 | B |
|  | Through | 4 | 6 | 140.0\% | 12.0 | 12.0 | B |
|  | Right Turn | 29 | 38 | 132.4\% | 4.7 | 0.9 | A |
|  | Subtotal | 42 | 54 | 129.5\% | 8.0 | 2.7 | A |
| SB | Left Turn | 8 | 13 | 160.0\% | 23.7 | 9.9 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 2 | 4 | 200.0\% | 3.4 | 2.6 | A |
|  | Subtotal | 10 | 17 | 168.0\% | 20.7 | 10.6 | C |
| EB | Left Turn | 3 | 5 | 160.0\% | 17.1 | 14.0 | B |
|  | Through | 322 | 414 | 128.7\% | 5.8 | 1.0 | A |
|  | Right Turn | 15 | 22 | 149.3\% | 4.2 | 1.1 | A |
|  | Subtotal | 340 | 442 | 129.9\% | 5.9 | 1.0 | A |
| WB | Left Turn | 20 | 22 | 112.0\% | 17.6 | 5.1 | B |
|  | Through | 348 | 428 | 123.1\% | 5.3 | 0.9 | A |
|  | Right Turn | 7 | 8 | 108.6\% | 4.3 | 2.8 | A |
|  | Subtotal | 375 | 458 | 122.2\% | 5.8 | 0.9 | A |
| Total |  | 767 | 971 | 126.6\% | 6.2 | 0.7 | A |

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

Medical Center / Stadium / Railyards SP EIR
Existing Conditions
Pre-Event Peak Hour

| Intersection 34 |  | 5th St/C St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 63 | 79 | 125.7\% | 30.5 | 5.1 | C |
|  | Through | 89 | 97 | 108.8\% | 13.6 | 3.6 | B |
|  | Right Turn | 86 | 121 | 140.5\% | 4.0 | 0.5 | A |
|  | Subtotal | 238 | 297 | 124.7\% | 14.3 | 2.6 | B |
| SB | Left Turn | 46 | 55 | 119.1\% | 28.8 | 6.6 | C |
|  | Through | 51 | 60 | 117.6\% | 15.3 | 6.4 | B |
|  | Right Turn | 11 | 12 | 112.7\% | 2.8 | 1.8 | A |
|  | Subtotal | 108 | 127 | 117.8\% | 20.0 | 5.8 | B |
| EB | Left Turn | 7 | 8 | 120.0\% | 32.2 | 18.7 | C |
|  | Through | 208 | 270 | 129.6\% | 18.7 | 1.9 | B |
|  | Right Turn | 30 | 37 | 122.7\% | 9.3 | 3.7 | A |
|  | Subtotal | 245 | 315 | 128.5\% | 17.9 | 1.7 | B |
| WB | Left Turn | 79 | 99 | 125.1\% | 33.0 | 3.8 | C |
|  | Through | 214 | 256 | 119.6\% | 16.2 | 3.0 | B |
|  | Right Turn | 66 | 81 | 122.4\% | 5.0 | 0.7 | A |
|  | Subtotal | 359 | 436 | 121.3\% | 17.9 | 1.7 | B |
| Total |  | 950 | 1,174 | 123.6\% | 17.2 | 1.8 | B |

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

Medical Center / Stadium / Railyards SP EIR
Existing
Pre-Event Hour

Intersection 37
3rd Street-Riverfront St/Tower Bridge Gateway
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 6 | 12 | 193.3\% | 11.6 | 8.7 | B |
|  | Through | 4 | 6 | 160.0\% | 11.1 | 8.0 | B |
|  | Right Turn | 12 | 19 | 160.0\% | 2.5 | 0.7 | A |
|  | Subtotal | 22 | 37 | 169.1\% | 7.7 | 2.9 | A |
| SB | Left Turn | 36 | 40 | 111.1\% | 13.9 | 4.0 | B |
|  | Through | 11 | 13 | 116.4\% | 16.3 | 12.5 | B |
|  | Right Turn | 11 | 9 | 83.6\% | 2.3 | 1.5 | A |
|  | Subtotal | 58 | 62 | 106.9\% | 13.1 | 2.1 | B |
| EB | Left Turn | 9 | 14 | 151.1\% | 19.9 | 8.9 | B |
|  | Through | 186 | 228 | 122.4\% | 6.7 | 2.3 | A |
|  | Right Turn | 2 | 2 | 120.0\% | 1.4 | 1.8 | A |
|  | Subtotal | 197 | 244 | 123.7\% | 7.7 | 1.9 | A |
| WB | Left Turn | 12 | 21 | 173.3\% | 17.1 | 8.1 | B |
|  | Through | 286 | 388 | 135.8\% | 6.7 | 2.2 | A |
|  | Right Turn | 26 | 34 | 130.8\% | 3.9 | 2.2 | A |
|  | Subtotal | 324 | 443 | 136.8\% | 7.0 | 2.1 | A |
| Total |  | 601 | 786 | 130.8\% | 7.8 | 1.5 | A |

Intersection 36 5th St/Tower Bridge Gateway-I-80 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 | 17 | 22 | 129.4\% | 31.2 | 9.1 | C |
|  | Through | 136 | 169 | 124.1\% | 36.0 | 5.2 | D |
|  | Right Turn | 42 | 51 | 121.0\% | 4.2 | 0.8 | A |
|  | Subtotal | 195 | 242 | 123.9\% | 28.6 | 4.4 | C |
| SB | Left Turn | 27 | 36 | 133.3\% | 7.9 | 4.6 | A |
|  | Through | 110 | 140 | 126.9\% | 17.1 | 2.8 | B |
|  | Right Turn | 18 | 26 | 144.4\% | 10.4 | 6.7 | B |
|  | Subtotal | 155 | 202 | 130.1\% | 14.5 | 1.9 | B |
| EB | Left Turn | 29 | 40 | 137.9\% | 51.1 | 7.2 | D |
|  | Through | 128 | 155 | 120.9\% | 34.3 | 5.0 | C |
|  | Right Turn | 23 | 26 | 114.8\% | 13.9 | 9.0 | B |
|  | Subtotal | 180 | 221 | 122.9\% | 34.8 | 4.5 | C |
| WB | Left Turn | 51 | 69 | 134.9\% | 46.4 | 7.2 | D |
|  | Through | 204 | 268 | 131.6\% | 37.7 | 4.9 | D |
|  | Right Turn | 48 | 64 | 133.3\% | 5.7 | 1.5 | A |
|  | Subtotal | 303 | 401 | 132.4\% | 34.1 | 2.0 | C |
| Total |  | 833 | 1,066 | 127.9\% | 29.3 | 1.5 | C |

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

Medical Center / Stadium / Railyards SP EIR
Existing
Pre-Event Hour

Intersection 17 12th St/E St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 79 | 75 | 94.7\% | 3.9 | 1.4 | A |
|  | Through | 535 | 535 | 100.0\% | 3.3 | 0.4 | A |
|  | Right Turn | 9 | 10 | 106.7\% | 0.9 | 1.0 | A |
|  | Subtotal | 623 | 619 | 99.4\% | 3.4 | 0.2 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 40 | 37 | 92.0\% | 21.1 | 5.4 | C |
|  | Right Turn | 7 | 8 | 114.3\% | 4.5 | 3.5 | A |
|  | Subtotal | 47 | 45 | 95.3\% | 18.1 | 4.0 | B |
| WB | Left Turn | 11 | 11 | 101.8\% | 23.6 | 9.4 | C |
|  | Through | 19 | 28 | 149.5\% | 23.8 | 5.8 | C |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 30 | 40 | 132.0\% | 23.7 | 5.3 | C |
| Total |  | 700 | 704 | 100.5\% | 5.4 | 0.4 | A |

Intersection 20 12th St/F St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 80 | 76 | 94.5\% | 2.7 | 0.9 | A |
|  | Through | 467 | 477 | 102.2\% | 3.0 | 0.6 | A |
|  | Right Turn | 6 | 2 | 40.0\% | 0.2 | 0.5 | A |
|  | Subtotal | 553 | 555 | 100.4\% | 3.0 | 0.5 | A |
| EB | Left Turn Through | 55 | 52 | 93.8\% | 21.7 | 3.0 | C |
|  | Right Turn | 8 | 8 | 95.0\% | 3.0 | 3.6 | A |
|  | Subtotal | 63 | 59 | 94.0\% | 19.6 | 2.8 | B |
| WB | Left Turn | 7 | 5 | 74.3\% | 20.5 | 16.2 | C |
|  | Through | 27 | 29 | 108.1\% | 20.6 | 7.2 | C |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 34 | 34 | 101.2\% | 21.1 | 6.8 | C |
| Total |  | 650 | 649 | 99.8\% | 5.4 | 0.9 | A |

Intersection 1
I 5 SB Ramps/Richards Blvd
Signal

| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Through Through/Right | 2,725 |  |  | 150 |  |  | 36 | 0\% | 0\% |
|  |  | 2,725 | 50 | 12 | 100 | 12 | 100 | 17 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
|  | Left Turn | 325 | 75 | 20 | 125 | 34 | 125 | 31 | 0\% | 0\% |
|  | Left/Through | 1,500 | 100 | 15 | 150 | 28 | 150 | 24 | 0\% | 0\% |
| SB | Right Turn | 325 | 50 | 10 | 100 | 24 | 100 | 28 | 0\% | 0\% |
|  | Left Turn | 1,275 | 75 | 13 | 125 | 24 | 125 | 27 | 0\% | 0\% |
|  | Through | 275 | 50 | 10 | 75 | 25 | 75 | 31 | 0\% | 0\% |
| WB |  |  |  |  |  |  |  |  |  |  |
| 0 |  |  |  |  |  |  |  |  |  |  |

Intersection 215 NB Ramps/Richards Blvd

Signal


Average Results from 10 Runs Existing Conditions
Queue Length

| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
|  | Left/Through | 600 | 75 | 14 | 125 | 23 | 125 | 21 | 0\% | 0\% |
|  | Through | 600 | 50 | 12 | 100 | 22 | 100 | 23 | 0\% | 0\% |
| EB | Through/Right | 600 | 75 | 8 | 125 | 23 | 125 | 29 | 0\% | 0\% |
| NB | Right Turn | 1,075 | 25 | 3 | 50 | 12 | 25 | 16 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| NE | Shared | 1,025 | 75 | 9 | 100 | 22 | 100 | 25 | 0\% | 0\% |
|  | Right Turn | 1,025 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Right Turn | 350 | 25 | 10 | 75 | 15 | 75 | 18 | 0\% | 0\% |
|  | Right Turn | 1,025 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
| SB | Left Turn | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |



 $\stackrel{\text { кеу }}{ }$

| Name | P Stio St | Jstol St | Lston-Ramp | 1 Sto Richards Evid | Beamen Richars Evad Ramps | Richars Sud | Beemen Garden Hyy Ramse |  | W. El Camino Ave to 180 | 1.80 oft |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate fiow Rate in Express Lanes |  |  |  |  |  |  |  |  |  |  |
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| ${ }_{E_{T}}$ |  |  |  |  |  |  |  |  |  |  |
| ${ }_{E_{n}}^{E_{n}}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{6}$ |  |  |  |  |  |  |  |  |  |  |
| Fow (poph) |  |  |  |  |  |  |  |  |  |  |
| Flow Rate (pcphpl) |  |  |  |  |  |  |  |  |  |  |
| Calculate Operations in Express Lanes |  |  |  |  |  |  |  |  |  |  |
| ffs | 65 | 65 | 65 | ${ }_{6}$ | 65 | ${ }_{6}$ | 65 | ${ }_{6}$ | ${ }_{6}$ | 65 |
| Capacity (pcph) <br> v/c ratio |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | - |  |  |  |  |  |
| Calculate on Ramp Fow Rate |  |  |  |  |  |  |  |  |  |  |
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|  |  |  |  |  |  |  |  |  |  |  |
| Flow (pcph) Flow Rate (pcphpl) | 682 |  | 616 | 646 |  | 616 |  | 665 |  |  |
|  | ${ }_{68}$ |  | 616 | ${ }^{323}$ |  | ${ }_{616}$ |  | ${ }_{665}$ |  |  |
| Calculate on Ramp Roadway Operations |  |  |  |  |  |  |  |  |  |  |
| Ramp Type Ramp Speed (mph) | Right |  | Right | Right |  | Right |  | Right |  |  |
|  | 45 |  | 45 | 45 |  | 45 |  |  |  |  |
| Ramp Capacity (pcph) Ramp v/c ratio | $\begin{aligned} & 2,100 \\ & 0.32 \end{aligned}$ |  | $\begin{aligned} & 2.100 \\ & 0.29 \end{aligned}$ | $\begin{aligned} & 4,200 \\ & 0.15 \\ & 0.0 \end{aligned}$ |  | $\begin{aligned} & 2,100 \\ & \text { 2, } 20 \end{aligned}$ |  | $\begin{aligned} & 2,100 \\ & 0.32 \end{aligned}$ |  |  |
|  |  |  |  |  |  |  |  |  |  |  |






 $\stackrel{\text { Key }}{\substack{\text { Kxpess Lane (Hov) }}}$


$\stackrel{\text { Key }}{\text { Kxpess }}$

| Name | PSto JSt | Jstio Lst | Lston-Ramp | ISto Richards Blvd | Bemeen Richars Evid Ramps | Richars Evisdo 0 Garden Huy | Beameen Garien Huy Ramps | SGareentyrow wicamina Ale | W. El Camino Ave to 1.80 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Mainine to off Ramp Fow Rate for Weave Segments |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\text {Terain }}$ | Level |  |  | Level |  | Level |  | Level |  |  |
| Grade \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade Length (mi) | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  |  |
| Tuck \& Bus \% | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
| ${ }^{\text {RV\% \% }}$ | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| ${ }_{\text {E }}^{\mathrm{E}_{\mathrm{T}}}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  |  |
| $E_{\text {E }}$ | 1.2 0.971 |  |  | 1.2 <br> 0.971 |  | 1.2 |  | $1.2$ |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
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|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{\text {PHF }}$ | 0.95 |  |  | 0.95 |  | 0.95 |  | ${ }^{0.95}$ |  |  |
| ${ }_{\text {Terain }}$ | Level |  |  | Level |  | Level |  | Level |  |  |
| $\begin{gathered} \text { Gravade \%o } \\ \text { Grade Length (mi) } \end{gathered}$ | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
|  | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  |  |
| Truck \& Bus \% | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
| ${ }_{\substack{\mathrm{Rv} \% \\ \mathrm{E}_{\mathrm{T}}}}$ | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
|  | 1.5 |  |  | 1.5 |  | 1.5 |  |  |  |  |
| ${ }_{\text {E }}^{\mathrm{E}_{\mathrm{F}}}$ | 1.2 |  |  | 1.2 0.971 |  | 1.2 0.971 |  | $1.2$ |  |  |
| $t \mathrm{p}$ | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  |  |
| GP $_{\text {to GP Flow (coph) }}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |


 Key

Kxposs Lane (HOO

| Name | Psto J St | Jsto Lst | Lston-Ramp | 1 Stio Richards Elvd | Boemen Richars Buv Ramps | Shars Evido Garden Hmp | Beemen Garden Htw Rampe | Saren Huy tow El Camino ate | W. El C Camino Ave to : 80 | 1.80 Of |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Weave Segment Operations |  |  |  |  |  |  |  |  |  |  |
| Type |  |  |  |  |  |  |  |  |  |  |
| Length |  |  |  |  |  |  |  |  |  |  |
| Segment Lanes |  |  |  |  |  |  |  |  |  |  |
| Weave Lanes |  |  |  |  |  |  |  |  |  |  |
| Segment Flow |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $\begin{gathered} \text { Length Check } \\ \text { Ideal Weave Capacity } \end{gathered}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $\underbrace{\text { top }}_{\text {top }}$ |  |  |  |  |  |  |  |  |  |  |
| ${ }^{\text {Capacaity Condition } 1}$ |  |  |  |  |  |  |  |  |  |  |
| Capacity Condition 2 v/c ratio |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Lane Changes On to ML |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  | Lane Changes ML to Off Lane Changes On to Off |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Non-Weave LC Rate 1 |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Weave LC Rate 3 Segment LC Rate |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Non-Weave Speed Segment Speed |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\substack{\text { Segment Spoed } \\ \text { Denity }}}^{\text {den }}$ |  |  |  |  |  |  |  |  |  |  |
| Los |  |  |  |  |  |  |  |  |  |  |
| Summarie Segment operations |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Segment Density |  | 22.2 | ${ }^{25.3}$ |  | ${ }^{26.2}$ |  | ${ }^{25.5}$ |  | ${ }^{24.3}$ | 22.0 |
| (esemmentos |  | - | - |  | - |  |  |  | c | c |
|  |  |  |  |  |  |  |  |  |  |  |
| Type |  | Basic | Merge | Weave | Basic | Weave | Basic | Weave | Basic | Diverge |
| Report | , | Basic | Merge | Weave | ${ }_{\text {Basic }}$ | Weave | ${ }_{\text {Basic }}$ | Weave | ${ }_{\text {Basic }}$ | Diverge |











| Name | Northate Elvd Oftr-Ramp | Saie Bud to oli Pase ival | Del Paso Blva to Leisure Ln |
| :---: | :---: | :---: | :---: |
| Operations for Exiting GP Lanes |  |  |  |
| Flow (poph) | 2.018 | 1.652 |  |
| Lanes | 3 | 2 |  |
| Capacit (poph) | 7.050 | 4,800 |  |
| ver rato | 0.29 | 0.34 |  |
| Fow Rate (cocphol) | 673 | ${ }^{826}$ |  |
| Speed (mph) | 65.0 | 70.0 |  |
| Density (cophp) | 10.3 | ${ }^{11.8}$ |  |
| Los | A | в |  |



$\stackrel{\text { Key }}{<>}$ Kxpess Lane (HOV)


On Ramp Fiow Rate e
On Ramp R Roadway operation

| Location | 1 \| | $1{ }^{2}$ | ${ }^{3}$ |
| :---: | :---: | :---: | :---: |
|  |  |  |  |
| Name | Northate Elvd Offr-Ramp |  | Del Paso Elvido Letesure Ln |
| Off Ramp Flow Rate |  |  |  |
| Volume (vph) | 182 | 278 |  |
| PHF | 0.77 | 0.77 |  |
| Lanes | 1 | 1 |  |
| Terain | Level | Level |  |
| Grade \% | 0.0\% | 0.0\% |  |
| Grade Length (mi) Tuck a bus\% | 0.00 $3.0 \%$ | $0.00$ |  |
| Truck \& Bus \% RV \% | 3.0\% 0.0\% | $\begin{aligned} & 3.0 \% \\ & 0.0 \% \end{aligned}$ |  |
| ET | 1.5 | 1.5 |  |
| $\mathrm{E}_{\mathrm{r}}$ | 1.2 | 1.2 |  |
| ${ }_{\text {fov }}$ | 0.985 | 0.985 |  |
| to | 1.00 | 1.00 |  |
| Fow (poph) | ${ }^{240}$ | ${ }^{366}$ |  |
| Fow Rate (opobpl) | 240 | 366 |  |
| Off Ramp Roadway Op | erations |  |  |
| Ramp Type | Right | Left |  |
| Ramp Capacity (opat) | 2,100 | 2.000 |  |
| Ramp vic ratio | 0.11 | 0.18 |  |
| Adiacent Ramp for Thre | ee-Lane Mainine Segments | s with One-Lane Ramps |  |
| Up Type |  | Off |  |
| Up Distance |  | 3.035 |  |
| Up Fow (poph) |  | ${ }^{240}$ |  |
| Down Type Down Distance | No | No |  |
| Down Distance Down Flow (pcph) |  |  |  |
| Merge infuence Area operations |  |  |  |
|  |  |  |  |
| Up Ramp LEQ Down Ramp LeQ |  |  |  |
|  |  |  |  |
| $P_{\tan (E \operatorname{Ean} 13.3)}$ |  |  |  |
| $P_{F M}(E q n 13-4)$ <br> $\mathrm{P}_{\mathrm{FM}}($ Eqn 13-5) |  |  |  |
|  |  |  |  |
|  |  |  |  |
| $v_{s}($ Poph $v_{s}($ poph $)$ |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
| Area Speed |  |  |  |
| Outer Lanes Volum Outer Lanes Speed |  |  |  |
| $\underset{\substack{\text { Segmen Speed } \\ \text { V/crato }}}{\text { Stes }}$ |  |  |  |
|  |  |  |  |
| Densityons |  |  |  |
|  |  |  |  |


 $\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

[^7]


| Key |
| :---: |
| Expess Lane (HOV) |


| Name | Northate Elvd Offramp | Nortrate Evitio oel Pase Evid | aso Blvd to Leisure |
| :---: | :---: | :---: | :---: |
| Weave Segment Operations |  |  |  |
| Segnentycaio | 037 | 02 | 034 |
| Segment Density | ${ }^{17.0}$ | 9.6 | 11.8 |
| Segment Los | в | A | в |
| Over Capacity |  |  |  |



$\underset{\substack{\text { Kepress Lane (HOV) }}}{\text { K. }}$

| Name | North of Def Pasa Blvd | Del Paso Evid On.Ramp |  |
| :---: | :---: | :---: | :---: |
| Operations ore Exting GP Lanes |  |  |  |
| Fow |  |  |  |
| $\underset{\substack{\text { Capacity (pocph) }}}{\substack{\text { ches }}}$ |  |  |  |
|  |  |  |  |
| Flow Rate (pcphpl) Speed (mph) |  |  |  |
|  |  |  |  |
| Density (coctpo) |  |  |  |
| Los |  |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | North of Def Pasa Blvd | Del Paso Blvd On-Ramp |  | Northate Elvid On-Ram |
| :---: | :---: | :---: | :---: | :---: |
| Flow Rate in Express Lanes Operations in Express Lane |  |  |  |  |
|  |  |  |  |  |
| Operations in Express Lanes On Ramp Flow Rate |  |  |  |  |
| Volume (pph) |  | 82 |  | ${ }^{139}$ |
| PHF |  | 0.77 |  | 0.77 |
| Lanes |  |  |  | 1 |
| Terain |  | Level |  | Level |
| Grade \% |  | 0.0\% |  | 0.0\% |
| Grade Lengt (mi) |  | 0.00 |  | 0.00 |
| Tuek \& Bus \% |  | 3.0\% |  | 3.0\% |
| Rv\% |  | 0.0\% |  | 0.0\% |
| $\mathrm{ET}_{\text {T }}$ |  | 1.5 |  | 1.5 |
| $\mathrm{En}_{\square}$ |  | 1.2 |  | 1.2 |
| ${ }_{\text {tuv }}$ |  | 0.985 |  | 0.985 |
| to |  | 1.00 |  | 1.00 |
| Foow (poph) |  | 108 |  | 183 |
| Fow Faie (pophpl) |  | 108 |  | 183 |
|  |  |  |  |  |
| On Ramp Roaiway Operations |  |  |  |  |
| Ramp Type Ramp Speed (mph) |  | ${ }_{45}^{\text {Right }}$ |  | 45 |
| Ramp Capacity (poph) |  | 2,100 |  | 2.100 |
| Ramp V $V$ craio |  | 0.05 |  | 0.09 |
|  |  |  |  |  |

 $\underset{\substack{\text { Key } \\ \text { Kxpess Lane (HOV) }}}{\text {. }}$

| Name | Northo of Pel Paso Blvd | Del Paso Bivd On-Ramp | Sold | dind |
| :---: | :---: | :---: | :---: | :---: |
| Offramp flow Rate |  |  |  |  |
| Iff ramp Roaiway |  |  |  |  |
| Adiacent Ramp for Three.Lane Mainine Segmens with one-Lane Ramps |  |  |  |  |
| Up Tyee |  |  |  | No |
|  |  |  |  |  |
| Up Fow (poph) |  |  |  |  |
| Down Type |  |  |  | No |
| Down Distance |  |  |  |  |
| Down Flow (poph) |  |  |  |  |
| Merge infuence Area operations |  |  |  |  |
| Eftective $v_{p}($ Poph $)$ |  | ${ }^{1,235}$ |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Lo |  |  |  |  |
| $P_{\text {frum }}($ Eqn 13.3$)$ |  | 0.599 |  |  |
| $\mathrm{P}_{\text {Pm }}(\underline{E q n} 13.4)$ |  |  |  |  |
| $\mathrm{Pamm}_{\text {man }}(13.5)$ |  |  |  |  |
| $\mathrm{P}_{\text {fu }}$ |  | 1.000 |  |  |
| $v_{12}($ Pcon $)$ |  | ${ }_{1}^{1,235}$ |  |  |
| $v_{s}($ poch $)$ |  |  |  |  |
| $v_{3}($ Poph $)$ |  |  |  |  |
| $\mathrm{V}_{\text {va }}($ (poch $)$ |  | ${ }^{1,235}$ |  |  |
| $V_{\text {frata (0oph) }}$ |  | ${ }_{1,343}$ |  |  |
| Speed Index <br> Area Soed |  | $\begin{aligned} & 0.27 \\ & 58.8 \end{aligned}$ |  |  |
| Area Speed Outer Lanes Volume |  | 58.8 |  |  |
| Outer Lanes Speed |  |  |  |  |
| Segment Speed |  | 58.8 |  |  |
| ve ratio |  | 0.29 |  |  |
| Densily |  | 11.2 $B^{2}$ |  |  |
| Los |  |  |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | Notht of del Pasa Blvd | Del Paso Bud On-Ramp |  | Northate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Diverge infuence Area Operations |  |  |  |  |
| Eteceive $v_{p}$ (poph) |  |  |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $\left.{ }^{\text {Prof (Ean }} 13.9\right)$ |  |  |  |  |
| Pro (Eap 13-11) |  |  |  |  |
| Pro |  |  |  |  |
| $v_{12}($ Poph $)$ |  |  |  |  |
| $v_{3}$ (poph) |  |  |  |  |
|  |  |  |  |  |
| $v^{\text {vasempoph }}$ |  |  |  |  |
| Speed Index |  |  |  |  |
| Area Speed |  |  |  |  |
| Outer Lanes Volume |  |  |  |  |
| Outer Lanes Speed <br> Segment Speed |  |  |  |  |
|  |  |  |  |  |
| Segment Speed v/c ratio |  |  |  |  |
| Density |  |  |  |  |
|  |  |  |  |  |
| Ramp to off Ramp | Rate for weave Segr |  |  |  |
| amp to Mainine | ate for Weave Seg |  |  |  |



$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$


| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |


$\underset{\substack{\text { Kepress Lane (HOV) }}}{\text { K. }}$

| Name | North of del Paso Elvd | Dal Paso Blvd On.Ramp | Def Pase ivid to Noftrgate Evod | Northate Evd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Weave Segment Operations |  |  |  |  |
|  |  |  |  |  |
| Segment V/ cratio | ${ }^{0.27}$ | ${ }^{0.29}$ | ${ }^{0.29}$ | ${ }^{0.22}$ |
| Segment Density | 11.2 | 11.2 | 10.3 | ${ }^{7.8}$ |
| SegmentLos | в | в | A | A |

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 5,187 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 5,436 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 578 |
| :---: |
| $4 \%$ |
| 1.5 |
| 590 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{2,775}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Existing Pre-Event Peak Hour |
| Freeway | I-5 NB |
| On-ramp | I Street |
| Off-ramp | Richards Blvd |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 6,053 |
|  | Truck Percentage |
|  | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 6,344 |
|  |  |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 573 |
| :---: |
| $4 \%$ |
| 1.5 |
| 584 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 304 |
| :---: |
| $4 \%$ |
| 1.5 |
| 310 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

Total Weaving Section (V)

| $\frac{6,222}{10 \%}$ |  |
| :---: | :---: |
| $\frac{1.5}{}$ |  |
| 6,521 |  |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 450 |
| :---: |
| $4 \%$ |
| 1.5 |
| 459 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $N_{b}$ | 4 |
| :---: | :---: |
| $N$ | 5 |
|  | 1,175 |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Existing Pre-Event Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Garden Highway |
| Off-ramp | El Camino Ave |
|  |  |


| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 6,186 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 6,483 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 570 | Volume (vph)* | 785 |
| :---: | :---: | :---: |
| 4\% | Truck Percentage | 4\% |
| 1.5 | PCE for Trucks | 1.5 |
| 581 | Volume (pcph) | 801 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\mathrm{N}_{\mathrm{b}} \frac{4}{\frac{5}{2}} \frac{2,000}{2}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Existing Pre-Event Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Garden Highway |
| Off-ramp | Richards Blvd |
|  |  |


| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 3,966 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 4,156 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp (W2)

| 448 | Volume (vph)* | 274 |
| :---: | :--- | :---: |
| $4 \%$ | Truck Percentage | $4 \%$ |
| 1.5 | PCE for Trucks | 1.5 |
| 457 | Volume (pcph) | 279 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{2,300}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Existing Pre-Event Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Richards Blvd |
| Off-ramp | J Street |
|  |  |

Total Weaving Section (V)
Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 3,904 | V |
| :---: | :---: |
| $\frac{10 \%}{1.5}$ | Tr |
| 4,091 |  |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 374 |
| :---: | :---: |
| $4 \%$ |
| 1.5 |
| 381 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

## APPENDIX J.1.3:

## Sidewalk Calculation Example

## Appendix J.1. 3

The following example is intended to put to illustrate pedestrian LOS calculations and what an LOS C versus $D$ versus $E$ condition would feel like:

- Consider a 5-foot sidewalk that experiences a flow of two persons walking side by side every 2seconds during the peak 15-minute period. Assuming a 1.5-foot shy area for the curb, the pedestrian flow rate would be:
o 900 pedestrians during peak 15 minutes ( 1 person per second for 900 seconds) / ( 15 * 3.5 feet $)=17.1$ pedestrians per minute per foot, which would correspond to LOS E.

0 If that sidewalk was 10 feet wide (with an effective 8.5 -foot width), the pedestrian flow rate would be 7.1 pedestrians per minute per foot, which would correspond to LOS C.

## APPENDIX J.1.4:

## Technical Memorandums 1-6

# FehrłPEERS 

## REVISED FINAL TECHNICAL MEMORANDUM \#1

Date: December 4, 2015
To: Pelle Clarke \& Samar Hajeer - City of Sacramento
From: John Gard - Fehr \& Peers
Subject: Assumed Roadways under Baseline Conditions for Railyards / Kaiser / MLS EIR

Attached to this memorandum are figures, which display the proposed roadways that would be constructed within the Railyards Specific Plan for each of the four scenarios that are being analyzed under baseline conditions.

Figure 1 shows that Railyards Boulevard would open to traffic between $7^{\text {th }}$ Street and Jibboom Street under 'no project' conditions. Additionally, $5^{\text {th }}$ and $6^{\text {th }}$ Streets would extend northerly as two-lane, two-way streets from downtown to connect with Railyards Boulevard. Finally, G Street would extend westerly as a two-lane, two-way street, creating new intersections with $5^{\text {th }}$ and $6^{\text {th }}$ Streets. F Street would also be extended westerly under the $5^{\text {th }}$ Street and $6^{\text {th }}$ Street bridges. This extension would not connect to any other roadways under baseline no project conditions.

Figure 1 also includes a note indicating that $5^{\text {th }}$ Street would be modified at H Street to permit southbound through travel under all baseline scenarios.

Figure 2 shows the assumed roadway connections with the proposed Railyards Specific Plan Update. This figure indicates that all proposed street improvements would occur within the Specific Plan area. No widenings, extensions, or other improvements outside the Plan area are currently proposed. This figure includes a note indicating that the project would dedicate right-of-way to allow for the future widening of $7^{\text {th }}$ Street south of Railyards Boulevard to four lanes, but would not construct this improvement as part of the project's planned circulation system.

Figure 3 shows the assumed roadway connections with the Kaiser Permanente Medical Center. As shown, construction of the Medical Center would result in the extension of Bercut Drive southerly to Railyards Boulevard and the construction of South Park Street between Bercut Drive and 5 ${ }^{\text {th }}$ Street.

Figure 4 shows the assumed roadway connections with the MLS stadium. As shown, construction of the Stadium would result in the following street improvements:

- Extend Railyards Boulevard easterly from $7^{\text {th }}$ Street to $10^{\text {th }}$ Street.


## FehrłPeers

Ms. Samar Hajeer and Mr. Pelle Clarke
December 11, 2015
Page 2 of 2

- Extend $8^{\text {th }}$ Street between Railyards Boulevard and North B Street.
- Extend $10^{\text {th }}$ Street partially north of Railyards Boulevard, but do not connect to North B Street.

Please note that we have been directed by the City to not assume the extension of Railyards Boulevard easterly from $10^{\text {th }}$ Street to $12^{\text {th }}$ Street as part of this scenario.

Kimley-Horn has provided us with detailed intersection geometrics for use in analyzing all on-site intersections. We will be using the City of Sacramento Project Delivery Manual (2007) as guidance for selection of signal phasings and timings at these intersections. We will have in-depth coordination with City staff regarding these inputs.

Please do not hesitate to call or email me with any questions or comments.

-=-= Baseline No Project Roadway
Future Planned Roadway within Railyards SP Update

Study Intersections

- Baseline No Project
- ExistingFuture Intersection within Railyards SP Update
All baseline scenarios assume southbound through travel is permitted on 5th St. at H St.

Figure 1
Baseline No Project
Roadway Network


## Study Intersections

- Baseline Plus Railyards SP Update
- ExistingFuture Intersection within Railyards SP Update
* Railyards SP Update would remove connection of Jibboom Street to I Street.
** Project will dedicate ROW, but not construct four-lane widening of 7th Street under Baseline Conditions.
= = = = Project Roadway Assumed Under Baseline Plus Railyards SP Update
--- - Future Planned Roadway within Railyards SP Update
Railyards Specific Plan Update



## Study Intersections

- Baseline Plus Medical Center

ExistingFuture Intersection within Railyards SP Update

-     - =- = Baseline Roadway Assumed with Medical Center

Future Planned Roadway within Railyards SP Update

- Medical Center



## Study Intersections

- Baseline Plus Stadium

ExistingFuture Intersection within Railyards SP Update
= ==- $=$ Baseline Roadway Assumed with Stadium
Future Planned Roadway within Railyards SP Update

# FEHRケPEERS 

## FINAL TECHNICAL MEMORANDUM \#2

Date: December 22, 2015
To: $\quad$ Pelle Clarke \& Samar Hajeer - City of Sacramento
From: John Gard - Fehr \& Peers
$\begin{array}{ll}\text { Subject: } & \text { Travel Characteristics of Proposed Kaiser Permanente Medical Center in } \\ & \text { Railyards Specific Plan }\end{array}$
RS15-3374

This memorandum presents the anticipated travel characteristics of the Kaiser Permanente Medical Center ("KP Medical Center") project to be located north of Railyards Boulevard between Bercut Drive and $5^{\text {th }}$ Street in the Railyards Specific Plan. This evaluation is applicable primarily to the "Baseline Plus KP Medical Center" scenario. However, portions of the analysis presented herein will also be applicable to cumulative conditions.

This memorandum is organized into the following sections:
I. Project Land Uses
II. Trip Generation Characteristics
III. Trip Distribution Characteristics
IV. Expected Mode Split
V. Vehicle Trip Assignment

## I. Project Land Uses

Table 1 displays the various land uses, employment levels, and other relevant information associated with the proposed Medical Center.

## II. Trip Generation Characteristics

The Trip Generation Manual, $9^{\text {th }}$ Edition (Institute of Transportation Engineers, 2012) contains the following two land use categories that may be applicable to the project:

- Hospital (LU Code 610) - an institution that provides medical or surgical care and overnight accommodations. This category does not include medical clinics or nursing homes, which are covered elsewhere in the Manual.
- Medical-Dental Office Building (LU Code 720) - a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care.

The Trip Generation Manual does not include a 'regional medical center' category consisting of both hospital and medical-office space. Accordingly, data from this resource may be helpful in estimating trips from the proposed project, but cannot be used directly because internalization of trips between the two use types is not known.

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December 22, 2015
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| Table 1 - Proposed KP Medical Center Land Use Information |  |
| :---: | :---: |
| Type | Amount |
| Land Use ${ }^{\mathbf{1}}$ |  |
| Hospital (non HSB) | 658,000 sq. ft. |
| Hospital Support Building (HSB) | 210,000 sq. ft. |
| Medical-Office | 300,000 sq. ft. |
| CUP ${ }^{2}$ | 60,000 sq. ft. |
| Total (excluding CUP) | 1,228,000 sq. ft. |
| Employees / Providers / Beds ${ }^{3}$ |  |
| Total Employees | 2,941 existing (from Morse Facility), 4,247 total future employees |
| Health Care Providers | 299 (1,705 sq. ft. of MOB space per provider) |
| Licensed Beds | 420 |
| Notes: <br> 1. Buildout land uses from Kaiser Railyards Master Plan, Lionakis, September 17, 2015. Totals exclude square-footage associated with CUP because it consists of non-trip generating uses. <br> 2. CUP is the central processing plant that consists of mechanical and electrical equipment. It generates almost no traffic. It is included in the square footage totals, but excluded from trip calculations. <br> 3. Per November $11^{\text {th }}$ and $16^{\text {th }}$ emails from Matthew Miller, Kaiser's Director of Program Management. TBD $=$ To be determined. |  |

According to Kaiser staff, the Hospital Support Building (HSB) area offers specialty medical care. It houses physicians and support services needed to support the hospital, but that aren't required to be located within the hospital. Given this definition, HSB is considered to be a medical-office type use from a trip generation perspective.

The proposed Medical Center would consist 1,168,000 square feet of trip generating land uses (the CUP is excluded). That square footage is separated into 658,000 square feet of hospital ( 56 percent) and 510,000 square feet of medical-office ( 44 percent).

## Trip Generation of Kaiser Medical Centers in Southern California ${ }^{1}$

Kaiser representatives provided land use and traffic count data from three comparable medical centers in Southern California. This information is summarized in Table 2.

[^8]
## FehrłPeers

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|  |  |  |  | icle Trip |  |  | Rates |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Facility | Ksf ${ }^{1}$ | \% MOB | Daily | AM Pk Hr | PM Pk Hr | Daily | AM Pk Hr | PM Pk Hr |
| Kaiser Irvine Medical Center | 579.2 | 49\% / 51\% | 10,519 | 926 | 767 | 18.16 | 1.60 | 1.32 |
| Kaiser Anaheim Medical Center | 551.2 | 47\% / 53\% | 11,683 | 874 | 836 | 21.20 | 1.59 | 1.52 |
| Kaiser Riverside Medical Center | 840.8 | 45\% / 55\% | 19,486 | 1,697 | 1,535 | 23.18 | 2.02 | 1.83 |
|  |  |  |  |  |  | 20.85 | 1.74 | 1.56 |
| Notes: <br> ${ }^{1}$ Includes hospital space, HSB space within hospital, and MOB space. <br> ${ }^{2}$ Counts collected using tube counts at driveways. Results averaged for a Tuesday thru Thursday condition. At each facility, AM peak hour occurred from 8 to 9 AM and PM peak hour occurred from 4 to 5 PM. <br> $\mathrm{ksf}=$ thousand square feet. |  |  |  |  |  |  |  |  |

Table 2 indicates that these facilities generated an average of about 20.85 daily vehicle trips, 1.74 AM peak hour vehicle trips, and 1.56 PM peak hour vehicle trips per thousand square feet (ksf). Individual trip rates show a strong correlation to the percentage of the campus dedicated to MOB space (i.e., trip rates increase as MOB space increases).

## Trip Generation of Kaiser Medical Center on Morse Avenue in Sacramento County

We conducted traffic counts on Tuesday, October 27, 2015 at the ten (10) driveways on Cottage Avenue, Morse Avenue, and Alta Arden Expressway that serve the Kaiser Morse Avenue facility. Kaiser administrators report that October is generally one of their busier months, and actual bed/hospital room use on the count day was above average ${ }^{2}$. Therefore, the counts collected on this day are representative of slightly above average hospital occupancy levels.

Table 3 displays the land use totals and vehicular trip generation observed at the Kaiser Morse Avenue facility. This table indicates that the site generated about 1.8 trips per thousand square feet (ksf) during the AM peak hour and 2.0 trips per ksf during the PM peak hour.

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| Table 3 - Vehicular Trip Generation of Kaiser Morse Avenue Facility |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Peak Hour ${ }^{1}$ | Square <br> Feet (ksf) | Vehicle Trips |  |  | Trip Rates (per ksf) |  |  |
|  |  | Inbound | Outbound | Total | Inbound | Outbound | Total |
| $\begin{gathered} \text { AM } \\ (8-9 \mathrm{AM}) \end{gathered}$ | 477.43 | 676 | 183 | 859 | 1.42 | 0.38 | 1.80 |
| $\begin{gathered} \text { PM } \\ (4-5 \mathrm{PM}) \end{gathered}$ | 477.43 | 296 | 664 | 960 | 0.62 | 1.39 | 2.01 |
| $\begin{gathered} \text { Pre-Event } \\ (6: 30-7: 30 \text { PM }) \end{gathered}$ | 477.43 | 189 | 266 | 455 | 0.39 | 0.56 | 0.95 |

Notes:
${ }^{1}$ Counts collected from 7 to 9 AM and from 4 to 7:30 PM on Tuesday, October 27, 2015. ksf = thousand square feet.

Kaiser representatives indicated that about 29 percent of the Morse Avenue Kaiser Facility is classified as MOB space. Kaiser representatives indicated that there are currently 214 health care providers who occupy an average of 1,350 square feet of space per provider. This represents substantially more building area than the 138,500 square feet of designated MOB space. This implies that some health care providers are using hospital space to provide outpatient services, meaning that the medical center's effective percentage of MOB space is greater than 29 percent.

Table 3 also shows trip rate data for the pre-event peak hour. Although this period is not being studied under "Baseline plus Medical Center" conditions, this period is analyzed under "Baseline Plus Railyards Specific Plan Update" conditions, in which the pre-event peak hour trip generation of the proposed Medical Center is analyzed.

The Kaiser Morse Avenue Facility trip rates were compared to published ITE rates for general reasonableness. ${ }^{3}$ Pages 26-28 of the Trip Generation Handbook (Institute of Transportation Engineers, 2014) provide guidance regarding when the average rate versus fitted curve equation should be used. Based on the project's size and the data in the Manual, the Trip Generation Handbook recommends that the weighted average rates should be used instead of the fitted curve equations for each category. The following weighted average AM and PM peak hour (of the generator) trip rates are provided:

| ITE Trip Generation Rates |  |
| :---: | :---: |
| AM Peak Hour | PM Peak Hour |
| 0.96 | 1.16 |
| 3.5 | 4.27 |

3 The observed rates should not necessarily match the ITE rates perfectly for reasons cited on the previous page. However, the rates should be in the same general range.

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The above trip rates can be used to develop a "blended ITE" rate that considers the relative mix of hospital versus medical-office space. The blended ITE rates are as follows:
ITE Blended Trip Generation Rates
$\frac{\text { AM Peak Hour }}{1.70}$

The following shows how these blended rates compare with the observed trips at the Kaiser Morse Avenue Facility:

- AM peak hour: observed rate of 1.8 trips per ksf is six percent greater than the ITE blended trip rate.
- PM peak hour: observed rate of 2.01 trips per ksf is 2.5 percent lower than the ITE blended trip rate.

This suggests that blended ITE rates provide a reasonably accurate estimate of the Kaiser Morse Avenue facility's existing trip generation. Therefore, the blended ITE rates are also considered to be applicable for estimating the proposed project's trip generation, subject to the following two adjustments:

- Adjustment \#1 (Difference in MOB Space) - The proposed project would consist of a greater proportion of MOB space (44 percent) than the Kaiser Morse Avenue facility (29 percent).
- Adjustment \#2 (Decompression of MOB Space) - The proposed project would provide an average of 1,705 square feet of space per provider, whereas the Kaiser Morse Avenue facility currently provides 1,350 square feet per provider. Hence, the proposed project would result in a 20.8 percent reduction in MOB provider density. Since provider density affects both the number of employees and patient visits, this effect was accounted for by applying a 20.8 percent reduction to the MOB trip rate.

The following shows the blended ITE trip rates based on the proposed project's mix of hospital and MOB space.

ITE Blended and Adjusted Trip Generation Rates

- Hospital (56\%) / Medical-Office (44\%):

AM Peak Hour
$1.76{ }^{4}$
PM Peak Hour
$2.14{ }^{5}$

Table 4 displays the vehicular trip generation of the proposed Kaiser Medical Center using the identical trip rates observed at the Kaiser Morse Avenue Facility.

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| Peak Hour | Square <br> Feet (ksf) | Vehicle Trip Rates (per ksf) ${ }^{2}$ |  |  | Trips |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Inbound | Outbound | Total | Inbound | Outbound | Total |
| $\begin{gathered} \mathrm{AM} \\ (8-9 \mathrm{AM}) \end{gathered}$ | 1,168 | 1.39 | 0.37 | 1.76 | 1,624 | 432 | 2,056 |
| $\begin{gathered} \text { PM } \\ (4-5 \mathrm{PM}) \end{gathered}$ | 1,168 | 0.66 | 1.48 | 2.14 | 771 | 1,729 | 2,500 |
| $\begin{gathered} \text { Pre-Event }^{3} \\ (6: 30-7: 30 \mathrm{PM}) \end{gathered}$ | 1,168 | 0.31 | 0.70 | 1.01 | 362 | 818 | 1,180 |
| Notes: <br> ${ }^{1}$ The term 'unadjusted' is used because the location of the proposed Medical Center could result in greater levels of walking, bicycling, or transit use than occurred at the Kaiser Morse Avenue Facility. Analysis of these travel choices is presented later in this memo. <br> ${ }^{2}$ AM and PM peak hour vehicular trip rates applied to the proposed Medical Center are based on adjusted 'blended ITE trip rates' that are calibrated to Kaiser Morse Avenue Facility travel. Refer to previous page for description of how adjustments were made. <br> ${ }^{3}$ Existing pre-event peak hour trip rate at Kaiser Morse Avenue Facility was 53 percent lower than PM peak hour trip rate. This same adjustment was applied for proposed project. |  |  |  |  |  |  |  |

## It is important to note that the values in Table 4 do not reflect any additional adjustments for the potential for bicycle, walk, and transit trips made to the proposed project. Such adjustments are presented in Section IV of this memorandum.

Prior to settling on the above approach, we considered using the observed trip generation studies of Kaiser facilities in Southern California. However, we ultimately decided against using that data for the following reasons:

1. Additional documentation would be necessary including: date of counts, name of count firm, and consultant(s) overseeing counts, data on patient census levels (compared to annual averages) on count days, and building occupancy during counts. Also, it would be helpful if the accuracy of the hose counts placed across slow-speed driveways could be demonstrated. Additionally, were any non-project trips passing through the Kaiser Irvine Medical Center observed and accounted for?
2. The Anaheim Canyon Metrolink Commuter Rail station is located less than $1 / 4$ mile from the Kaiser Anaheim Medical Center. The observed trip rates at that medical center take into consideration person trips made by rail. A metrolink station is also located in the vicinity of the Kaiser Riverside Medical Center, though not as conveniently located.

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Lastly, it is noted that since the Kaiser project application calls for the closure of its Morse Avenue Facility, it would be difficult to justify the use of a different trip rate than was measured at Morse Avenue.

## III. Trip Distribution Characteristics

The spatial distribution of Kaiser members who would regularly use the new facility and employees who would work at the new facility is critically important to the analysis. Kaiser representatives provided the following data to support this analysis:

- Anonymous home residence zip codes of about 230,000 Kaiser members who would regularly use the new facility (Kaiser excluded zip codes closer to their Roseville and South Sacramento facilities).
- Anonymous home residence zip codes of about 3,000 Kaiser employees who currently work at the Kaiser Morse Avenue facility. These employees would be relocated to the new facility. Although total employment levels will likely rise due to the proposed facility's larger size, it is reasonable to assume that the overall distribution pattern of employee residences will be similar given the large sample size.

Figure 1 shows that 96 percent of Kaiser members who would use the proposed facility reside in the top 27 (i.e., most recurring) zip codes. These zip codes reveal pronounced eastwest directionality relative to the project site. This is due to the existing Kaiser Medical Centers in Roseville and Elk Grove, which would continue to serve those members living northeast and south of the project vicinity, respectively.

Figure 2 shows how the spatial distribution of zip codes translates into anticipated usage of major freeways to access the project site. As shown, the majority of member zip codes are located east of the project site. A variety of freeways would be used to access the project including US Highway 50, Capital City Freeway, SR 160, Interstate 5, and Interstate 80.

Figure 3 shows the distribution of Kaiser employee zip codes. This figure shows that 82 percent of employees reside in the top 40 (i.e., most recurring) zip codes. Unlike the distribution of member zip codes, Kaiser employee zip codes have a more pronounced north-south orientation. This is because some employees residing in the populated areas of Elk Grove, South Placer County, Citrus Heights, and other areas would work at the proposed project despite being physically closer to the other medical centers. Figure 4 shows how the spatial distribution of zip codes translates into anticipated usage of major freeways to access the project site.

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Medical centers also attract visitors who come to see patients. Trips made by visitors can represent an important component of overall travel. Their trips are reflected in the Morse Avenue Kaiser Facility trip rates. Their spatial trip distribution patterns are likely similar to the member zip codes shown on Figure 1. Other types of trips, such as deliveries, taxis, ambulances, etc. also occur, but do not represent a substantial percentage of overall trips, and are reflected in the trip rates.

The top 25 residence zip codes of Kaiser members and employees are attached to this memo.

The data on Figures 1 through 4 will serve the following technical purposes:

1. Distribution of Vehicle Trips - The percentages shown on Figures 2 and 4 allow us to develop project trip distributions for purposes of estimating project-added vehicle trips at the study intersections and freeway facilities.
2. Likelihood of transit usage - In the next section, we evaluate how the zip code locations influence the likelihood of travel to the project site via public transit.
3. Vehicle Miles of Travel (VMT) Calculations - The zip code data, along with trip generation and mode split estimates, will be used to estimate how the closure of the Kaiser Morse Avenue Facility and opening of the proposed project would affect overall VMT.

## Proportion of Peak Hour Trips by Kaiser Members Versus Employees

Kaiser administrators indicated that their employees (at Morse Avenue and also for the project) who are involved in health care-related functions typically work the following shifts (start/end times are approximate):

- 70 percent work the day shift from 7 AM to 3 PM.
- 18 percent work the evening shift from 3 PM to 11 PM.
- 12 percent work the overnight shift from 11 PM to 7 AM.

Kaiser administrators also indicated that the first and last appointment times for outpatient care typically occur at 8:30 AM and 5 PM , respectively. However, medical centers such as Kaiser also have a variety of other employees with various administrative roles who work a more typical weekday (i.e., 8 AM to 5 PM ) type schedule.

Table 5 shows the temporal distribution of arriving and departing traffic to the Kaiser Morse Avenue facility. Key conclusions from this data include:

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- AM Peak Period: Inbound traffic is greatest from 8 to 9 AM , presumably as patients arrive in advance of their appointments, which begin at 8:30 AM. However, it is likely that many employees also arrive during this peak hour.
- PM Peak Period: Inbound traffic is greatest from 4 to 5 PM as patients arrive in advance of their appointments, the last of which begins at 5 PM . Outbound travel is much greater from 4 to 5:30 PM (versus after 5:30 PM) due to the combined effects of both patients and some employees departing during this period.


In consideration of the above, we believe it is reasonable and (technically justified based on employee shift times) to assume the following proportions of member versus employee trips for each study period. These ratios are also based on our own professional judgement, which reflects our numerous observations at medical centers and MOBs located throughout Sacramento and beyond.

- AM Peak Hour: 65 percent members and 35 percent employees.
- PM Peak Hour: 40 percent members and 60 percent employees.
- Pre-Event Peak Hour: 40 percent members and 60 percent employees.

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These ratios do not affect trip generation. Rather, they affect trip distribution and mode split due to the different geographic origins and destinations of the two groups as is described later in this memo.

## IV. Mode Choice

Table 4 displayed the unadjusted trip generation of the proposed project prior to any adjustments being made for bicycle, walk, and transit trips (due to adjacent transit service availability) given the project's location. This section discusses the project's expected mode split (under baseline conditions).

## Anticipated Use of Bus

A bus stop is located on both sides of Morse Avenue adjacent to the Kaiser Morse Avenue Facility. Sacramento Regional Transit (RT) operates bus routes 22, 80, and 84 on one-hour headways during peak periods, while Route 82 operates on 30 -minute headways. During peak hours, ten buses per hour stop at the Kaiser facility to pick-up or drop-off members and employees.

We obtained peak hour boarding and alighting data from RT for these four bus routes. It is likely that bus riders that board or alight at this stop were associated with Kaiser Morse Avenue given its close proximity and regional attraction. The following data was obtained:

- AM Peak Hour (8-9 AM): 8 passengers alighted (exited) and 5 passengers boarded from the four routes.
- PM Peak Hour (4-5 PM): 6 passengers alighted (exited) and 9 passengers boarded from the four routes.

This information can be used to estimate a bus mode split by converting vehicle trips from Table 4 into person trips (assuming an average vehicle occupancy of 1.2 persons per vehicle). This represents a 0.5 percent bus mode split during the AM and PM peak hours.

The proposed Kaiser facility in the Railyards would have a similar level of fixed-route bus service available under near-term conditions. Four routes ( $11,15,29,33$ ) currently include stops in the project vicinity. Figures 1 and 3 show that these routes extend in northerly and easterly directions and cover only a minor amount of the zip codes from which Kaiser members and employees reside.

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To provide an additional comparative evaluation, we obtained bus ridership data from the Sutter Sacramento Medical Center (adjacent to the Capital City Freeway) to understand whether medical centers near the CBD have higher levels of bus ridership than in more suburban locations. This facility is served by four bus routes. During the AM peak hour, there were 12 alightings. During the PM peak hour, there were 21 boardings. Given that project's size (over one million square feet), this level of bus ridership appears generally comparable to the Kaiser Facility on Morse Avenue.

- Fehr \& Peers proposes to not make any additional adjustments to the gross trip generation estimates in Table 5 to account for additional bus ridership at the proposed project. This approach is based on the following:
o The trip rates already account for a 0.5 percent bus ridership mode split.
o Current bus service provided near the project site would serve only a minor proportion of zip codes in which Kaiser members and patients reside.
o The proposed Kaiser facility would have comparable levels of (near-term) bus service as the Sutter Sacramento Facility, which was found to have a similar bus mode split.


## Anticipated Use of Light Rail

Figures 2 and 4 reveal the following (approximate) proportions of Kaiser members and employees who reside in the vicinity of a light rail corridor. While some members/patients could walk to the station, most would need to drive, take a bus, or get dropped off to access light rail.

Approximate Kaiser Member and Employee Zip Code Proportions Along Light Rail Corridors

| Gold Line (East to Folsom) |  | Blue Line (East to Watt) |  |
| :---: | :---: | :---: | :---: |
|  | $33 \%$ |  | Blue Line (South to CRC) |
| $28 \%$ | $40 \%$ | $<5 \%$ |  |
| $23 \%$ |  | $21 \%$ |  |

Note: Each of these routes would require a transfer to the Green line.

Figure 5 shows that an estimated four percent of Kaiser members reside within $1 / 2$-mile of a light rail station. This distance is often considered the maximum distance individuals will walk to access transit. This figure shows that another 26 percent reside between $1 / 2$ and 2 miles of a light rail station. These members could walk/bike, drive, be dropped off, or take a bus to access the station. The remaining 70 percent reside at least two miles from a light rail station.

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Figure 6 shows that one percent of Kaiser employees reside within $1 / 2$-mile of a light rail station. Another 10 percent of employees reside between $1 / 2$ and 2 miles of a light rail station. The remaining 89 percent reside at least two miles from a light rail station.

The relative travel time between light rail and driving is one of several important determinants of mode choice. Table 6 compares AM peak hour inbound travel time and PM peak hour outbound travel time along the three LRT/freeway corridors for travel by (single occupant) vehicle and light rail. This data indicates that travel to the site by vehicle is currently much shorter than travel by light rail.

|  | AM Peak Hour Inbound |  |  | PM Peak Hour Outbound |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Travel Mode | Blue Line (Northeast) at Watt Avenue | Gold Line (East) at WattManlove | Blue Line <br> (South) at Meadowview | Blue Line (Northeast) at Watt Avenue | Gold Line (East) at WattManlove | Blue Line <br> (South) at Meadowview |
| Single Occupant Vehicle ${ }^{1}$ | 15 to 20 min. | $\begin{gathered} 20 \text { to } 25 \\ \text { min. } \end{gathered}$ | 20 to 30 min. | $\begin{gathered} 20 \text { to } 25 \\ \text { min. } \end{gathered}$ | $\begin{gathered} 25 \text { to } 35 \\ \text { min. } \end{gathered}$ | 25 to 35 min. |
| Light Rail | 52 min . | 51 min . | 50 min . | 52 min . | 49 min . | 50 min . |
| Notes: <br> ${ }^{1}$ Vehicle travel tim congested travel ti | ange is base <br> s) with trip | https:// <br> in/destin | w.google.com <br> n being the | ps websit rail station | sing peak project | peak-period |

We translated the Kaiser member and employee residence zip code data into the traffic analysis zone (TAZ) system of the SACMET regional travel demand model. We then used the base year version of this model to estimate the transit mode split associated with inbound travel from each TAZ to the Kaiser project (it is not possible to isolate the reverse movement due to model trip tracking limitations). For employees, only home-based-work trips were tracked. For members, trips with home-based-other, and non-home-based-other purposes were tracked. The model estimated that less than one percent of Kaiser members ${ }^{6}$ and 14 percent of Kaiser employees ${ }^{7}$ would take transit to access the proposed project.

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Page 9 of this memo presented estimated proportions of trips made by members versus employees during each peak hour. The SACOG model's transit mode split percentages can be applied to these proportions to create a 'weighted average' transit mode split for each peak hour.

## Anticipated Walking

The project site is located within zip code 95811, which extends northerly to the American River, southerly to the UPRR tracks, westerly to the Sacramento River, and easterly to $12^{\text {th }}$ Street. The adjacent zip code to the south is 95814, which covers the CBD. These two zip codes represent the expected primary origins/destinations of walk trips. These zones comprise 1.7 percent of all member residence zip codes and 0.3 percent of all employee residence zip codes. Thus, the number of Kaiser employees and members within the catchment area for walk trips is limited.

## Anticipated Bicycling

The catchment area for bicycle trips to Kaiser will be geographically larger than walk trips. The majority of properties within zip codes $95811,95814,95816,95833$, and 95605 are within a four-mile bike ride of the Medical Center. These zones comprise 11 percent of all member residence zip codes and 3 percent of all employee residence zip codes. Thus, the number of Kaiser employees and members within the catchment area for bike trips to Kaiser is moderate, and suggests that some bicycling activity to/from the site is expected.

Table 7 displays the expected mode split for the proposed Kaiser Medical Center under baseline conditions. This table indicates transit (bus and light rail) mode split ranges from 5.5 to 8.5 percent depending on the peak hour, while the active transportation (bike and walk) mode split is 2.5 percent.

| Table 7-Kaiser Medical Center Mode Split - Baseline Conditions |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Peak Hour | Travel Mode |  |  |  |  |
|  | Auto | Light Rail | Bus | Bike | Walk |
|  | $92 \%$ | $5 \%$ | $0.5 \%$ | $2 \%$ | $0.5 \%$ |
| PM | $89 \%$ | $8 \%$ | $0.5 \%$ | $2 \%$ | $0.5 \%$ |
| Pre-Event | $89 \%$ | $8 \%$ | $0.5 \%$ | $2 \%$ | $0.5 \%$ |
| Notes: <br> Refer to pages 10-13 for analyses methodologies used to estimate mode split. |  |  |  |  |  |

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Table 8 displays the net external vehicular trip generation of the proposed Kaiser Medical Center. This table reflects adjustments for travel by bicycle, walk, and transit trips.

| Land Use | Square Feet (ksf) | Trips ${ }^{1}$ |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Peak |  |  | Peak |  | Pre- | nt Pe | Hour |
|  |  | In | Out | Total | In | Out | Total | In | Out | Total |
| Medical Center | 1,168 | 1,624 | 432 | 2,056 | 771 | 1,729 | 2,500 | 362 | 818 | 1,180 |
| Reduction for Bicycle Trips (2\%) |  | 32 | 9 | 41 | 15 | 35 | 50 | 7 | 17 | 24 |
| Reduction for Walk Trips (0.5\%) |  | 8 | 2 | 10 | 4 | 9 | 13 | 2 | 4 | 6 |
| Reduction for Light Rail Trips (5\% / 8\%) ${ }^{2}$ |  | 81 | 22 | 103 | 62 | 138 | 200 | 29 | 65 | 94 |
| Net External Vehicle Trips |  | 1,503 | 399 | 1,902 | 690 | 1,547 | 2,237 | 324 | 732 | 1,056 |

## Notes:

${ }^{1}$ Gross trips from Table 4 are reduced for bicycle, walk, and light rail trips. Gross trips already account for $0.5 \%$ bus mode split.
${ }^{2}$ Light rail mode split is $5 \%$ during AM peak hour and $8 \%$ during PM and pre-event peak hours.

## V. Vehicle Trip Assignment

The SACMET model will be used to assign vehicle trips through the study intersections and freeway facilities in accordance with the following steps:

1. The origin/destination of trips will be based on employee and member zip codes, which were translated into the model's TAZ system. The weighting of zip codes will be based on the trip proportions shown on page 8 for each peak hour.
2. A trip table (matrix) is created that assigns inbound and outbound vehicle trips between the various TAZs and the Kaiser site.
3. The model assigns project trips to various freeways and surface streets. This process allows for the traffic model to keep account of the volume and routing of trips. These trips are then added to the "Baseline No Project" scenario to yield the "Baseline Plus Medical Center" scenario. We will review the trip assignment patterns for reasonableness (i.e., congested ramps and other bottlenecks). If necessary, we will reroute trips to shorter paths.

Since the Kaiser project application calls for the closure of its Morse Avenue Facility, the "Baseline Plus Medical Center" scenario will remove existing vehicle trips generated by that facility. The process for doing this is very similar to the three steps described above.


Notes:

1. Top 27 zip codes which are shown, represent $96 \%$ of members.
2. Database represents members who would regularly use proposed project versus Kaiser regional medical facilities in Roseville and South Sacramento
(1) Membership database shows no members in zip codes in these areas (due presumably to other Kaiser facilities being closer).

| Top 25 Zip Codes of Kaiser Members Who Will use the New Facility |  |  |  |
| :---: | :---: | :---: | :---: |
|  | ZIP Code | Members | Total Percent |
| 1 | 95608 Carmichael | 19,846 | 8.6\% |
| 2 | 95670 Rancho Cordova | 18,111 | 7.8\% |
| 3 | 95835 North Natomas | 14,337 | 6.2\% |
| 4 | 95833 North Natomas | 13,311 | 5.8\% |
| 5 | 95826 Rosemont | 13,166 | 5.7\% |
| 6 | 95691 West Sacramento | 12,958 | 5.6\% |
| 7 | 95821 Arden Arcade | 11,121 | 4.8\% |
| 8 | 95838 Norht Sacramento | 11,055 | 4.8\% |
| 9 | 95834 North Natomas | 9,494 | 4.1\% |
| 10 | 95660 North Highlands | 9,456 | 4.1\% |
| 11 | 95825 Arden Arcade | 8,229 | 3.6\% |
| 12 | 95864 Arden Arcade | 7,964 | 3.4\% |
| 13 | 95827 Rancho Cordova | 7,754 | 3.4\% |
| 14 | 95616 Davis | 6,384 | 2.8\% |
| 15 | 95618 El Macero | 6,222 | 2.7\% |
| 16 | 95673 Rio Linda | 5,972 | 2.6\% |
| 17 | 95815 Sacramento | 5,929 | 2.6\% |
| 18 | 95841 Sacramento | 5,697 | 2.5\% |
| 19 | 95695 Woodland | 5,383 | 2.3\% |
| 20 | 95819 Sacramento | 5,219 | 2.3\% |
| 21 | 95816 Sacramento | 5,016 | 2.2\% |
| 22 | 95742 Rancho Cordova | 4,836 | 2.1\% |
| 23 | 95776 Woodland | 4,302 | 1.9\% |
| 24 | 95605 Broderick | 3,378 | 1.5\% |
| 25 | 95683 Sloughhouse | 2,710 | 1.2\% |
|  | Total Members = 231,196 | 217,850 | 94.2\% |



Figure 2
Regional Travel Patterns of Kaiser Members to Proposed Medical Center


Figure 3

## Residence Zipcodes of Kaiser Employees of Proposed Medical Center

Top 25 Zip Codes of Employees Who Will Work at Proposed Medical Center

| ZIP Code |  | Employees | Total Percent |
| :---: | :---: | :---: | :---: |
| 1 | 95608 Carmichael | 168 | 5.1\% |
| 2 | 95843 Antelope | 149 | 4.5\% |
| 3 | 95624 Elk Grove | 140 | 4.3\% |
| 4 | 95747 Roseville | 137 | 4.2\% |
| 5 | 95835 North Natomas | 131 | 4.0\% |
| 6 | 95757 Elk Grove | 119 | 3.6\% |
| 7 | 95821 Arden Arcade | 108 | 3.3\% |
| 8 | 95758 Elk Grove | 103 | 3.1\% |
| 9 | 95630 Folsom | 89 | 2.7\% |
| 10 | 95864 Arden Arcade | 88 | 2.7\% |
| 11 | 95825 Arden Arcade | 82 | 2.5\% |
| 12 | 95823 South Sacramento | 74 | 2.3\% |
| 13 | 95829 Vineyard | 73 | 2.2\% |
| 14 | 95628 Fair Oaks | 70 | 2.1\% |
| 15 | 95826 Rosemont | 70 | 2.1\% |
| 16 | 95670 Rancho Cordova | 68 | 2.1\% |
| 17 | 95831 Riverview | 68 | 2.1\% |
| 18 | 95762 El Dorado Hills | 61 | 1.9\% |
| 19 | 95691 West Sacramento | 60 | 1.8\% |
| 20 | 95765 Rocklin | 55 | 1.7\% |
| 21 | 95834 North Natomas | 54 | 1.6\% |
| 22 | 95838 North Sacramento | 53 | 1.6\% |
| 23 | 95833 North Natomas | 52 | 1.6\% |
| 24 | 95828 Florin | 51 | 1.6\% |
| 25 | 95678 Roseville | 49 | 1.5\% |
|  | Total Employees = 3,277 | 2,172 | 66.3\% |



[1 Proposed Kaiser Medical Center
[1] Existing Kaiser Medical Center

- LRT Stations without Members
- LRT Stations Containing Members

Travel Distance (miles)

- $1 / 4$
$1 / 2$
1
2

[1 Proposed Kaiser Medical Center
[1 Existing Kaiser Medical Center
- LRT Stations
1/4
D $1 / 2$
1
2


# FehrłPeers 

## FINAL TECHNICAL MEMORANDUM \#3

Date: January 8, 2016
To: $\quad$ Pelle Clarke \& Samar Hajeer - City of Sacramento
From: John Gard - Fehr \& Peers
Subject: Travel Characteristics of Proposed MLS Stadium in Railyards Specific Plan

This memorandum presents the anticipated travel characteristics of the proposed Major League Soccer (MLS) Stadium ("Stadium") project to be located north of Railyards Boulevard between $8^{\text {th }}$ and $10^{\text {th }}$ Streets in the Railyards Specific Plan. This evaluation is applicable primarily to the "Baseline Plus Stadium" scenario. However, portions of the analysis presented herein will also be applicable to cumulative conditions.
This memorandum is organized into the following sections:
I. Proposed Stadium Size and Activities
II. Travel Behavior at Sacramento Republic FC Soccer Matches
III. Analogous MLS Stadium - Providence Park (Portland Timbers)
IV. Expected Parking Demand and Proposed Supply
V. Expected Mode Split
VI. Trip Generation Characteristics
VII. Trip Distribution Characteristics
VIII. Vehicle Trip Assignment

## I. Proposed Stadium Size and Activities

During the scoping process, it was determined that the following activity at the proposed Stadium would be quantitatively studied in the Draft EIR:

- Analysis of Pre-Event Peak Hour (6:30 to 7:30 PM) for Weekday Evening Sold-Out (25,000 attendees) Professional Soccer Match

The following two points offer support for the selection of this analysis scenario. First, although more MLS matches are played on weekends than weekdays, background traffic levels are greater during weekday evenings. Second, our prior studies (i.e., counts at a Sacramento Kings game at Sleep Train Arena and at a Sacramento Republic FC match at Bonney Field) have shown that the busiest pre-event hour of travel occurs one hour prior to the event start. The Draft EIR will include a more detailed description supporting why this day/time was selected for study (including the schedule for West Coast MLS teams and detailed traffic volume comparisons between weekday evenings and weekend afternoons).

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It is possible for there to be both MLS and USL (United Soccer League) teams residing in Sacramento. This currently occurs in New York, Montreal, Toronto, Los Angeles, Seattle, Portland, Vancouver, and Salt Lake City. However, the majority of MLS teams (particularly those in smaller markets) do not also have a USL team. Additionally, it is noted that MLS matches do not necessarily overlap with USL matches. For these reasons, this analysis does not "subtract" trips associated with a Sacramento Republic FC weekday evening match being played at Bonney Field (at Cal Expo) at the same time an MLS game would be played at the proposed Stadium.

It is acknowledged that the travel behavior and demographics of attendees to MLS soccer matches may be somewhat different than for Sacramento Republic FC soccer matches. However, those differences are not currently known. Therefore, this analysis conservatively assumes the same travel behavior observed at Sacramento Republic FC soccer matches would also occur at the proposed Stadium. The analysis will consider how mode choice, route selection, ad parking will be influenced by the location of the proposed Stadium.

During weekday evening MLS matches, an estimated 460 employees would be present at the Stadium including police, medical, concessions, ticketing, ushers, security, and cleaning. The vast majority of these employees would arrive prior to the pre-event peak hour.

## II. Travel Behavior at Sacramento Republic FC Soccer Matches

This section presents travel data collected at Sacramento Republic FC soccer matches. This data is used in later sections to help determine the expected mode split, vehicular trip generation, and parking demand of the proposed Stadium.

## Vehicle Occupancy and Arrival Patterns at Sacramento Republic FC Match at Bonney Field

We conducted evening peak period traffic counts at all entry/exit points that serve Bonney Field at Cal Expo on Saturday, September 20, 2014. During this evening, the Sacramento Republic FC hosted a home playoff match, which had an announced sell-out crowd of 8,000 persons. Key findings from this data collection effort included:

- The gates opened at 6:00 PM and the match started at 7:30 PM. The following shows the vehicular arrival percentages in 30-minute increments. This data indicates that 70 percent of inbound traffic arrived during the one hour prior to the start of the event.


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| $\underline{\text { Time }}$ | Inbound Percentage |
| :---: | :---: |
| 5:30-6:00 PM | $6.1 \%$ |
| 6:00-6:30 PM | $16.7 \%$ |
| 6:30-7:00 PM | $38.0 \%$ |
| $7: 00-7: 30 \mathrm{PM}$ | $32.0 \%$ |
| 7:30-8:00 PM | $7.2 \%$ |
| Total | $100 \%$ |

- During the pre-event peak hour, there was approximately one outbound trip for every 30 inbound trips. This was presumably made by an employee, delivery, or attendee drop-off.
- Vehicle occupancy was recorded for over 1,900 inbound vehicles, with the average vehicle occupancy (AVO) being 2.23 persons per vehicle.
- Travel to Bonney Field by walk or bike was negligible (though it is noted that some attendees chose to park on the north side of Exposition Boulevard and walk into Cal Expo to avoid paying for parking).

The reasonableness of these results is confirmed by counts we conducted on April 5, 2012 during a Sacramento Kings game at Sleep Train Arena. During that game, 67.4 percent of inbound traffic arrived during the one hour prior to the start of the event. An AVO of 2.27 was observed.

## Light Rail Use at Hughes Stadium

Sacramento Regional Transit (RT) provided boarding and alighting information during four Sacramento Republic matches played at Hughes Stadium, which is located in close proximity (i.e., less than $1 / 4$-mile walk) to the Sacramento City College light rail station along the Blue line. The data below indicates that between 4.5 and 6.2 percent of attendees traveled to Hughes Stadium by light rail.

| Date | $\underline{\text { Alightings }}$ <br> (pre-match) | $\underline{\text { Boardings }}$ <br> (post-match) | $\underline{\text { Attendance }}$ | $\underline{\text { Mode Split }}$ |
| :---: | :---: | :---: | :---: | :---: |
| $5 / 3 / 2014$ | 1,082 | 972 | 967 | 17,414 | | $5.6 \%-6.2 \%$ |
| :--- |
| $5 / 17 / 2014$ |

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Sacramento Republic FC Season Ticket Holder Residence Zip Codes
We were provided anonymous residence zip codes for all 2015 season ticket holders by Sacramento Republic FC representatives. Approximately two-thirds of the 12,000 seats at Bonney Field, which was expanded from 8,000 to 12,000 seats after the 2014 season, are reserved for season ticket holders. Of this total, 6,687 tickets are associated with individuals (versus businesses or other organizations).

Figure 1 displays the distribution of zip codes for residential season ticket holders within the Sacramento region. This figure indicates that zip codes with the greatest proportion of season ticketholders (i.e., 3 to 5 percent in each zip code) occurs in Land Park, Elk Grove, East Sacramento, Carmichael, and Folsom. However, other areas of the region including Natomas, West Sacramento, Rancho Cordova, Roseville, and eastern Sacramento County also have significant shares (i.e., ranging from 1.5 to 3 percent in each zip code). Lastly, it is noted that 17 percent of season ticket holder zip codes are beyond the limits of Figure 1, suggesting that some reside in outlying areas such as Yuba City, Dixon, Lincoln, Auburn, Cameron Park, Placerville, Galt, Rancho Murrieta, and Stockton/Lodi.

Figure 2 indicates the general direction of travel residential season ticket holders would likely take to access the proposed Stadium (for travel originating/destined from the residence). This information is based on GIS mapping of zip code frequency and street network connectivity. This figure shows the predominant travel directions being to/from the east, south, and north. Attendees would use a variety of freeways including I-5, I-80, SR 160, SR 99, US 50, the W-X Freeway, and the Capital City Freeway.

## Sacramento Republic FC Attendee Cell Phone Data Travel Patterns

We contracted with AirSage to obtain cell phone data for eight (8) Sacramento Republic weekday evening matches played at Bonney Field in 2014 and 2015. AirSage contracts with cell phone service providers to obtain this data. Their agreements require the data to be 'scrubbed' so that individual travel behavior is anonymous. They use complex analytical tools and methods to determine when a trip begins and ends based on the location of the cell phone, time elapsed without cell phone movement, and other considerations. We provided AirSage with a GIS file containing the traffic analysis zone (TAZ) system of the SACMET regional travel demand model. We added several additional zones beyond the SACOG region to capture travel from San Joaquin and Solano Counties. We also specified that inbound trips be collected from 5 to 8 PM during match days. Similarly, data for outbound trips was collected from 9 PM to 12 AM. We made certain that the selected match days did not overlap with other major events held at Cal Expo, such as the State Fair and remote parking for the 2015 US Senior Open.

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The data yielded a sample of 722 inbound trips and 878 outbound trips. Over the eight matches, the total attendance was approximately 74,000 persons. Each directional sample represents about one percent of overall attendance level. This level of sampling is expected for several reasons. First, most, but not all attendees have cell phones. Second, data was provided by one of the cell phone service providers in the area, meaning only a portion of the cell phone market was sampled. Third, cell phone data is not continuously transmitted, and as such, some trips involving idle phones were not observed. Fourth, AirSage carefully reviews the cell phone records and removes data points that are potentially inaccurate (e.g., unclear of start/end of trip or TAZ). We reviewed the resulting sample and found the data to represent a broad geographic area of trip origins and destinations.

The pre-event inbound directionality of trips showed a strong correlation with season ticket holder zip code residence data. This suggests that many of the pre-event trips originated from a residence, which is generally reasonable since games started at 7:30 PM (i.e., less likely for trip to come from an employment center).

The post-event outbound directionality of trips is comparable to the pre-event distribution, but shows a slightly greater orientation of trips toward TAZs with retail uses. In fact, the TAZs comprising the post-event destinations had 16 percent more retail employees (based on data from the SACMET model) than the pre-event destinations. This makes intuitive sense because two of the eight games were played on a Friday evening, in which attendees may be more inclined to visit a restaurant, bar, or ice cream shop after games, given that most people do not work on Saturdays.

In summary, the cell phone data is considered valid for use in helping to assess the project's travel characteristics.

Figures 3 and 4 show the trip origins and travel directions for Sacramento Republic FC attendees. Figures 5 and 6 show similar information for post-event trip destinations. As is described later, this data is used in the distribution and assignment of project trips.

## III. Analogous MLS Stadium - Providence Park (Portland Timbers)

The Portland Timbers are an MLS team that plays their home matches at Providence Park (22,000-seat capacity that frequently sells out) in the western area of downtown Portland, Oregon. We visited this facility in July 2015 and spoke with Mr. Jim Blocher, Guest Services Coordinator. We also observed their operations during a Portland Thorns (female professional team) soccer match played at the facility.

Providence Park is considered to be amongst the best analogous MLS facilities to the proposed Stadium for the following reasons (refer to Appendix A for photos):

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1. It is located in downtown Portland, approximately one-mile west of the heart of downtown (i.e., Pioneer Place). It feels physically separated from downtown by the I405 freeway. The proposed Stadium is situated a similar distance from downtown Sacramento and is also physically separated by the UPRR tracks.
2. Providence Park is served by the Tri-Met MAX Blue and Red light rail lines. The light rail stop is less than $1 / 4$-mile from the facility. Both lines extend westerly from downtown Portland (providing connections to other light rail lines and its downtown streetcar system). These lines continue westerly to the suburban communities of Beaverton and Hillsboro. A bus stop is also situated adjacent to the facility that is used by multiple bus lines that serve numerous areas of the City. Although the proposed Stadium would also have both bus and light rail service, the overall level of transit service is considered much greater at Providence Park.

However, there are some noteworthy differences between Providence Park and the proposed Stadium. Providence Park was originally constructed in 1928. Sidewalk widths and on-site pedestrian walkways, number of bathroom stalls, etc. can therefore be somewhat lacking. The available parking supply in the vicinity of Providence Park is limited. As a result, bus, light rail, and bicycling are preferred modes of travel. Although specific estimates of mode split are not available, we were informed that the majority of its patrons travel to the facility in a non-auto mode.

The number of bicyclists traveling to the facility is substantial. In response, the segment of Morrison Street along the facility's frontage is closed to vehicular traffic. It is lined with temporary barricades that are used for bicycle parking during matches.

Mr. Blocher also described various other operational details that will help inform some of our on-site circulation review efforts. This information will be shared in a future memorandum pertaining to site circulation.

## IV. Expected Parking Demand and Proposed Supply

This section estimates the parking demand for the proposed Stadium during a sold-out 25,000 -person MLS match. The following estimates and assumptions are used to develop this estimate:

- 90 percent of attendees travel by vehicle, with the remaining 10 percent traveling by light rail, bus, bicycle, or walking (see Section V).
- The AVO is 2.23 based on Sacramento Republic FC observations.
- All employees are assumed to park in remote lots and be shuttled to the Stadium.


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Based on these parameters, a sold-out 25,000-seat MLS match would require 10,090 parking spaces ${ }^{1}$. To assess available parking in the vicinity of the Stadium, we performed the following evaluations:

- Obtained the proposed supply of parking to be provided on vacant lots within the Railyards Specific Plan.
- Conducted field observations to measure available parking south of the UPRR tracks.
- Evaluated the amount of available parking on vacant and underutilized parcels located north of the Railyards Specific Plan.

Figure 7 shows that there are a total of more than 12,000 planned, available parking spaces in the vicinity of the proposed Stadium. However, as indicated by the walk distance contour lines, not all spaces are located within a $3 / 4$-mile or less walk of the stadium. This figure includes various notes that describe in detail how the available parking supply was calculated.

Figure 8 shows that there would be over 10,875 parking spaces located within a $3 / 4$-mile walk of the proposed Stadium. Approximately one-third is each located within $1 / 4-$ mile, within $1 / 4-$ to $1 / 2$-mile, and within $1 / 2$ - to $3 / 4$ - mile of the Stadium. The anticipated use of parking is described in Section VIII.

In summary, an adequate supply of parking is proposed to accommodate a sold-out 25,000person MLS soccer match under baseline conditions.

## V. Expected Mode Split

This section discusses the anticipated use by attendees of light rail, bus, walking, bicycling, and vehicle to travel to the proposed Stadium.

## Anticipated Use of Light Rail

During a meeting on November 3, 2015 with the applicant, RT, and City of Sacramento, RT officials expressed a willingness to work with the City and the applicant to ensure that necessary light rail facilities and services would be in place by the time the proposed Stadium would open. Specific improvements identified as being necessary included:

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- Construction of a new (either temporary or permanent) light rail station located on the east side of $7^{\text {th }}$ Street north of Railyards Boulevard.
- Increased service frequency to accommodate special events (including 15-minute train headways and/or 3- or 4-car trains).
- Increased service duration to accommodate transit riders after an MLS match ends (i.e., service would extend until 10:30 or 11:00 PM for a 7:30 PM match).

We estimate a six percent light rail mode split for pre- and post-event attendees. This estimate is based on the following:

- When Sacramento Republic FC matches were played at Hughes Stadium (adjacent to a blue line stop), an average of five percent of attendees were observed using light rail.
- Although the proposed Stadium would be located closer to downtown than Hughes Stadium, it would require any riders using the Blue line (from Cosumnes River College or Watt/I-80) or the Gold line (from Folsom) to transfer at a downtown station to the Green line. In contrast, the Blue line that serves Hughes Stadium does not require the same degree of transfers, which suggests that some riders may choose to deboard at the Alkali Flat station and walk to the Stadium.
- The expected mode split also considers that a portion of the approximately three percent of current Sacramento Republic FC season ticket holders reside in close proximity of the Stadium (i.e., in zip codes 95811 and 95814) and could therefore use the Green line versus walking for their trip. See below for detailed discussion.


## Anticipated Use of Bus

The proposed Stadium would initially (unless service was upgraded) be served by four RT routes (11, 15, 29, 33). Routes 11 and 15 operate on one-hour headways throughout most of day to serve Natomas and Del Paso Heights/Rio Linda. However, their weekday service ends by 8 or 9 PM, meaning that current operations would not provide opportunities for attendees to ride the bus after matches. Routes 29 and 33 are peak-period only.

However, since RT has pledged to work with the City and the Stadium to enhance transit (including bus) operations in response to demand, we estimate that 0.5 percent of MLS match attendees will travel by bus to/from the Stadium. This translates into 125 riders in each direction, which could be accommodated by four special event buses.

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Anticipated Walking
The project site is located in zip code 95811, which extends northerly to the American River, southerly to the UPRR tracks, westerly to the Sacramento River, and easterly to $12^{\text {th }}$ Street. The adjacent zip code to the south is 95814, which covers the CBD. These two zip codes represent the expected primary origins/destinations of walk trips. These zones comprise three percent of all Sacramento Republic FC season ticket holder residence zip codes. About 15 percent of all season tickets are registered to businesses or organizations, some of which are presumably located downtown. Thus, the catchment area for walk trips could include about five percent of all match attendees.

It is expected that some potential walk trips would instead use the Green line. This is particularly true for destinations to the south, in which it would be a $3 / 4$-mile walk from the $7^{\text {th }} / K$ and $8^{\text {th }} / K$ LRT Green line stations to a future station on $7^{\text {th }}$ Street at Railyards Boulevard. Some attendees may choose to ride light rail versus walk that distance. In contrast, the Green line terminal station at Richards/Township 9 is located less than $1 / 2$-mile north of a future Railyards $/ 7^{\text {th }}$ Street station. Other factors such as wait time, train crowding, and cost would also influence their mode choice.

Based on the above factors, we estimate that 1.5 percent of MLS match attendees will walk (as their primary mode of travel). It is important to note that this mode split represents the travel mode for the primary trip used to access the Stadium. There will be substantial numbers of pedestrians who will walk from remote lots and garages (after driving to them) to access the Stadium.

## Anticipated Bicycling

The catchment area for bicycle trips to the proposed Stadium will be geographically larger than the walk trip catchment area. The majority of properties within zip codes 95811, 95814, 95816, 95833, and 95605 are within a four-mile bike ride of the proposed Stadium. These zones comprise eight percent of all season ticket holder residence zip codes. Thus, the number of attendees within the catchment area for bike trips to the proposed Stadium is considerable, and suggests that bicycling activity to/from the site is expected. Based on the above factors, we believe it is reasonable to expect about two percent of attendees (500 bicyclists) will bicycle to/from matches. It is important to note that this mode split applies only to weekday evening soccer matches. During weekends, west coast MLS soccer matches often begin in the afternoon, meaning that pre- and post-event bicycle travel would occur during daylight hours.

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Table 1 displays the expected mode split for the proposed Stadium under baseline conditions. As shown, 90 percent of MLS match attendees are anticipated to travel to the proposed Stadium by automobile.

| Table 1-Proposed Stadium Mode Split - Baseline Conditions |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Primary Travel Mode |  |  |  |  |
|  | Auto | Light Rail | Bus | Walk | Bike |
| Pre-Event / Post-Event | $90 \%$ | $6 \%$ | $0.5 \%$ | $1.5 \%$ | $2 \%$ |

Notes:
Refer to pages 7-9 for analysis methodologies used to estimate mode split.

It is anticipated that the mode split would change significantly under cumulative conditions due to a variety of factors. The Green line is planned to extend northerly from its current terminus to serve the Natomas area and beyond. Additional bicycle facilities are planned including a two-way cycle track on $12{ }^{\text {th }}$ Street. Development of the Railyards Specific Plan is assumed to occur under cumulative conditions, which provides numerous opportunities for shorter trips from businesses, retail/restaurant establishments, and residences. The mode split under cumulative conditions will be presented in future memorandum.

## VI. Trip Generation Characteristics

The proposed Stadium's weekday pre-event peak hour trip generation is calculated based on the auto mode split, percentage of attendees arriving during the pre-event peak hour, and AVO. Table 2 indicates that the proposed Stadium would generate approximately 7,060 inbound trips and 235 outbound trips during the pre-event peak hour.

Table 2 - Pre-Event Vehicular Trip Generation of Proposed Stadium - Baseline Conditions

| Land Use | Quantity | Pre-Event Peak Hour (6:30-7:30 PM) |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  | Inbound | Outbound | Total |
| Stadium | 25,000 Attendees <br> - Auto Mode Split (90\%) ${ }^{1}$ <br> - Average Vehicle Occupancy (2.23) ${ }^{2}$ <br> - Percent Arriving During Pre-Event Peak Hour (70\%) ${ }^{2}$ | 7,063 | - | - |
|  | Outbound trips ${ }^{3}$ | - | 235 |  |
|  | Pre-Event Peak Hour Trip Generation | 7,063 | 235 | 7,298 |

Notes:
${ }^{1}$ Refer to Section V for mode split estimates.
${ }^{2}$ Refer to Section II for AVO and arrival characteristics for analogous Sacramento Republic FC match.
${ }^{-3}$ One outbound trip (i.e., deliveries, employee/attendee drop-offs, uber/taxi) for every 30 inbound trips based on data from analogous Sacramento Republic FC match.

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## VII. Trip Distribution Characteristics

The pre-event peak hour trips would be distributed in accordance with Figure 3, which displays the trip origins of Sacramento Republic FC attendees based on the cell phone data.

## VIII. Vehicle Trip Assignment

The SACMET model will be used to assign vehicle trips through the study intersections and freeway facilities in accordance with the following steps:

1. Project trips will be assigned into various garages, surface lots, and available onstreet spaces based on the amount of available parking in each facility, location of each facility (relative to trip origin and Stadium), and walk distance. The assignment process will consider the origin/destination of trips (i.e., trips from the north will likely park north of the Stadium).
2. A trip table (matrix) is created that assigns inbound and outbound vehicle trips between the TAZs (shown in Figure 3) and a series of newly created TAZs that represent parking at Stadium.
3. The SACMET travel forecasting model assigns project trips to various freeways and surface streets. This process allows for the traffic model to keep account of the volume and routing of trips. These trips are then added to the "Baseline No Project" scenario to yield the "Baseline Plus Stadium" scenario. We will review the trip assignment patterns for reasonableness (i.e., congested ramps and other bottlenecks). If necessary, we will reroute trips to shorter paths.


Notes:

1. According to the Sacramento Republic FC , about $2 / 3$ of seats at the 12,000 -seat Bonney Field facility were reserved by season ticket holders during the 2015 season. This exhibit displays anonymous zip code data for the approximately 6,687 personal (non-business) season ticket holders.
2. Zip codes data provided represent $83 \%$ of all season ticket holders.



Figure 3



Study Intersections
Future Planned Roadway (within Railyards Specific Plan)
Euture Intersections
Existing

Notes:
Trips assigned to available parking as follows:

- Within Railyards Specific Plan: 39\%
- North of Railyards Specific Plan:47\%
- South of Railyards Specific Plan: 14\%
*Sums to $98 \%$ due to rounding and limited number of downtown "drive" trips


Figure 5



1. Available parking in existing lots/garages and on-street based on field observations conducted by Fehr \& Peers between 6:30 and 7:30 PM on weekdays in December 2015.
2. Walk distances based on street network connectivity.
3. Available parking on designated vacant parcels in the Railyards Specific Plan Update
4. Available parking north of Railyards Specific Plan Update based on properties targeted for potential parking, and subjected to aerial imagery inspection of portion of property that is vacant. Unit value of 125 spaces per acre of vacant property assumed.

Available Parking in Vicinity of Proposed Stadium


Figure 8

## Available Parking Within Given

 Walk Distance of Proposed StadiumAppendix A - Photographs of Providence Park (Portland, Oregon)


Entrance to Providence Park from $14^{\text {th }}$ Street


Bus stop on $14^{\text {th }}$ Street


Bike parking during Portland Thorns (female league) match


Pedestrian activity along Morrison Street during Portland Thorns (female league) match


Light rail station at Providence Park


Pedestrians walking from light rail station to Providence Park during Portland Thorns match

# FehrłPEERS 

# FINAL TECHNICAL MEMORANDUM \#4 

Date: January 22, 2016
To: $\quad$ Pelle Clarke \& Samar Hajeer - City of Sacramento
From: John Gard - Fehr \& Peers
Subject: Travel Characteristics of Proposed Railyards Specific Plan Update
RS15-3374

This memorandum presents the anticipated travel characteristics of the proposed Railyards Specific Plan Update (RSPU) under baseline and cumulative conditions. A separate memo will be prepared to document the expected travel characteristics of the 2007 Railyards Specific Plan, which would serve as the 'no project' scenario under cumulative conditions.

This memorandum is organized into the following sections:
I. Proposed Railyards Specific Plan Update Land Uses and Employment
II. RSPU Trip Generation - Baseline Conditions
III. RSPU Trip Generation - Cumulative Conditions
IV. RSPU Trip Distribution/Assignment Methods

## I. Proposed Railyards Specific Plan Update Land Uses and Employment

According to the most recent project site plan (Sacramento Railyards - Land Use Option 1, AECOM, December 21, 2015), the RSPU would consist of the following land uses:

- 3,857,027 square feet of office space
- 514,270 square feet of retail space
- 771,405 square feet of flexible mixed-use space ${ }^{1}$
- Kaiser Medical Center (658,000 square feet of hospital and 510,000 square feet of medical-office) ${ }^{2}$
- 6,000 multi-family dwelling units ${ }^{3}$
- 1,100 hotel rooms
- Major League Soccer (MLS) Stadium
- 485,390 square feet of historical and cultural space consisting of 162,525 square feet of retail, 142,865 square feet of flex space ${ }^{1}$, and a 180,000 square-foot museum.

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The non-residential uses would consist of the following totals by land use type:

- $4,542,730$ square feet of office space
- 905,362 square feet of retail space
- 658,000 square feet hospital space
- 510,000 square feet of medical-office space
- 180,000 square-foot museum

The total non-residential land uses (excluding the Stadium) sum to 6,796,092 square feet.

Table 1 shows the employment associated with the non-residential uses. ${ }^{4}$ As shown, during typical weekdays when an MLS match is not being played, approximately 22,900 employees would work within the RSPU. An additional 460 employees would be present during days in which an MLS match is being played. The project would have a jobs-housing ratio of 3.8, which implies the vast majority of workers will be imported from external destinations (i.e., versus live within the RSPU).

| Table 1: Employment Within Railyards Specific Plan Update |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Land Use | Quantity (square feet) | Employee Ratio | Employees |  |
|  |  |  | Weekdays Without an MLS Match | Weekdays With an MLS Match |
| Office | 4,542,730 | 1 per 300 square feet ${ }^{1}$ | 15,142 | 15,142 |
| Retail | 905,362 | 1 per 400 square feet ${ }^{1}$ | 2,263 | 2,263 |
| Medical Center | 1,168,000 | 1 per 275 square feet ${ }^{2}$ | 4,247 | 4,247 |
| Museum | 180,000 | 1 per 1,500 square feet ${ }^{3}$ | 120 | 120 |
| Hotel | 1,100 rooms | 1 per room | 1,100 | 1,100 |
| Stadium | N / A | $\mathrm{N} / \mathrm{A}^{4}$ | 30 | 490 |
| Total |  |  | 22,902 | 23,362 |
| Notes: <br> ${ }^{1}$ Based on employment yields from Railyards Specific Plan EIR (2007). <br> ${ }^{2}$ Based on input provided in an email from Matthew Pruter of ESA dated $1 / 4 / 2016$, which was based on ESA's studies of employment density at other Kaiser Medical Center facilities. <br> ${ }^{3}$ Based on input provided by ESA in an email from Brian Boxer dated $1 / 4 / 2016$, which was based on ESA's studies of employment density at other museums. <br> ${ }^{4}$ Based on input provided by ESA in an email from Brian Boxer dated 12/22/2015, which is based on data from Convention Sports \& Leisure International who is working on behalf of the applicant. |  |  |  |  |

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## II. RSPU Trip Generation - Baseline Conditions

This section presents the estimated trip generation of the RSPU under baseline conditions. However, prior to doing so, a discussion regarding the expected mode split for residents, employees, and retail patrons in transit-oriented developments (TODs) and in downtown Sacramento is presented for context.

## Travel Characteristics of TODs

A substantial amount of research has been conducted on the topic of TOD travel behavior. This section highlights the key findings of several research studies that are applicable to the proposed project's travel characteristics. A 2004 research paper entitled "Travel Characteristics of Transit-Oriented Development in California" by Cervero, Lund, and Willson analyzed travel behavior of TOD residents, employees, and retail patrons at various TODs located on transit (heavy rail, light rail, and commuter rail) lines in Northern and Southern California. The following summarizes some key findings from that research:

- A total of 624 completed surveys of TOD residents were obtained from 26 different stations. The following summarizes their self-reported transit use (either bus or rail):
> Home-Based Work Trips: $26.5 \%$ via bus or rail
> Home-Based Non-Work Trips: $8.1 \%$ via bus or rail
- A total of 877 completed surveys of TOD employees were obtained from 10 different stations. Transit (either rail or bus) was indicated as the primary commute mode by $18.8 \%$ of the surveyed TOD employees.
- Surveys of 1,237 retail patrons were conducted at three major transit-focused shopping centers along the Los Angeles Metro, BART, and San Diego Trolley lines. Approximately 20 percent of those surveyed indicated that they had used transit (either bus or rail) to access the site.

The Cervero, Lund, and Willson (2004) research found that levels of transit usage varied significantly by region and rail type. In general, TODs located closer to central business district or adjacent to rail systems with more frequent headways tended to have greater levels of ridership.

## Downtown Sacramento Mode Split

According to the 2010 Census, residents of Sacramento's Central City have the following journey-to-work mode splits:

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- $15 \%$ walk
- $8 \%$ bike
- 7\% transit

The walk/bike share of non-commute trips is likely higher. This data suggests that downtown residents may have a non-auto mode split of at least 30 percent. Exhibit 3-19 in Chapter 3 of the Highway Capacity Manual (2010) displays the transit share of downtown commuters for several large metropolitan areas. ${ }^{5}$ These data, derived from Commuting in America III adapted from Commuting to Downtown in America: Census 2000 report to the Transportation Research Board Subcommittee on Census Data for Transportation Planning 2005, show 12 percent of commuters heading into downtown Sacramento chose transit. ${ }^{6}$

## MXD+ Trip Generation Tool

The internalization of trips within the project site was estimated using a Mixed-Use Trip Generation Model (MXD), which was developed for the US Environmental Protection Agency (EPA) to estimate internal trip-making and external trips by non-auto travel modes. This model was developed by consultants and academic researchers to more accurately estimate the external vehicular trip generation of mixed-use land development projects than prior methods (e.g., ITE internalization spreadsheet). The model was developed based on empirical evidence at 240 mixed-use projects located across the U.S. The model considers various built environment variables such as land use density, regional location, proximity to transit, and various design variables when calculating the project's internal trips, and external trips made by auto, transit, and non-motorized modes. The MXD model has been applied in numerous EIRs throughout California. Appendix A to this memo contains MXD+ model output for the RSPU under baseline and cumulative conditions.

Table 2 displays the daily, AM peak hour, and PM peak hour trip generation of the proposed project under baseline conditions. It should be noted that the internalization and non-auto external mode split percentages do not apply equally to all land use types. These percentages represent the overall level of reductions based on the MXD+ model results. Some uses, such as office and residential, would have greater reduction levels than others, such as the retail and medical center.

No pass-by reductions have been made because the MXD+ modeling is calibrated to total external trips (including new and pass-by). Accordingly, further reductions for pass-by are not warranted.

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| Table 2: Peak Hour and Daily Trip Generation of Railyards Specific Plan Buildout - Baseline Conditions |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Land Use | ITE <br> Land <br> Use <br> Code | Quantity | Trips ${ }^{1}$ |  |  |  |  |  |  |  |  |
|  |  |  | Daily |  |  | AM Peak Hour |  |  | PM Peak Hour |  |  |
|  |  |  | In | Out | Total | In | Out | Total | In | Out | Total |
| Medical Center | N / A | 1,168 ksf | 14,418 | 14,418 | 28,836 | 1,624 | 432 | 2,056 | 771 | 1,729 | 2,500 |
| Office | 710 | $4,542.7 \mathrm{ksf}$ | 25,053 | 25,053 | 50,106 | 6,237 | 850 | 7,087 | 1,151 | 5,618 | 6,769 |
| Retail | 820 | 905.4 ksf | 26,708 | 26,708 | 53,416 | 746 | 456 | 1,204 | 2,173 | 2354 | 4,527 |
| Multi-Family Residential | 232 | 6,000 units | 12,540 | 12,540 | 25,080 | 388 | 1,652 | 2,040 | 1,414 | 866 | 2,280 |
| Hotel | 310 | $1,100$ rooms | 4,494 | 4,494 | 8,988 | 344 | 239 | 583 | 337 | 323 | 660 |
| Museum | 580 | 180 ksf | 800 | 800 | 1,600 | 138 | 22 | 160 | 17 | 87 | 104 |
| Stadium ${ }^{2}$ | N / A | N / A | 100 | 100 | 200 | 20 | 0 | 20 | 0 | 20 | 20 |
|  |  | Gross Trips | 84,113 | 84,113 | 168,226 | 9,497 | 3,651 | 13,150 | 5,863 | 10,997 | 16,860 |
| Redu (12.7\% Daily / | tion for 7.7\% A! | $\begin{aligned} & \text { ternal Trips }{ }^{3} \\ & 19.8 \% \text { PM) } \end{aligned}$ | -10,682 | -10,682 | -21,365 | $-1,681$ | -646 | -2,328 | -1,161 | -2,177 | -3,338 |
| (7.3\% Daily | Shift to $12.8 \% \text { A }$ | $\begin{aligned} & \text { ransit Trips }{ }^{3} \\ & \text { / } 12.7 \% \text { PM) } \end{aligned}$ | -6,140 | -6,140 | -12,280 | -1,216 | -467 | -1,683 | -745 | -1,397 | -2,141 |
| (11.9\% Daily | Shift 4.5\% A | Walk/Bike ${ }^{3}$ <br> / 11.0\% PM) | -10,009 | -10,009 | -20,019 | -1,377 | -529 | -1,907 | -645 | -1,210 | -1,855 |
| Net External Vehicle Trips |  |  | 57,281 | 57,281 | 114,562 | 5,223 | 2,008 | 7,233 | 3,313 | 6,213 | 9,526 |
| Notes: <br> ${ }^{1}$ Gross trip rates based on Trip Generation Manual (Institute of Transportation Engineers, 2012) for all land uses with the exception of the medical center whose trip generation was based on measured trip rates at the Kaiser Morse Avenue facility. Trip rates for office space based on weighted average rate given amount of office space. Trip rates for retail based on fitted curve equation for typical size of 150,000 square-foot retail center. <br> ${ }^{2}$ For this typical weekday condition scenario, no MLS match assumed at proposed stadium. Assumed trips are associated with modest levels of on-site employees (administrative, janitorial, etc.). <br> ${ }^{3}$ Internal trips, and external trips made by transit, walking, and bicycling based on MXD+ model output (see previous page). Source: Fehr \& Peers, 2015. |  |  |  |  |  |  |  |  |  |  |  |

Table 2 shows that between 13 and 20 percent of project trips (depending on the analysis period) are expected to remain internal to the site. The use of transit varies from 7 to 13 percent of project trips (depending on the analysis period). External travel by walk and bike varies from 11 to 15 percent of project trips (depending on the analysis period). The RSPU (assuming a MLS match is not being played) would generate approximately 114,600 external daily trips, 7,230 AM peak hour trips (72 percent inbound), and 9,530 PM peak hour trips ( 65 percent outbound).

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Under Baseline Plus Stadium (Only) conditions, it is estimated that 90 percent of game attendees would drive to the facility. However, with buildout of the RSPU, opportunities for walking and bicycling would increase substantially due to new nearby land uses. Accordingly, the walk/bike mode split of Stadium attendees is estimated to modestly increase from 3.5 percent (Stadium-only) to 6 percent (Stadium and buildout of RSPU). For a baseline condition analysis, it is not reasonable to assume a substantial redistribution of soccer match attendees to new housing (or employment centers) near the Stadium. Such activity, while likely, would take place over a number of years.

Table 3 displays the RSPU buildout trip generation during the pre-event peak hour assuming an MLS game is being played. The RSPU (assuming a MLS match is being played) would generate approximately 8,320 inbound trips and 2,960 outbound trips during the pre-event peak hour.

| Table 3: Pre-Event Peak Hour Trip Generation of RSPU with MLS Match - Baseline Conditions |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Land Use | Quantity | Net External Vehicle Trips ${ }^{1}$ |  |  |
|  |  | In | Out | Total |
| Medical Center <br> Office <br> Retail <br> Multi-Family Residential <br> Hotel <br> Museum | 1,168 ksf 4,542.7 ksf 905.4 ksf 6,000 units 1,100 rooms 180 ksf | 1,456 | 2,734 | 4,190 |
| Stadium ${ }^{2}$ | N / A | 6,866 | 229 | 7,095 |
| Total Net External Vehicle Trips |  | 8,322 | 2,963 | 11,285 |
| Notes: <br> ${ }^{1}$ Net external vehicle trips during pre-event peak hour for non-Stadium uses represents 44 percent of the trips generated by these uses during the PM peak hour. This 0.44 factor is based on existing traffic volumes during the weekday pre-event peak hour versus PM peak hour observed on segments of I Street, J Street, $5^{\text {th }}, 7^{\text {th }}, 12^{\text {th }}$, and $16^{\text {th }}$ Streets. <br> ${ }^{2}$ Sold-out 25,000-person MLS match with 7:30 PM start time assumed at proposed stadium. Vehicle mode split estimated to be $87.5 \%$. <br> Source: Fehr \& Peers, 2015. |  |  |  |  |

Table 4 presents the estimated external daily trip generation of the RSPU on a weekday when an MLS match is being played.

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| Land Use | Quantity | Net External Vehicle Trips ${ }^{1}$ |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  | In | Out | Total |
| Medical Center <br> Office <br> Retail <br> Multi-Family Residential <br> Hotel <br> Museum | $\begin{gathered} 1,168 \mathrm{ksf} \\ 4,542.7 \mathrm{ksf} \\ 905.4 \mathrm{ksf} \\ 6,000 \text { units } \\ 1,100 \text { rooms } \\ 180 \mathrm{ksf} \end{gathered}$ | 57,281 | 57,281 | 114,562 |
| Stadium ${ }^{2}$ | Attendees | 10,137 | 10,137 | 20,274 |
|  | Employees | 418 | 418 | 836 |
| Total Net External Vehicle Trips |  | 67,836 | 67,836 | 135,672 |
| ${ }^{2}$ Sold-out 25,000-person MLS match at proposed stadium. Vehicle mode split estimated to be $87.5 \%$. MLS match assumed to have 460 employees with an average vehicle occupancy of 1.1 employees (and conservatively assuming all drive to the site). <br> Source: Fehr \& Peers, 2015. |  |  |  |  |

## III. RSPU Trip Generation - Cumulative Conditions

This section presents the estimated trip generation of the RSPU under cumulative conditions.

Table 5 displays the daily, AM peak hour, and PM peak hour trip generation of the proposed project under cumulative conditions. As noted in the table, the daily trip generation totals do not assume an MLS match is being played. Daily trips associated with an MLS match are presented later in this section.

Table 5 shows that between 13 and 18 percent of project trips (depending on the analysis period) are expected to remain internal to the site. The use of transit varies from 8 to 14 percent of project trips (depending on the analysis period). External travel by walk and bike varies from 15 to 19 percent of project trips (depending on the analysis period).

Table 6 displays the expected mode split of attendees to the proposed Stadium under cumulative conditions. This table indicated greater levels of transit, bike, and pedestrian usage consistent with enhanced transit service and nearby walkable destinations.

Table 7 displays the RSPU buildout trip generation during the pre-event peak hour assuming an MLS game is being played.

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| Table 5: Peak Hour and Daily Trip Generation of Railyards Specific Plan Buildout - Cumulative Conditions |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Land Use | ITE <br> Land <br> Use <br> Code | Quantity | Trips ${ }^{1}$ |  |  |  |  |  |  |  |  |
|  |  |  | Daily |  |  | AM Peak Hour |  |  | PM Peak Hour |  |  |
|  |  |  | In | Out | Total | In | Out | Total | In | Out | Total |
| Medical Center | N / A | 1,168 ksf | 14,418 | 14,418 | 28,836 | 1,624 | 432 | 2,056 | 771 | 1,729 | 2,500 |
| Office | 710 | $4,542.7 \mathrm{ksf}$ | 25,053 | 25,053 | 50,106 | 6,237 | 850 | 7,087 | 1,151 | 5,618 | 6,769 |
| Retail | 820 | 905.4 ksf | 26,708 | 26,708 | 53,416 | 746 | 456 | 1,204 | 2,173 | 2354 | 4,527 |
| Multi-Family Residential | 232 | 6,000 units | 12,540 | 12,540 | 25,080 | 388 | 1,652 | 2,040 | 1,414 | 866 | 2,280 |
| Hotel | 310 | $1,100$ rooms | 4,494 | 4,494 | 8,988 | 344 | 239 | 583 | 337 | 323 | 660 |
| Museum | 580 | 180 ksf | 800 | 800 | 1,600 | 138 | 22 | 160 | 17 | 87 | 104 |
| Stadium ${ }^{2}$ | N/A | N / A | 100 | 100 | 200 | 20 | 0 | 20 | 0 | 20 | 20 |
|  |  | Gross Trips | 84,113 | 84,113 | 168,226 | 9,497 | 3,651 | 13,150 | 5,863 | 10,997 | 16,860 |
| Redu (12.5\% Daily / | tion for $6.6 \% \text { AN }$ | $\begin{aligned} & \text { ternal Trips }^{3} \\ & \text { 18.4\% PM) } \end{aligned}$ | -10,514 | -10,514 | -21,028 | -1,577 | -606 | -2,183 | -1,079 | -2,023 | -3,102 |
| (7.8\% Daily | Shift to 13.8\% A | $\begin{aligned} & \text { ransit Trips }{ }^{3} \\ & \text { / 13.8\% PM) } \end{aligned}$ | -6,561 | -6,561 | -13,122 | -1,311 | -504 | -1,815 | -809 | -1,518 | -2,327 |
| (15.6\% Daily | $\begin{gathered} \text { Shift } \\ 19.0 \% \mathrm{~A} \end{gathered}$ | $\begin{aligned} & \text { r Walk/Bike }{ }^{3} \\ & \text { / 14.6\% PM) } \end{aligned}$ | $-13,122$ | -13,122 | -26,243 | -1,804 | -694 | -2,499 | -856 | -1,606 | -2,462 |
|  | Extern | Vehicle Trips | 53,916 | 53,916 | 107,833 | 4,805 | 1,847 | 6,653 | 3,119 | 5,850 | 8,969 |
| Notes: <br> ${ }^{1}$ Gross trip rates based on Trip Generation Manual (Institute of Transportation Engineers, 2012) for all land uses with the exception of the medical center whose trip generation was based on measured trip rates at the Kaiser Morse Avenue facility. Trip rates for office space based on weighted average rate given amount of office space. Trip rates for retail based on fitted curve equation for typical size of 150,000 square-foot retail center. <br> ${ }^{2}$ For this typical weekday condition scenario, no MLS match assumed at proposed stadium. Assumed trips are associated with modest levels of on-site employees (administrative, janitorial, etc.). <br> ${ }^{3}$ Internal trips, and external trips made by transit, walking, and bicycling based on MXD+ model output. <br> Source: Fehr \& Peers, 2015. |  |  |  |  |  |  |  |  |  |  |  |


| Table 6: Proposed Stadium Mode Split - Cumulative Conditions |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Peak Hour | Primary Travel Mode |  |  |  |  |
|  | Auto | Light Rail | Bus | Walk | Bike |
| Pre-Event / Post-Event | $83 \%$ | $10 \%$ | $1 \%$ | $3 \%$ | $3 \%$ |

Notes: This mode split applies to conditions associated with RSPU buildout. Resulting auto mode of 83 percent is slightly lower than the $87.5 \%$ auto mode split under baseline conditions due to greater levels of transit usage corresponding to increased light rail service (i.e., green line extension to Natomas).

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| Land Use | Conditions |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Quantity | Net External Vehicle Trips ${ }^{1}$ |  |  |
|  |  | In | Out | Total |
| Medical Center <br> Office <br> Retail <br> Multi-Family Residential <br> Hotel <br> Museum | 1,168 ksf <br> 4,542.7 ksf <br> 905.4 ksf <br> 6,000 units <br> 1,100 rooms <br> 180 ksf | 1,372 | 2,574 | 3,946 |
| Stadium ${ }^{2}$ | N / A | 6,513 | 217 | 6,730 |
| Total Net External Vehicle Trips |  | 7,885 | 2,791 | 10,676 |
| Notes: <br> ${ }^{1}$ Net external vehicle trips during pre-event peak hour for non-Stadium uses represents 44 percent of the trips generated by these uses during the PM peak hour. This 0.44 factor is based on existing traffic volumes during the weekday pre-event peak hour versus PM peak hour observed on segments of I Street, J Street, $5^{\text {th }}, 7^{\text {th }}, 12^{\text {th }}$, and $16^{\text {th }}$ Streets. <br> ${ }^{2}$ Sold-out 25,000-person MLS match with 7:30 PM start time assumed at proposed stadium. Vehicle mode split estimated to be $83 \%$. <br> Source: Fehr \& Peers, 2015. |  |  |  |  |

Table 8 presents the estimated external daily trip generation of the RSPU on a weekday when an MLS match is being played.

| Land Use | Quantity | Net External Vehicle Trips ${ }^{1}$ |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  | In | Out | Total |
| Medical Center <br> Office <br> Retail <br> Multi-Family Residential <br> Hotel <br> Museum | $\begin{gathered} 1,168 \mathrm{ksf} \\ 4,542.7 \mathrm{ksf} \\ 905.4 \mathrm{ksf} \\ 6,000 \text { units } \\ 1,100 \text { rooms } \\ 180 \mathrm{ksf} \end{gathered}$ | 53,916 | 53,916 | 107,833 |
| Stadium ${ }^{2}$ | Attendees | 9,305 | 9,305 | 18,610 |
|  | Employees | 418 | 418 | 836 |
| Total Net External Vehicle Trips |  | 63,639 | 63,639 | 127,279 |
| Notes: <br> ${ }^{2}$ Sold-out 25,000-person MLS match at proposed stadium. Vehicle mode split estimated to be $83 \%$ (see above text). MLS match assumed to have 460 employees with an average vehicle occupancy of 1.1 employees (and conservatively assuming all drive to the site). <br> Source: Fehr \& Peers, 2015. |  |  |  |  |

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Table 9 compares the cumulative net external vehicular trip generation for the RSPU without and with an MLS Match during the AM, PM, and pre-event peak hours and on a daily basis. This table indicates that the MLS match would cause a 170 percent increase in the RSPU trip generation during the pre-event peak hour, and an 18 percent increase in the trip generation on a daily basis.

Table 9: Trip Generation Comparison - RSPU Without and With MLS Match

| Time Period | Net External Vehicle Trips Under Cumulative Conditions |  |
| :---: | :---: | :---: |
|  | Without MLS Match | With MLS Match |
| Daily | 107,833 | 127,279 |
| AM Peak Hour | 6,653 | 6,653 |
| PM Peak Hour | 8,969 | 8,969 |
| Pre-Event Peak Hour | 3,946 | 10,676 |

## Notes:

Source: Fehr \& Peers, 2015.

## IV. Proposed RSPU Trip Distribution/Assignment Methods

We will update the base year version of the SACMET model to incorporate the RSPU roadway network (see Tech Memo \#1) and land uses. The model will be used to assign vehicle trips through the study intersections and freeway facilities. The project not only includes new trip generating land uses, but also introduces new street connections that cause a redistribution of background traffic. We will review the trip assignment patterns for reasonableness (i.e., congested ramps and other bottlenecks). If necessary, we will reroute trips to shorter paths.

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## DRAFT TECHNICAL MEMORANDUM \#5

Date: February 5, 2016
To: $\quad$ Pelle Clarke \& Samar Hajeer - City of Sacramento
From: John Gard - Fehr \& Peers
Subject: Trip Generation of 2007 Railyards Specific Plan

This memorandum presents the land uses, estimated employment levels, and trip generation of the 2007 Railyards Specific Plan ("2007 Plan"). This information is important to this study for several reasons. Since the Railyards Specific Plan Update EIR will be a subsequent EIR, it is being compared against the 2007 Plan EIR inputs, analysis methods, and results. Accordingly, the 'cumulative no project' scenario for this EIR is the 2007 Plan.

The Railyards Specific Plan Draft EIR (2007) presented trip generation information for the 'Maximum Office' and 'Maximum Residential' scenarios for cumulative (2030) conditions only. Since the technical analysis was based on the more conservative (i.e., greater trip generation) Maximum Office Scenario, it is presented here.

Table 1 shows the employment associated with the non-residential uses for the 2007 Plan (Maximum Office scenario). ${ }^{1}$ As shown, the 2007 Plan would consist of approximately 14,140 employees. The project would have a jobs-housing ratio of 1.25 , which represents a fairly balanced ratio.

| Table 1: Employment Within 2007 Railyards Specific Plan (Maximum Office Scenario) |  |  |  |
| :---: | :---: | :---: | :---: |
| Land Use | Quantity (square feet) | Employee Ratio | Employees |
| Office | 2,993,000 | 1 per 300 square feet ${ }^{1}$ | 9,977 |
| Retail | 1,566,000 | 1 per 400 square feet ${ }^{1}$ | 3,915 |
| Other ${ }^{2}$ | N / A | $\mathrm{N} / \mathrm{A}^{2}$ | 250 |
| Total |  |  | 14,142 |
| Notes: <br> ${ }^{1}$ Based on unit employment yields from Railyards Specific Plan EIR (2007). <br> ${ }^{2} 2007$ Railyards Specific Plan consisted of museum and performing arts center. Employment estimated as 120 museum employees (consistent with employment for 180,000 square-foot museum in RSPU), and 130 employees for performing arts center, which yields 250 total employees in this category. <br> Source: Fehr \& Peers, 2016. |  |  |  |

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The internalization of trips within the project site was estimated using a Mixed-Use Trip Generation Model (MXD), which was developed for the US Environmental Protection Agency (EPA) to estimate internal trip-making and external trips by non-auto travel modes. This model was developed by consultants and academic researchers to more accurately estimate the external vehicular trip generation of mixed-use land development projects than prior methods (e.g., ITE internalization spreadsheet). The model was developed based on empirical evidence at 240 mixed-use projects located across the U.S. The model considers various built environment variables such as land use density, regional location, proximity to transit, and various design variables when calculating the project's internal trips, and external trips made by auto, transit, and non-motorized modes. The MXD model has been applied in numerous EIRs throughout California. Appendix $\mathbf{A}$ to this memo contains MXD+ model output for the 2007 Plan under cumulative conditions.

Table 2 displays the daily, AM peak hour, and PM peak hour trip generation of the 2007 Plan under cumulative conditions. It should be noted that the internalization and non-auto external mode split percentages do not apply equally to all land use types. These percentages represent the overall level of reductions based on the MXD+ model results. Some uses, such as office and residential, would have greater reduction levels than others. No pass-by reductions have been made because the MXD+ modeling is calibrated to total external trips (including new and pass-by). Accordingly, further reductions for pass-by are not warranted.

Table 2 shows that between 15 and 25 percent of project trips (depending on the analysis period) are expected to remain internal to the site. These internalization percentages reflect the overall well-balanced mix of residential, office, and retail. The use of transit varies from 8 to 13 percent of project trips (depending on the analysis period). External travel by walk and bike varies from 15 to 19 percent of project trips (depending on the analysis period). The 2007 Plan would generate approximately 110,000 external daily trips, 5,400 AM peak hour trips (59 percent inbound), and 8,450 PM peak hour trips (58 percent outbound).

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| Table 2: Trip Generation of 2007 Railyards Specific Plan (Maximum Office Scenario) - Cumulative Conditions |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Land Use | ITE <br> Land <br> Use <br> Code | Quantity | Trips ${ }^{1}$ |  |  |  |  |  |  |  |  |
|  |  |  | Daily |  |  | AM Peak Hour |  |  | PM Peak Hour |  |  |
|  |  |  | In | Out | Total | In | Out | Total | In | Out | Total |
| Office | 710 | 2,993 ksf | 16,506 | 16,507 | 33,013 | 4109 | 560 | 4669 | 758 | 3,702 | 4,460 |
| Retail | 820 | 1,566 ksf | 46,197 | 46,197 | 92,394 | 1,291 | 792 | 2,083 | 3,758 | 4,072 | 7,830 |
| Multi-Family Residential | 232 | 11,300 du's | 23,617 | 23,617 | 47,234 | 730 | 3,112 | 3,842 | 2,662 | 1,632 | 4,294 |
| Other | 580 | N / A | 2,410 | 2,410 | 4,820 | 516 | 130 | 645 | 167 | 703 | 869 |
|  |  | Gross Trips | 88,730 | 88,731 | 177,461 | 6,646 | 4,594 | 11,239 | 7,345 | 10,109 | 17,453 |
| $\begin{array}{\|r} \text { Redu } \\ \text { (14.8\% Daily / } \end{array}$ | $\begin{aligned} & \text { tion for } 1 \\ & 9.6 \% ~ A N \end{aligned}$ | $\begin{aligned} & \text { ternal Trips }{ }^{2} \\ & / 25.3 \% \text { PM) } \end{aligned}$ | 13,132 | 13,132 | 26,264 | 1,303 | 900 | 2,203 | 1,858 | 2,558 | 4,416 |
| (7.8\% Daily | $\begin{array}{r} \text { Shift to } \\ 13.3 \% \text { AI } \\ \hline \end{array}$ | $\begin{aligned} & \text { ransit Trips }{ }^{2} \\ & / 12.8 \% \text { PM) } \end{aligned}$ | 6,921 | 6,921 | 13,842 | 884 | 611 | 1,495 | 940 | 1,294 | 2,234 |
| (15.4\% Daily | $\begin{aligned} & \text { Shift f } \\ & 19.0 \% \mathrm{Al} \end{aligned}$ | $\begin{aligned} & \text { r Walk/Bike }{ }^{2} \\ & / 13.5 \% \text { PM) } \end{aligned}$ | 13,664 | 13,665 | 27,329 | 1,263 | 873 | 2,135 | 992 | 1,365 | 2,356 |
|  | Externa | Vehicle Trips | 55,013 | 55,013 | 110,026 | 3,197 | 2,210 | 5,406 | 3,555 | 4,893 | 8,447 |
| Notes: <br> ${ }^{1}$ Gross trip rates based on Trip Generation Manual (Institute of Transportation Engineers, 2012). Trip rates for office space based on weighted average rate given amount of office space. Trip rates for retail based on fitted curve equation for typical size of 150,000 square-foot retail center. Trip generation of 'other' uses (i.e., museum and performing arts center) based on values from 2007 Plan DEIR. <br> ${ }^{2}$ Internal trips, and external trips made by transit, walking, and bicycling based on MXD+ model output (see previous page). Source: Fehr \& Peers, 2016. |  |  |  |  |  |  |  |  |  |  |  |

The Railyards Specific Plan Draft EIR (2007) estimated that the 2007 Plan would generate approximately 150,000 external daily trips, 10,200 AM peak hour trips, and 15,500 PM peak hour trips. Those estimates are not considered valid for several reasons:

1. Those estimates were based on the 2003 version of Trip Generation, which has since been updated twice.
2. Over half of the PM peak hour trips are associated with the retail uses, which have an excessively high average trip rate of 6.88 trips per thousand square feet (due to the use of the fitted curve equation even for very small amounts of retail on a given block).
3. Advancements in transportation planning since that time have allowed for more accurate estimations of internal trip-making and external trips made by transit, bus, and walk than existed in 2007.

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The proposed RSPU would generate approximately 107,800 external daily trips, 6,650 AM peak hour trips, and 9,000 PM peak hour trips under cumulative conditions. When compared to the 2007 Plan, these totals represent two percent less daily traffic, 23 percent more AM peak hour trips and 6.5 percent more PM peak hour trips. The primary contributor to this increase in the inclusion of more office space (and less residential) in the RSPU, which causes an imbalance in the jobs-housing ratio resulting in the import of larger numbers of employee trips.

We will update the cumulative version of the SACMET model to incorporate the 2007 Railyards Specific Plan including its land uses, roadway network, and any identified mitigation measures. The model will be used to assign vehicle trips through the study intersections and freeway facilities. The project not only includes new trip generating land uses, but also introduces new street connections that cause a redistribution of background traffic. We will review the trip assignment patterns for reasonableness (i.e., congested ramps and other bottlenecks). If necessary, we will reroute trips to shorter paths.

We would respectfully request that City staff review and provide comments on this memorandum by February 10, 2016. If the content is deemed reasonable to share with ESA, we would request that you forward it to them for review as well. We will not begin work on the "Cumulative No Project ( 2007 Plan)" technical analysis until we receive formal approval on this memo.

# FEHRケPEERS 

## TECHNICAL MEMORANDUM \#6

Date: April 7, 2016
To: Pelle Clarke \& Samar Hajeer - City of Sacramento Brian Boxer - ESA
From: John Gard - Fehr \& Peers
Subject: Non-Residential Reduction Factor Analysis - Trip Generation Comparison
RS15-3374

This memorandum presents an analysis that determines the amount of office space within the RSPU that would need to be removed to accommodate additional residential development within the site. An iterative analysis was performed to identify how much reduction in office space is necessary to support an an additional 2,000 and 4,000 multifamily dwelling units in the RSP Area without causing a meaningful increase in the project's external vehicular trip generation. This analysis has been prepared at the request of ESA, who would use the analysis results in other chapters of the Draft EIR.

Table 1 presents the RSPU trip generation under cumulative conditions. These represent the control totals, against which the proposed land use modifications are compared.

| Table 1: Peak Hour and Daily Trip Generation of Railyards Specific Plan Buildout - Cumulative Conditions |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Land Use | ITE <br> Land <br> Use <br> Code | Quantity | Trips ${ }^{1}$ |  |  |  |  |  |  |  |  |
|  |  |  | Daily |  |  | AM Peak Hour |  |  | PM Peak Hour |  |  |
|  |  |  | In | Out | Total | In | Out | Total | In | Out | Total |
| Medical Center | N / A | 1,168 ksf | 14,418 | 14,418 | 28,836 | 1,624 | 432 | 2,056 | 771 | 1,729 | 2,500 |
| Office | 710 | $4,542.7 \mathrm{ksf}$ | 25,053 | 25,053 | 50,106 | 6,237 | 850 | 7,087 | 1,151 | 5,618 | 6,769 |
| Retail | 820 | 905.4 ksf | 26,708 | 26,708 | 53,416 | 746 | 456 | 1,204 | 2,173 | 2354 | 4,527 |
| Multi-Family Residential | 232 | 6,000 units | 12,540 | 12,540 | 25,080 | 388 | 1,652 | 2,040 | 1,414 | 866 | 2,280 |
| Hotel | 310 | $\begin{gathered} \hline 1,100 \\ \text { rooms } \end{gathered}$ | 4,494 | 4,494 | 8,988 | 344 | 239 | 583 | 337 | 323 | 660 |
| Museum | 580 | 180 ksf | 800 | 800 | 1,600 | 138 | 22 | 160 | 17 | 87 | 104 |
| Stadium ${ }^{2}$ | N / A | N / A | 100 | 100 | 200 | 20 | 0 | 20 | 0 | 20 | 20 |
|  |  | Gross Trips | 84,113 | 84,113 | 168,226 | 9,497 | 3,651 | 13,150 | 5,863 | 10,997 | 16,860 |
| Reduction for Internal Trips, and External Transit, Walk and Bike Trips (35.9\% Daily / 49.4\% AM / 46.8\% PM) |  |  | 30,197 | 30,197 | 60,393 | 4,692 | 1,804 | 6,497 | 2,744 | 5,147 | 7,891 |
| Net External Vehicle Trips |  |  | 53,916 | 53,916 | 107,833 | 4,805 | 1,847 | 6,653 | 3,119 | 5,850 | 8,969 |
| Source: Fehr \& Peers, 2015. |  |  |  |  |  |  |  |  |  |  |  |

Ms. Samar Hajeer and Mr. Pelle Clarke
April 7, 2016
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Table 2 shows the net change in external vehicle trip generation on a daily basis and during the AM and PM peak hours associated with Option 1, which consists of adding 2,000 dwelling units and removing 600,000 square feet of office space. ${ }^{1}$ The cells shown in red represent revised values relative to Table 1. It is worth noting that eliminating office in favor of additional residential would result in an improved jobs-housing balance, and provide more opportunities for external bicycle/walk trips. The MXD+ results show overall non-vehicular trip generation reductions in the range of one to three percent due to these factors.

Table 2 compares the external vehicle trip generation with the RSPU. As shown, these land uses would generate fewer external vehicle trips than the RSPU in all time periods with the exception of the outbound direction during the AM peak hour, in which the project would generate a net 110 additional trips over the RSPU. However, outbound travel from the RSP Area during the AM peak hour represents a 'reverse commute type' travel pattern (i.e., the majority of AM peak hour trips are inbound).

Table 2: Peak Hour and Daily Trip Generation of RSPU Non-Residential Reduction Option 1 Cumulative Conditions

| Land Use | ITE <br> Land <br> Use <br> Code | Quantity | Trips ${ }^{1}$ |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Daily |  |  | AM Peak Hour |  |  | PM Peak Hour |  |  |
|  |  |  | In | Out | Total | In | Out | Total | In | Out | Total |
| Medical Center | N / A | 1,168 ksf | 14,418 | 14,418 | 28,836 | 1,624 | 432 | 2,056 | 771 | 1,729 | 2,500 |
| Office | 710 | $3,942.7 \mathrm{ksf}$ | 21,704 | 21,705 | 43409 | 5,413 | 738 | 6,151 | 999 | 4,876 | 5,875 |
| Retail | 820 | 905.4 ksf | 26,708 | 26,708 | 53,416 | 746 | 456 | 1,204 | 2,173 | 2354 | 4,527 |
| Multi-Family Residential | 232 | 8,000 units | 16,720 | 16,720 | 33,440 | 517 | 2,203 | 2,720 | 1,885 | 1,155 | 3,040 |
| Hotel | 310 | 1,100 <br> rooms | 4,494 | 4,494 | 8,988 | 344 | 239 | 583 | 337 | 323 | 660 |
| Museum | 580 | 180 ksf | 800 | 800 | 1,600 | 138 | 22 | 160 | 17 | 87 | 104 |
| Stadium ${ }^{2}$ | N/A | N / A | 100 | 100 | 200 | 20 | 0 | 20 | 0 | 20 | 20 |
|  |  | Gross Trips | 84,944 | 84,945 | 169,889 | 8,802 | 4,090 | 12,892 | 6,182 | 10,544 | 16,726 |
| Reduction for Internal Trips, and External Transit, Walk and Bike Trips (37.7\% Daily / 52.2\% AM / 49.6\% PM) |  |  | -32,024 | -32,024 | -64,048 | -4,595 | -2,135 | -6,730 | -3,066 | -5,230 | -8,296 |
| Net External Vehicle Trips |  |  | 52,920 | 52,921 | 105,841 | 4,207 | 1,955 | 6,162 | 3,116 | 5,314 | 8,430 |
| Decrease Compared to RSPU |  |  | -1.8\% | - 1.8\% | -1.8\% | -12.4\% | +5.8\% | -7.4\% | -0.1\% | -9.2\% | -6.0\% |
| Source: Fehr \& Peers, 2015. |  |  |  |  |  |  |  |  |  |  |  |

Ms. Samar Hajeer and Mr. Pelle Clarke
April 7, 2016
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Table 3 shows the net change in external vehicle trip generation on a daily basis and during the AM and PM peak hours associated with Option 2, which consists of adding 4,000 dwelling units and removing 1,100,000 square feet of office space. The relationship between Options 1 and 2 is close, but not precisely linear due to changes in trip internalization and non-auto mode split.

Option 2 would generate fewer external vehicle trips than the RSPU on a daily basis and during the peak, directional time periods. However, when compared to the RSPU, it would generate 15.5 percent more traffic in the outbound direction during the AM peak hour and 3.6 percent more traffic in the inbound direction during the PM peak hour. This increases represent 290 additional AM peak hour outbound vehicle trips and 110 additional PM peak hour inbound vehicle trips over the RSPU. However, as noted previously, these movements occur in non-peak travel direction. Further, when these trips are distributed across the variety of external RSP Area gateways, the net increase on a particular roadway or intersection is considered modest.

| Table 3: Peak Hour and Daily Trip Generation of RSPU Non-Residential Reduction Option 2 Cumulative Conditions |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Land Use | ITE <br> Land <br> Use <br> Code | Quantity | $\text { Trips }{ }^{1}$ |  |  |  |  |  |  |  |  |
|  |  |  | Daily |  |  | AM Peak Hour |  |  | PM Peak Hour |  |  |
|  |  |  | In | Out | Total | In | Out | Total | In | Out | Total |
| Medical Center | N/A | 1,168 ksf | 14,418 | 14,418 | 28,836 | 1,624 | 432 | 2,056 | 771 | 1,729 | 2,500 |
| Office | 710 | $3,442.7$ ksf | 17,332 | 17,332 | 34,664 | 4,315 | 588 | 4,903 | 796 | 3,887 | 4,683 |
| Retail | 820 | 905.4 ksf | 26,708 | 26,708 | 53,416 | 746 | 456 | 1,204 | 2,173 | 2354 | 4,527 |
| Multi-Family Residential | 232 | $\begin{gathered} \hline 10,000 \\ \text { units } \\ \hline \end{gathered}$ | 20,900 | 20,900 | 41,800 | 646 | 2,754 | 3,400 | 2,356 | 1,444 | 3,800 |
| Hotel | 310 | $1,100$ | 4,494 | 4,494 | 8,988 | 344 | 239 | 583 | 337 | 323 | 660 |
| Museum | 580 | 180 ksf | 800 | 800 | 1,600 | 138 | 22 | 160 | 17 | 87 | 104 |
| Stadium ${ }^{2}$ | N/A | N/A | 100 | 100 | 200 | 20 | 0 | 20 | 0 | 20 | 20 |
|  |  | Gross Trips | 84,752 | 84,752 | 169,504 | 7,833 | 4,491 | 12,326 | 6,450 | 9,844 | 16,294 |
| Reduction for Internal Trips, and External Transit, Walk and Bike Trips (38.0\% Daily / 52.5\% AM / 49.9\% PM) |  |  | -32,206 | -32,206 | -64,412 | -4,112 | -2,358 | -6,470 | -3,219 | -4,912 | -8,131 |
| Net External Vehicle Trips |  |  | 52,546 | 52,546 | 105,092 | 3,721 | 2,133 | 5,854 | 3,231 | 4,932 | 8,163 |
| Decrease Compared to RSPU |  |  | -2.5\% | -2.5\% | -2.5\% | -22.6\% | +15.5\% | -12\% | +3.6\% | -15.7\% | -9\% |
| Notes: <br> ${ }^{1}$ Source: Fehr \& Peers, 2015. |  |  |  |  |  |  |  |  |  |  |  |

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April 7, 2016
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## Conclusions

This analysis has determined that the following non-residential land use reduction options would cause overall reductions in external vehicular traffic when compared to the cumulative trip generation of the RSPU:

- Option 1 - add 2,000 dwelling units and remove 600,000 square feet of office space
- Option 2 - add 4,000 dwelling units and remove 1,100,000 square feet of office space

As shown in Tables 2 and 3, these options would result in about two percent fewer external daily trips when compared to the RSPU. Since each option would essentially be replacing longer distance work trips with shorter distance residential trips (of all types), the net effect on VMT would be a greater than two percent decrease.

It would also be possible to achieve comparable reductions in trip generation by removing some of the retail uses. However, no such calculations have been presented here because such analyses would require multiple levels of iterations (i.e., more unknowns).

Lastly, while it is noted that these trip generation reductions are generally associated with fewer or less severe transportation impacts, it is worth noting that the land use changes would cause a change in the directionality (i.e., distribution) of project trips. This, in turn, has the potential to cause impacts at certain intersections, roadways, or freeway facilities. A sensitivity analysis (e.g., report Average Daily Traffic volumes on roadways or conduct focused analysis of hot-spot facilities) could be conducted to further assess the extent to which such impacts could be expected.

We hope this information is helpful.

## APPENDIX J.1.5:

## Preliminary Results \& Railyards Network Modifications

|  |  |  | Alt 1 - <br> Railyards Blvd "As Is" |  |  | Alt 2 - <br> Railyards Blvd 2 Lanes EB, 1 Lane WB |  |  | Alt 3- <br> Railyards Blvd "As Is" between Jibbom St \& Stanford St; <br> Railyards Blvd 2 Lanes EB, 1 Lane WB between Stanford St <br> \& 7th St <br> PM Peak Hour |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | PM Peak Hour |  |  | PM Peak Hour |  |  |  |  |  |
| ID | Intersection | Control Type | Delay | LOS | \% Served Volume <br> (vph) | Delay | LOS | \% Served Volume (vph) | Delay | LOS | \% Served Volume <br> (vph) |
| 13 | N 7th / N B St | Signal | 19 | B | 82.9\% | 15 | B | 83.0\% | 16 | B | 82.1\% |
| 14 | Dos Rios / N B St / N 12th St | Signal | 66 | E | 85.3\% | 65 | E | 83.6\% | 58 | E | 85.1\% |
| 15 | N 16th St / N B St | Signal | 25 | C | 90.6\% | 36 | D | 93.7\% | 34 | C | 85.6\% |
| 38 | 5th St / Bannon St / N B St | Signal | 5 | A | 82.3\% | 7 | A | 85.3\% | 6 | A | 83.2\% |
| 39 | 6th St / N B St | Signal | 7 | A | 78.7\% | 7 | A | 81.8\% | 7 | A | 81.0\% |
| 41 | 10th St / N B St | Signal | 10 | B | 76.6\% | 11 | B | 80.4\% | 11 | B | 79.2\% |
| 43 | 5th St / South Park St | Signal | 46 | D | 79.3\% | 39 | D | 78.1\% | 31 | C | 80.5\% |
| 45 | 6th St / South Park St | AWSC | 35 | D | 79.2\% | 27 | D | 79.6\% | 26 | D | 81.4\% |
| 46 | 7th St / South Park St | Signal | 16 | B | 80.9\% | 8 | A | 80.8\% | 7 | A | 80.8\% |
| 47 | Railyards Blvd / Jibboom St | - | 4 | A | 88.4\% | 3 | A | 93.6\% | 4 | A | 90.6\% |
| 48 | Bercut Dr / Railyards Blvd | Signal | 18 | B | 85.7\% | 16 | B | 89.7\% | 15 | B | 88.9\% |
| 49 | PH Garage 2 Entry / Railyards Blvd | Signal | 32 | C | 75.0\% | 13 | B | 85.8\% | 20 | C | 85.2\% |
| 50 | HSB Entry / Stanford St / Railyards Blvd | Signal | 32 | C | 75.0\% | 26 | C | 83.8\% | 14 | B | 87.1\% |
| 51 | 5th St / Railyards Blvd | Signal | 56 | E | 74.4\% | 60 | E | 77.0\% | 45 | D | 80.5\% |
| 53 | 6th St / Railyards Blvd | Signal | 40 | D | 81.5\% | 36 | D | 80.4\% | 35 | C | 83.1\% |
| 54 | 7th St / Railyards Blvd | Signal | 45 | D | 85.5\% | 49 | D | 80.9\% | 49 | D | 83.8\% |
| 56 | 10th St / Railyards Blvd | Signal | 40 | D | 89.8\% | 36 | D | 83.2\% | 34 | C | 89.0\% |
| 57 | Bercut Dr / Camille Ln | AWSC | 15 | C | 90.9\% | 12 | B | 91.4\% | 12 | B | 92.6\% |
| 59 | Stanford St / Camille Ln | AWSC | 39 | E | 76.2\% | 18 | C | 80.6\% | 24 | C | 93.8\% |
| 60 | 5th St / Camille Ln | Signal | 76 | E | 69.9\% | 78 | E | 69.1\% | 64 | E | 82.3\% |
| 61 | 6th St / Camille Ln | Signal | 39 | D | 81.8\% | 37 | D | 76.4\% | 45 | D | 89.6\% |
| 62 | 5th St / Stevens St | Signal | 125 | F | 70.9\% | 85 | F | 72.8\% | 95 | F | 78.0\% |


| Network Calcs |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| LOS | Alt 1 |  | Alt 2 |  | Alt 3 |  |
| C or better | 11 | 50.0\% | 11 | 50.0\% | 15 | 68.2\% |
| D | 6 | 27.3\% | 7 | 31.8\% | 4 | 18.2\% |
| E | 4 | 18.2\% | 3 | 13.6\% | 2 | 9.1\% |
| F | 1 | 4.5\% | 1 | 4.5\% | 1 | 4.5\% |
| VHT (hrs) | 409.7 |  | 472.3 |  | 468.4 |  |
| VHD (hrs) | 140.3 |  | 133.5 |  | 127.0 |  |

Note:

1. Only signalized and all-way stop intersections shown
2. KHA Plan had $46 \%$ of intersections at LOS E or $F$
3. Above LOS results are preliminary and do not match DEER results due to subsequent modifcations to the network made since these tests were conducted. Above results are intended for comparitave purposes only



## APPENDIX J.1.6:

## Caltrans Letter

DEPARTMENT OF TRANSPORTATIONDISTRICT 3 - SACRAMENTO AREA OFFICE

May 25, 2016

032016-SAC-0110
03-SAC-5 / 24.02
SCH\# 2006032058
P15-040

Ms. Samar Hajeer
Transportation Division
Department of Public Works
City of Sacramento
300 Richards Blvd. $3^{\text {rd }}$ Floor
Sacramento, CA 95811

## Railyards Specific Plan Update (RSPU), Kaiser Medical Center (KMC) and Major League Soccer Stadium (MLSS) Project - Caltrans Concurrence on I-5 Subregional Impact Fee Commitment from KMC and MLSS

Dear Ms. Hajeer:
Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The proposed RSPU includes construction of a 1.2 million square foot KMC, and a MLSS to house a new professional soccer team and up to 25,000 attendees at soccer games and other events. The proposed RSPU will also include refinements to the density and intensity of land uses within the Office/Residential Mixed Use, Residential/Commercial Mixed Use, and Residential Mixed Use zones. The project is located immediately north of downtown Sacramento on both sides of Interstate 5 (I-5), with I-5 providing direct freeway access to the project site via the Richards Blvd., I Street, and J Street interchanges. Due to the project's location, scale of development and potentially significant impacts to mainline I-5 and its interchanges (IC), Caltrans views the project as being of regional and interregional significance.

## I-5 Subregional Corridor Mitigation Program (SCMP)

The SCMP is a voluntary impact fee program for new developments within the I- 5 corridor between the Cities of Elk Grove and West Sacramento, including Sacramento. The SCMP will help fund a set of transportation improvements that are identified in the Sacramento Area Council of Governments Metropolitan Plan/Sustainable Communities Strategy, including projects that help reduce Vehicle Miles Traveled such as the Sacramento/West Sacramento Streetcar project, the Green Line Extension project, and American River Crossing project. Improvements to the Richards Blvd.

Ms. Samar Hajeer/City of Sacramento, Department of Public Works, Transportation
Division
May 25, 2016
Page 2
interchange are also included in the SCMP project list.
In April 2016 the City of Sacramento approved the Nexus Study and Environmental Impact Report for, and adopted the SCMP, which authorized the City Manager to establish a new fund to hold voluntary SCMP fee payments. As the SCMP pertains to the development of the Railyards Specific Plan, including main tenant applicants which will be the KMC and MLSS; both have agreed to voluntarily pay into the SCMP. On May 23, 2016 the City informed Caltrans that the main tenant applicants have agreed to pay into the SCMP. The fee applies to the main tenants because separately, the developments may generate mainline traffic volumes on the State Highway System (SHS) within the SCMP corridor which would exceed the threshold of significance as adopted by the City.

Caltrans concurs with the agreement from the main tenant applicants, including the KMC , and MLSS, to pay into the SCMP. Per the SCMP Memorandum of Understanding, Caltrans agrees, and notices herein, payment into the SCMP satisfies Caltrans' requirement for the project's obligation under California Environmental Quality Act to mitigate cumulative mainline traffic volume impacts on the SHS, from the main tenant applicants shown above.

Please provide our office with copies of any further actions regarding this project.
If you have any questions regarding Caltrans' concurrence herein, please contact Arthur Murray by email at: arthur.murray@dot.ca.gov.

Sincerely,


ERIC FREDERICKS, Branch Chief
Office of Transportation Planning - South Branch

## APPENDIX J.1.7:

## Truck Routes


\& CITY TRUCK ROUTES
LEGEND
CITY TRUCK ROUTE*
CITY STAA ROUTES
WEIGHT RESTRICTED ROUTES
COUNTY STAA ROUTE (VERIFY)
CITY/COUNTARY BOUNDARY

* all one way streets.



555 CAPITOL MALL, SUITE 300, SACRAMENTO, CA 95814

WB-40 TRUCK
TURNING EXHIBIT
02/17/2016
Kimley")Horn ${ }_{\text {®us }}$


## APPENDIX J.1.8:

## MTP / SCS Tier 1 Project List

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. Iff when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes

| Project ID | ded in DPS | countr | lead agency | category | TITLE | PROJECT description | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ELD15610 | Yes | El Dorado | El Dorado County | B- Road \& Highway Capacity | US 50/Silva Valley Pkwy Interchange - Phase 1 | New Interchange: Phase 1 includes US 50 on-/off-ramps, overcrossing, and US 50 aux lanes. See ELD19291/CIP71345 for Phase 2. (CIP71328) | Completion by 2020 | \$56,817,400 | \$56,87,40 |
| CAL18190 | ves | El Dorado | Caltran 03 | C- Maintenance \& Rehabilitation | U.S. 50 - Camino Operational / Safety Improvements | Construct an undercrossing, median barrier, modify local road connections and/or associated operational and safety improvements on and adjacent to U.S. 50. PM 24.521 to 27.027 | 2021-2036 | \$51,723,000 | \$51,723,000 |
| ELD19340 | ves | El Dorado | El Dorado County | C- Maintenance \& Rehabilitation | Mosquito Rd/South Fork American River Bridge Replacement Replacement | Mosquito Rd, over South Fork American River, 5.7 miles north of US 50: Replace existing structurally deficient 1 lane bridge with new 2 lane bridge. (Toll credits programmed for PE, ROW, \& CON. CIP77126.) | Completion by 2020 | \$32,585,000 | \$32,585,000 |
| ELD15990 | Yes | El Dorado | El Dorado County | B- Road \& Highway Capacity | Diamond Springs Pkwy - Phase 1B | Construct new 2-lane divided arterial roadway from Missouri Flat Rd east of Golden Center Dr to a new T-intersection with SR-49 south of Bradley Dr; includes planning, environmental clearance, grading and right of way for the ultimate 4 -lane road, required improvements to SR-49 and three new signals. See ELD19348/CIP72375 for Phase 1A and ELD19203/CIP72368 for Phase 2. (CIP72334) | 2021-2036 | \$28,638,000 | \$28,638,000 |
| ELD19339 | ves | El Dorado | El Dorado County | C- Maintenance \& Rehabilitation | Mt. Murphy Rd/South Fork American River Bridge Replacement | Mt Murphy Rd, over South Fork American River, 0.1 mile east of SR49. Replace existing 1 lane truss bridge with new 2 lane bridge. Toll credits programmed for PE, ROW, and CON. (CIP77129) | Completion by 2020 | \$20,550,000 | \$20,550,00 |
| ELD19461 | yes | El Dorado | El Dorado County Transit | E-Transit Capital (Major) | Regional Fueling Station | Develop a regional fueling station near the Sacramento/EI Dorado County Line. | 2021-2036 | \$20,310,000 | 4,000 |
| CAL20476 | yes | El Dorado | Caltrans D3 | C- Maintenance \& Rehabilitation | SR 49 South Fork American River Bridge Retrofit/Enhancement | In El Dorado County, near Placerville, at South Fork American River Bridge \#25-0021 - Cross bracing seismic retrofit and enhancement to provide safe and efficient pedestrian/bicyclist facilities (PM 24.0) [CTIPS STIP ID 107-0000-0878, CTIPS SHOPP ID 107-0000-0907; EFIS ID 0300000078] (Toll Credits for PE, ROW, CON) | Completion by 2020 | \$19,654,000 | \$19,654,000 |
| ELD19232 | yes | El Dorado | El Dorado County | B- Road \& Highway Capacity | Latrobe Rd/White Rock Rd Connector (New Road) | New connector road from the El Dorado Hills Business Park to White Rock Rd west of Four Seasons/Stonebriar intersection; Initial work to perform route alignment study and prepare PSR; Subsequent work will include environmental, design and construction; may require coordination with Sacramento County, City of Folsom, Southeast Connector JPA and area developers. (CIP66116) | 2021-2036 | \$19,455,000 | 445 |
| ELD19217 | Yes | El orado | El Dorado County | B- Road \& Highway Capacity | U.S. 50 / Bass Lake Rd. (Phase 2) | Add Auxiliary Lane: WB on US 50 between Bass Lake Rd. and Cambridge Rd. interchanges. Includes: additional ramp, road widening. (Phase 2) (See ELD19182 for Phase 1) (CIP GP148) | 2021-2036 | \$19,063,000 | \$29,813,000 |
| ELD19182 | Yes | El Dorado | El Dorado County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | US 50/Bass Lake Rd Interchange - Phase 1 | Interchange Improvements: this phase includes detailed study to determine complete improvements needed; Phase 1 may include ramp widening, road widening, signals, and WB auxiliary lane between Bass Lake and Silva Valley interchanges; Phase 1 assumes bridge replacement. (See ELD19217 for Phase 2) CIP71330 | 2021-2036 | \$16,532,000 | \$25,855,000 |
| ELD19180 | yes | El Dorado | El Dorado County | B- Road \& Highway Capacity | US 50/Ponderosa Rd/So. Shingle Rd Interchange Improvements | Interchange Improvements: includes detailed study to identify alternatives and select preferred alternative; widening existing US 50 overcrossing to accommodate 5 lanes, and realignment of WB loop on-ramp, ramp widenings, and widening of Ponderosa Rd, Mother Lode Dr, and So. Shingle Rd; includes PE for all phases; (See ELD19170/CIP71339 and ELD19244/CIP71338). Coordinates with ELD19289/CIP53116, ELD19219/CIP\#GP150, ELD19246/CIPGP171, and ELD19250/CIP\#GP175. (CIP71333) | 2021-2036 | \$16,307,000 | 16,30 |
| ELD19225 | Yes | El Dorado | El Dorado County | B- Road \& Highway Capacity | Bass Lake Road Improvements - Phase 18 | Widen Bass Lake Road from US 50 to Silver Springs Pkwy to accomodate 4 lanes of traffic (divided), curb, gutter, and sidewalk. (See ELD19224 for Phase 1A) (CIP GP166) | 2021-2036 | \$15,385,000 | \$24,061,000 |
| ELD19219 | Yes | El Dorado | El Dorado County | B- Road \& Highway Capacity | US 50 Auxiliary Lane Eastbound - Cambridge to Ponderosa | Construct eastbound auxiliary lane on US50 between Cambridge Rd and Ponderosa Rd interchanges. CIPGP150. | 2021-2036 | \$14,550,000 | \$22,755,000 |
| CAL20649 | Project Development Only | El Dorado | Caltr | B- Road \& Highway Capacity | US 50 WB Auxiliary lane | In Placerville, from west of Coloma Road offramp to the Placerville Drive offramp, Construct WB Auxiliary Lane (PM 17.111/17.778) | Completion after 2036 | \$20,000,000 |  |
| ELD15930 | yes | El Dorado | El Dorado County | B- Road \& Highway Capacity | Cameron Park Drive Widening - Palmer Drive to Meder Road | Widen Cameron Park Drive to 4 lanes (divided) from Palmer Drive to Meder Road Includes a curb, gutter, and sidewalk. (CIP GP144) | 2021-2036 | \$12,520,000 | \$19,580,000 |
| ELD19291 | Yes | El Dorado | El Dorado County | B- Road \& Highway Capacity | US 50/Siva Valley Pkwy Interchange - Phase 2 | Final phase of US 50/Silva Valley Parkway Interchange: construction of eastbound diagonal and westbound loop on-ramps to US 50 . (See ELD15610/CIP71328 for Phase 1). CIP71345 | 2021-2036 | \$12,070,000 | \$11,877, |
| ELD16010 | yes | El Dorado | El Dorado County | B- Road \& Highway Capacity | Saratoga Wy Ext-Phase 1 | Construct new 2-lane arterial to extend Saratoga Wy from current terminus near Finders Wy to Sacramento County Line; includes median, 6 -ft shoulders, right-turn pocket onto Finders Way, asphalt path, drainage system, environmental clearance and secure ROW for future 4 -lane road from County Line to El Dorado Hills Blvd. (Phase 2 CIP\#GP147-See ELD19234 in MTP.) CIP71324 | 2021-2036 | \$11,541,350 | \$18,0 |
| ELD19326 | Yes | El Dorado | El Dorado County | C- Maintenance \& Rehabilitation | Green Valley Rd/Weber Creek Bridge Replacement | Green Valley Rd, over Weber Creek, 0.7 miles west of Placerville Dr.: <br> Replace existing structurally deficient 2 lane bridge with new 2 lane <br> bridge bridge. Widen and realign Green Valley Rd at bridge <br> approaches, and drainage improvements. (CIP77114) | Completion by 2020 | \$11,126,000 | 111,126, |
| ELD19245 | Yes | El Dorado | El Dorado County | B- Road \& Highway Capacity | Headington Rd Ext - Missouri Flat to El Dorado | Construct new 2-lane arterial with median extension of Headington Rd from Missouri Flat Rd to El Dorado Rd. Does not include curb, gutter or sidewalk. (CIP71375) | 2021-2036 | \$10,417,000 | \$16,292,00 |
| ELD19410 | Yes | El Dorado | City of Placerville | B- Road \& Highway Capacity | Placerville Drive Widening - Ray Lawyer Drive to Cold Springs Road | Widen Placerville Drive from Ray Lawyer Drive to Cold Springs Road to accomodate 4 lanes of traffic, a dual left turn lane, sidewalks, and bike lanes on both sides. | 2021-2036 | \$10,352,000 | \$16,190,000 |
| ELD19168 | yes | El Dorado | El Dorado County | B- Road \& Highway Capacity | El Dorado Hills Boulevard / Francisco Drive - Realignment | Realign existing El Dorado Hills Boulevard / Francisco Drive / Brittany Way intersection and approach roadways to result in a new 4 -way intersection with extensions and signal installation. Northern portion of El Dorado Hills Boulevard (at this intersection) will become new minor traffic way, and current Francisco Drive between El Dorado Hills Boulevard and Green Valley Road will become new major traffic way. CIP72332 | 2021-2036 | \$9,45,000 | \$14,782,00 |
| EL19237 | Yes | El Dorado | El Dorado County | B- Road \& Highway Capacity | Latrobe Rd. | Widen: 6 lanes (divided with 4-foot shoulders) from White Rock Rd. to Carson Creek (Suncast Ln.) (CIP GP154) | 2021-2036 | \$8,987,00 | \$14,055,00 |
| ELD19222 | ves | El Dorado | El Dorado County | B- Road \& Highway Capacity | Silver Springs Pkwy to Bass Lake Rd (South Segment) | Construct new 2 -lane divided road to Bass Lake Rd; includes median, curb, gutter, sidewalk, shoulders, and bike lanes. Coordinates with ELD19221/CIP76107 (CIP76108) | Completion by 2020 | \$8,00,534 | \$8,605,5 |
| ELD19411 | Project <br> Development <br> Only | EI Dorado | City of Placerville | B- Road \& Highway Capacity | Cold Springs Road Connector | Construct a new 2 -lane road connecting Cold Springs to Placerville Drive for future Fair Lane Road Extension. | Completion after 2036 | \$3,86,000 |  |
| ELD19412 | ves | El Dorado | City of Placerville | B- Road \& Highway | Ray Lawyer Drive Extension East | Ray Lawyer Drive Extension East - Construct a new 2,500 ft. 2-lane road to City collector street standards from Forni Road southeast to the City Limit (US 50 to Main Street) | 2021-2036 | \$8,12, 000 | \$12,702,00 |
| ELD19441 | Project <br> Development <br> Only | El Dorado | City of Placerville | B- Road \& Highway Capacity | Emigrant Ravine Road Extension | Construct a new 4,200 -foot 2 -lane roadway with sidewalk to extend Emigrant Ravine Road from the Carson Road to the proposed Clay Street Extension | Completion after 2036 | \$15,422,000 |  |
| CAL20493 | yes | EI Dorado | Caltrans D3 | C- Maintenance \& Rehabilitation | SR 49-Lotus Road to Cool CAPM | In El Dorado County, on SR 49, near Placerville, from Coloma to Cool Pavement rehabilitation (PM 23.9/35.0) [Toll Credits] (CTIPS ID 107-0000-0930) | Completion by 2020 | \$7,93,000 | \$7,932,000 |
| ELD19495 | Yes | El Dorado | El Dorado County | G- System Management, Operations, and ITS | State Route 49 Shoulder Widening | State Route 49 Widening from Pleasant Valley Road to Missouri Flat Road | 2021-2036 | \$7,89,000 | \$12,322,00 |
| EL19420 |  | El Dorado | City of Placerville | B- Road \& Highway Capacity | Main Street Realignment | Construct 700 -foot of new 2 -lane road. Includes sidewalks to City collector street standards between Broadway and Main Street. New road will extend Main Street down Spanish Ravine Road. | Completion after 2036 | \$8,121,768 |  |
| EL19422 | Project Development Only | EI Dorado | City of Placerville | B- Road \& Highway Capacity | Mallard Lane Extension | Build a new 2-lane roadway connecting Mallard Lane to Placerville Drive. | $\begin{aligned} & \text { Completion after } \\ & 2036 \end{aligned}$ | \$3,756,000 |  |

Projects isted as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan reauirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SSS following a technical analysis and consistency with plan requirements. While total costs are shown or these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in | countr | LeAD Agencr | category | TITLE | PROEECT DESCRIPTION | Completion Timing | TOTAL COST (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ELD9347 | Yes | El Dorado | City of Placerville | $\begin{array}{\|l\|l} \text { B- Road \& Highway } \\ \text { Capacity } \end{array}$ | Western Placerville interchanges Phase 2 | In Placerville: Phase 2 includes local road improvements to Ray Lawyer Drive and Forni Road and an eastbound US 50 offramp to Ray lawyer Drive. A Class I Bike path will be constructed along Forni Road from Ray Lawyer Drive to the existing bike path on Forni Road. Sidewalks and Class II bike lanes will be constructed along Forni Road and Ray Lawyer Drive. (Toll Credits PE \& CON)(Emission Benefits for sidewalks and Class I \& II bike facilities in kg/day: 0.03 ROG, 0.02 NOx) | Completion by 2020 | 57,847,839 | 57,847,839 |
| ELD9407 | Project <br> Development <br> Only | El Dorado | City of Placer | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Mallard Lane/Ray Lawyer Drive | Construct a new 2-lane roadway connecting Ray Lawyer Drive Extension to Mallard Lane. | $\begin{aligned} & \text { Completion after } \\ & 2036 \\ & \hline \end{aligned}$ | \$10,785,362 |  |
| EL19348 | yes | El Dorad | El Dorado County | B- Road \& Highway Capacity | Diamond Springs Pkwy - Phase 1A (SR-49 Realignment) | Realign SR-49/Diamond Rd from Pleasant Valley Rd to north of Lime Kiln Rd; Improvements include: two 12 -ft lanes and 8 -ft shoulders, signal modification at Pleasant Valley Rd/SR-49 intersection, residential frontage road, and potential underground utility district. Phase 1A was split from Phase 1 (CIP72334/ELD15990) which is now Phase 1B. (CIP72375) | Completion by 2020 | \$7,813,100 | \$7,813,100 |
| EL19321 | Yes | El Dorado | EI Dorado County | C- Maintenance \& Rehabilitation | Bucks Bar Rd/North Fork Cosumnes River Bridge Replacement | Bucks Bar Rd over north fork of Cosumnes River, 1.2 miles north of Mount Aukum Rd: Replace existing 1 lane bridge with new 2 lane bridge, including approaches. (CIP77116) | Completion by 2020 | 57,806,940 | 57,806,940 |
| EL19464 | Project <br> Development <br> Only | El Dorado | City of Placerville | B- Road \& Highway Capacity | Mosquito Road Interchange | New Interchange: Mosquito Road and Us50 Interchange | Completion after 2036 | \$60,000,000 |  |
| ELD19241 | yes | El Dorado | El Dorado County | B- Road \& Highway Capacity | Mother Lode Dr/Pleasant Valley Rd Signalization | Reconfigure existing " Y " all-way stop to a signalized " $T$ " intersection including turn pockets and shoulder improvements. CIP73307 | 2021-2036 | 57,78,300 | \$12,171,000 |
| ELD9224 | Yes | El Dorado | rado County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | Bass Lake Road Improvements - Phase 1 1A | Widen and reconstruct Bass Lake Road from US 50 to Hollow Oak Road to 2 -lane divided road with 4 -foot shoulders and bicycle/pedestrian paths. Includes an 8 -foot median, sidewalk and bike lane from Hollow Oak Road to US 50; median improvements only from Hollow Oak Road to Serrano Parkway; improvements of park-and-ride lot with frontage road improvement to Old Bass Lake Road and Tierra de Dios. (CIP66109) | 202-2 | 57,437,000 | \$11,631,00 |
| ELD9243 | Yes | El Dorado | El Dorado Coun | B- Road \& Highway Capacity | Cameron Park Drive Widening - Duroct | Widen Cameron Park Drive from Durock Road to Coach Lane to 5lanes: 2 northbound through lanes (with right and left turn pockets) and 3 southbound through lanes (with dual right turn lanes at Robin Lane). Project also includes median and signal modification at Coach Lane intersection, realignment of Robin Lane intersection for future extension to Rodeo Drive and construction of a new traffic signal. (Needs coordination with US 50/Cameron Park Drive Interchange (ELD19177/CIP72361). CIP72367 | 2021-2036 | 57,38,000 | \$11,476,00 |
| ELD19393 | Yes | El Dorado | El Dorado County | B- Road \& Highway Capacity | Durock Road Widening | Widening Durock Road from Robin Lane to South Shingle Road. Work includes widening the roadway to accommodate a two-way left turn pocket (CIP GP171) | 2022-2036 | 57,21,000 | \$11,276,000 |
| ELD1924 | yes | El Dorado | El Dorado County | G- System Management Operations, and ITS | US 50/Ponderosa Rd Interchange - Durock Rd Realignment | Realign approx. $1 / 4$ mile of Durock Rd to Sunset Ln and signalize new intersection. Durock Rd will be two through lanes with turn pockets at the intersection and center turn lane. PE for this phase included in ELD19180/CIP7133. Coordinates with ELD19170/CIP71339 and ELD19180/CIP71333. (CIP71338) | 2021-2036 | \$7,15,000 | \$8,727,00 |
| EL19173 | Yes | El Dorado | El Dorado Coun | A- Bike \& Ped | US 50/EI Dorado Hills Blvd Pedestrian Overcrossing | Construct ped/bike overcrossing over US 50 just east of EI Dorado Hills Blvd Interchange; includes a Class 3 mixed-use path; Construction and ROW acquisition for 10 -ft wide sidewalk and adjacent retaining walls, barriers, railings and landscape replacement included with CIP71323/ELD15630. (CIP71340) | 2021-2036 | 56,78,000 | \$10,608,000 |
| EL19413 | Project <br> Development <br> Only | El Dorado | City of Placerville | B- Road \& Highway <br> Capacity | Ray lawyer Drive Extention West | Ray Lawyer Drive Extention West - Construct a new 2,500 ft. 2-lane road to City collector street standards form Forni Road southeast to the City Limit (Forni Road to the City Limit) | Completion after 2036 | \$16,046,000 |  |
| ELD9376 | Yes | El Dorado | El Dorado County Transit | F-Transit O\&M (Bus) | Operating Assistance for Rural Transit Service | Operating assistance for rural transit services within EI Dorado County. Outside the Sacramento Urbanized Area.FFY 2015: \$635,227FFY 2016: \$635,227FFY 2017: \$635,227FFY 2018: \$635,227 | Completion by 2020 | \$6,77,064 | \$6,77,064 |
| EL19408 | Yes | El Dorado | City of Placerville | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | Placerville Drive Widening - Cold Springs Road to US 50 to US 50 | Widen Placerville Drive from Cold Springs Road to US 50 to accomodate 4 lanes of traffic, a dual left turn lane, sidewalks, and bike lanes on both sides. | 2022-2036 | \$6,515,000 | \$10,189,000 |
| VAR56155 | yes | I Dor | El Dorado County, Caltrans District 3 | G- System Management Operations, and ITS | Highway Advisory Radio Deployment and Weather Stations - integrate with Caltrans | Highway Advisory Radio Deployment and Weather Stations integrate with Caltrans | Completion by 2020 | \$6,50,000 | \$6,818,000 |
| ELD9466 | Project <br> Development <br> Only | El Dorado | City of Placerville | B- Road \& Highway Capacity | Washington Street and Turner Street Widening | Widen Washington Street and Turner Street to City collector standards from Main Street to Cedar Ravine Road to create a parallel route to Cedar Ravine Road. | Completion after | 59,45,060 |  |
| EL19325 | Yes | El Dorado | El Dorado County | C- Maintenance \& Rehabilitation | Sly Park Rd/Clear Creek- Bridge Replacement | Sly Park Rd., Over Clear Creek, 1.1 Miles East of Pleasant Valley Rd. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. CIP77115 | Completion by 2020 | \$6,40,497 | \$6,440,497 |
| ELD9431 | yes | El Dorado | El Dorado County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Silver Springs Parkway to Bass Lake Road | It is anticipated that Silver Springs Parkway will be built as a two-lane standard divided roadway with shoulders. It is planned to realign Bass Lake Road south of Green Valley Road through the proposed Silver Springs subdivision, which is west of the existing Bass Lake Road. The new road is named Silver Springs Parkway. That development is responsible for building Silver Springs Parkway through their development. There is a portion of the new alignment that falls to the south of the Silver Springs development that must also be built to connect the new road to the existing Bass Lake Road to the south. | 2021-2036 | 56,33,773 | \$9,968,000 |
| ELD9363 | Project Development Only | El Dorado | City of Placerville | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Western Placerville interchanges Phase 3 | Replacement and widening of the Forni Road/Placerville Drive US 50 Overcrossing, improved operations at the Forni Road/Placerville Drive/US 50 interchange, a westbound US 50 offramp and offramps at the existing Ray Lawyer Drive overcrossing, and an eastbound auxiliary lane between the Forni Road/Placerville Drive/ US 50 interchange and the Ray Lawyer Drive interchange. | Completion after $2036$ | \$23,374,018 |  |
| CAL20515 | yes | El Dorado | Caltrans $\mathrm{DB}^{\text {a }}$ | G- System Management Operations, and ITS | US 50 Traction Sand Traps | On US 50 near Placerville, from 0.8 mile east of Bridal Veil Falls Road to Strawberry Lodge Drive - Construct traction sand traps [Stormwater Mitigation] (PM 38.0/58.0) [EFIS ID 0300020539; CTIPS ID 120-0000-0072] [Total Project Cost $\$ 6,205,000$ in $17 / 18$ FY] (Toll Credits for PE, ROW, CON) | Completion by 2020 | 56,205,000 | \$6,205,000 |
| ELD19345 | ves | El Dorado | El Dorado Co | G- System Management Operations, and ITS | US 50/El Dorado Hills Blvd Interchange Eastbound Ramps | Reconstruct eastbound diagonal on-ramp and eastbound loop offramp for the ultimate configuration; add a lane to northbound EI Dorado Hills Blvd under the overpass (eliminates merge lane and improves traffic flow from the eastbound loop off-ramp); eastbound diagonal on-ramp will be metered and have an HOV bypass. Project split from ELD15630(CIP71323). | 2021-2036 | 904,400 | \$7,205,000 |
| ELD19272 | Yes | El Dorado | El Dorado County | B- Road \& Highway Capacity | US 50/El Dorado Rd Interchange - Phase 2 | Interchange Improvements: this phase involves construction of left and right turn lanes and additional through traffic lanes in all approaches to the interchange. (See ELD19178/CIP71347 for Phase 1). CIP71376 (Except for Eastbound Loop Off/Eastbound On two lanes) | 2021-2036 | \$5,87,000 | \$9,180,000 |
| ELD19239 | yes | El Dorado | El Dorado County | G- System Management Operations, and ITS | ITS Improvements - Phase 1 | Identification of various Intelligent Transportation System (ITS) improvements along US 50 and regionally significant corridors in the County; projects may include upgrading all controllers, building the communications infrastructure, adding CCTVs, adding DMS, connecting all the signals. (See ELD19240/CIP\#GP168 for Phase 2) CIP31202 | 2021-2036 | 55,83,200 | \$7,118,000 |
| EL19322 | yes | El Dorado | El Dorado County | C- Maintenance \& Rehabilitation | Newtown Rd/South Fork Weber Creek - Bridge Rehab | Newtown Rd., Over S Fork Weber Cr., 0.7Mi W Of Snows Rd. Rehabilitate existing 2 lane bridge. No added lane capacity. CIP77122 | Completion by 2020 | \$5,56,000 | \$5,56,000 |
| ELD19228 | yes | El Dorado | El Dorado County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | Country Club Drive Extension - Silver Dove to west end Bass Lake Hills | Construct new 2-lane extension of Country Club Drive from Silver Dove Road to the west end of Bass Lake Hills Specific Plan boundary for future connection to Silva Valley Parkway. Project includes 6 -foot paved shoulders. (Curb, gutter and sidewalk may be included). CIP\#GP125 | 2021-2036 | \$5,43,000 | \$8,466,000 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these proiects, for budgeting purposes no more to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for theses
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | Lead agencr | Category | TITLE | PROEECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| EL19229 | ves | El Dorado | El Dorado Coun | B- Road \& Highway Capacity | Country Club Drive Realignment - Bass Lake Road to east end Bass Lake Hills | Realign Country Club Drive from Bass Lake Road to the east end of Bass Lake Hills Specific Plan boundary. Includes constructing a 2 -lane road with 6 -foot paved shoulders. (Curb, gutter and sidewalk may be included.) CIP\#GP126 | 2021-2036 | 55,043,000 | \$7,887,00 |
| EL09170 | yes | El Dorado | El Dorado County | G- System Management, Operations, and ITS | US 50/Ponderosa Rd Interchange - N. Shingle Rd Realignment | Realign approx. $1 / 4$ mile of N . Shingle Rd about 600 ft north at Ponderosa Rd; realign WB off-ramp to align with Wild Chaparral Dr; and signalize the new intersection. Realigned $N$. Shingle Rd will be two through lanes with turn pockets at the intersection. PE for this phase included in CIP71333/ELD19180. Coordinates with CIP71338/ELD19244, CIP71333/ELD19180 and CIP\#GP150/ELD19219 (CIP71339) | 2021-2036 | 5,020,000 | 6,126 |
| EL19240 | ves | El Dorado | El Dorado County | G- System Management, Operations, and ITS | Intelligent Transportation System (ITS) Improvements (Phase 2) | Minor ITS Improvement: Deployment of various ITS improvements along U.S. 50 and regionally significant corridors in the County. Includes: implementation of ITS projects listed and prioritized in EI Dorado County. (See ELD19239 for Phase 1) | 2021-2036 | \$5,000,000 | \$6,101,000 |
| VAR56146 | Yes | El Dorado | El Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | Critical Intersection Improvements | Critical Intersection Improvements | Completion by 2020 | \$5,000,000 | \$5,245,000 |
| ELD1923 | ves | El Dorado | El Dorado County | B- Road \& Highway Capacity | Green Valley Road Widening - Deer Valley Road to Lotus Road | Widen Green Valley Road from Deer Valley Road to Lotus Road to two 12 -foot lanes with paved shoulders. Project includes adding six left-turn pockets. CIP\#GP179 | 2021-2036 | \$4,74,000 | \$7,482,00 |
| EL19387 | Yes | El Dorado | City of Placerville | B- Road \& Highway Capacity | Wiltse Road | Wiltse Road (Alt 1) Construct 400 feet of 2 lane roadway with sidewalk, curb and <br> gutter both sides. A new bridge over Hangtown Creek | 2021-2036 | 54,728,000 | \$7,394,000 |
| ELD19234 | ves | El Dorado | El Dorado County | B- Road \& Highway | Saratoga Wy. (Phase 2) | Widen: 4 lanes from the Sacramento/EI Dorado County line to EI Dorado Hills Blvd. Includes: full curb, gutter, and sidewalk. (See ELD16010 for Phase 1) (CIP GP147) | 2021-2036 | \$4,640,000 | \$5,662,000 |
| EL19350 | Yes | El Dorado | El Dorado County | C- Maintenance \& Rehabilitation | Clear Creek Rd/Clear Creek ( 0.25 mi E of Sly Park Rd) Bridge Replacement | Clear Creek Rd over Clear Creek, 0.25 mi east of Sly Park Rd.: Replace 1-lane bridge with a new 2 -lane bridge. (Toll Credits for PE, ROW, \& CON.) (CIP77139) | Completion by 2020 | \$4,994,000 | \$4,494,00 |
| EL19335 | Yes | El Dorado | El Dorado County | C- Maintenance \& Rehabilitation | Green Valley Rd/Indian Creek Bridge Replacement | Green Valley Rd, over Indian Creek, 0.9 miles north of Greenstone Rd. Rehabilitate the existing 2 lane functionally obsolete bridge.(CIP77127) | Completion by 202 | \$4,415,000 | \$4,415,00 |
| EL19353 | Yes | El Dorado | El Dorado County | C- Maintenance \& Rehabilitation | Green Valley Rd/Mound Springs Creek Bridge Rehabilitation | Green Valley Rd over Mound Springs Creek, 0.8 miles west of Missouri Flat Rd. Rehabilitate functionally obsolete 2-lane bridge. No added lane capacity. (CIP77136) | Completion by 202 | \$4,414,500 | \$4,414,500 |
| ELD19256 | Yes | El Dorado | City of Placerille | B- Road \& Highway Capacity | Blairs Ln / Hangtown Creek Bridge | Blairs Ln, over Hangtown Creek, 150' south of Broadway: Replace 1 lane bridge with 2 lane bridge. (Toll Credits for CON) | Completion by 2020 | \$4,365,000 | \$4,365,00 |
| ELD19185 | yes | El Dorado | City of Placerille | B- Road \& Highway Capacity | Placerville Dr Bridge Widening | Hangtown Creek Bridge at Placerville Drive, 0.3 mi west of Cold Springs Rd: Replace 2 -lane bridge with a new 4 -lane bridge. | Completion by 2020 | \$4,335,550 | \$4,33, 550 |
| EL19371 | yes | El Dorado | El Dorado County | A- Bike \& Ped | El Dorado Trail Ext. - Missouri Flat Rd to El Dorado Rd | EI Dorado Trail, from Missouri Flat Rd to El Dorado Rd: Construct Class I multi-use bike/ped path, approximately 2.54 miles. Improvements include: 10 -foot wide paved path, signage, roadway crossing at Forni/Blanchard Rds, and unpaved nature trail adjacent to the bike path. (Toll credits for PE \& ROW) (Emission Benefits in $\mathrm{kg} / \mathrm{day}: 0.05$ ROG, 0.03 NOx, 0.01 PM 10) | Completion by 202 | \$4,210,000 | ,210, |
| EL19351 | ves | El Dorado | El Dorado County | C- Maintenance \& Rehabilitation | Clear Creek Rd/Clear Creek ( 1.82 mi E of Sly Park Rd) Bridge Replacement | Clear Creek Rd over Clear Creek, 1.82 miles east of Sly Park Rd.: Replace 1-lane bridge with a new 2 lane bridge. Toll credits for PE, ROW, \& CON. (CIP77138) | Completion by 2020 | \$4,106,500 | \$4,106,500 |
| EL19337 | ves | El Dorado | El Dorado County | C- Maintenance \& Rehabilitation | Bassi R//Granite Creek Bridge Replacement | Bassi Rd, over Granite Creek, $0.3 \mathrm{mi} \mathrm{N} / \mathrm{W}$ of Lotus Rd. Replace this structurally deficient 1-lane bridge with a new 2 -lane bridge. (Toll credits for PE, R/W, \& CON.) (CIP77128) | Completion by 2020 | \$3,970,000 | \$3,970,00 |
| EL19238 | yes | El ${ }^{\text {d }}$ | El Dorado County | G- System Management, Operations, and ITS | Mother Lode Dr Turn Lane, Greenstone to Pleasant Valley | Mother Lode Dr, Greenstone to Pleasant Valley: Add two-way leftturn lane and widen road to accommodate the turn lane. No curb, gutter or sidewalk. CIP\#GP155 | 2021-2036 | \$3,893,000 | 56,08,000 |
| EL19355 | ves | El Dorado | El Dorado County | C- Maintenance \& Rehabilitation | Oak Hill Rd/Squaw Hollow Creek Bridge Replacement | Oak Hill Rd over Squaw Hollow Creek, 0.6 miles south of Pleasant Valley Rd: Replace existing 2 lane bridge with new 2 lane bridge. Toll credits for PE, ROW, \& CON. (CIP77134) | Completion by 2020 | \$3,877,000 | \$3,87,000 |
| EL19352 | Yes | El Dorado | El Dorado County | C- Maintenance \& Rehabilitation | Hanks Exchange Rd/Squaw Hollow Creek Bridge Replacement | Hanks Exchange Rd over Squaw Hollow Creek, 0.4 miles south of Pleasant Valley Rd.: Replace existing 1 -lane bridge with new 2 -lane bridge. Toll credits for PE, ROW, \& CON. (CIP77135) | Completion by 2020 | \$3,836,000 | \$3,836,000 |
| CAL20534 | Yes | El Dorado | Caltran 03 | C- Maintenance \& Rehabilitation | Highway Bridge Deck Re | In EI Dorado County, in and near Placerville, on US 50 and SR 193 at various locations; also in Placer County on $1-80$ at PM 3.5 - Place polyester overlay [EFIS ID 0314000027; CTIPS ID 107-0000-0990] (Toll credits for PE, ROW, CON) | Completion by 2020 | \$3,772,000 | 53,72,000 |
| EL19273 | ves | El Dorado | El Dorado County | B- Road \& Highway Capacity | US 50 Aux Lane WB - El Dorado Hills to Empire Ranch | Widen US 50 and add auxiliary lane to westbound US 50 connecting the El Dorado Hills Blvd/Latrobe Rd Interchange to the future Empir Ranch Rd Interchange located in the City of Folsom; (City of Folsom will construct the EB aux lane.) Timing of construction to be concurrent with or after the El Dorado Hills Blvd Interchange (ELD15630/CIP71323) or Empire Ranch Interchange. CEQA/NEPA cleared through the Empire Ranch Interchange environmental document. CIP53115 | 2021-2036 | \$3,688,300 | \$5,768,00 |
| EL19178 | Yes | El | El Dorado County | B- Road \& Highway Capacity | US 50/El Dorado Rd Interchange - Phase 1 | Interchange Improvements: includes signalization and widening of existing ramps. (See ELD19272 for Phase 2). CIP71347 | 2021-2036 | \$3,538,500 | \$5,53, 000 |
| EL19236 | ves | El Dorado | El Dorado County | B- Road \& Highway Capacity | Latrobe Rd Widening - Golden Foothill to Investment | Widen Latrobe Rd from Golden Foothill Pkwy (south end) to Investment Blvd from 2 -lanes undivided to 4 -lanes divided with curb, gutter, and Class II bike lanes; modify signal at Investment Blvd. CIP72350 | 2021-2036 | \$3,516,000 | \$5,499,00 |
| EL19341 | ves | El Dorado | El Dorado County | C- Maintenance \& Rehabilitation | Blair Rd/EID Canal Bridge Replacement | Blair Rd, over EID Canal, 0.7 mi N/O Pony Express Trail. Replace the existing 1 lane functionally obsolete bridge with a new 2 lane bridge. (Toll credits for PE, ROW, \& CON) (CIP77119) | Completion by 2020 | \$3,999,000 | \$3,49, 000 |
| ELD19494 | Yes | El Dorado | El Dorado County | B- Road \& Highway | State Route 49 Passing Lanes | State Route 49 Passing Lanes from SR193 (in Cool) to the northern County Line | 2021-2036 | \$3,482,000 | \$4,29,000 |
| ELD19419 | Yes | El Dorado | City of Placerville | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | Combellack Road Extension | Road Extension: Combellack Road | 2021-2036 | \$3,46,000 | \$4,229,00 |
| EL19354 | Yes | El Dorado | El Dorado County | C- Maintenance \& Rehabilitation | Greenstone R//Slate Creek Bridge Replacement | Greenstone Rd over Slate Creek, 0.5 miles north of Mother Lode Rd. Replace existing 2 lane bridge with new 2 lane bridge. Toll credits for PE, ROW, \& CON. (CIP77137) | Completion by 2020 | \$3,43,500 | \$3,436,500 |
| ELD19421 | yes | El Dorado | City of Placerville | G- System Management, Operations, and ITS | Clay Street Realignment |  | Completion by 2020 | \$3,372,877 | \$3,58,000 |
| CAL20536 | yes | El Dorado | Caltran $\mathrm{D}^{\text {3 }}$ | C- Maintenance \& Rehabilitation | Maintenance Overlay near Placerville | In El Dorado County, near Placerville, from the Amador County line to Pleasant Valley Road - Bonded wearing course overlay (ED-490.0/9.6) [HM1 - Pavement Preservation (Fed-Funded)] (Toll Credits for PE, ROW, CON) | Completion by 2020 | \$3,198,000 | 198,00 |
| EL19409 | ves | El Dorado | City of Placervi | B- Road \& Highway Capacity | Placerville Drive Widening - Fair Lane to Ray Lawyer Drive | Widen Placerville Drive from Fair Lane to Ray Lawyer Drive to accomodate 4 lanes of traffic, a dual left turn lane, sidewalks, and bike lanes on both sides. | 2021-2036 | \$3,169,000 | \$4,956,00 |
| EL19338 | ves | El Dorado | El Dorado County | C- Maintenance \& Rehabilitation | Silver Fork Rd/South Fork American River Bridge Rehab | Silver Fork Rd over South Fork American River, 0.1 miles southeast of US 50: Rehabilitate existing 2 lane bridge. No added lane capacity. 11/2/2010: Toll credits programmed for PE, R/W, \& CON. (CIP 77124) | Completion by 202 | \$3,15,000 | \$3,158,00 |
| EL19257 | Yes | El Dorado | City of Placerville | B- Road \& Highway Capacity | Clay st. / Hangtown Creek Bridge | Clay St. over Hangtown Creek, 150' north of Main St.: Replace 1 lane bridge with 2 lane bridge. (Toll Credits for ROW \& CON) | Completion by 2020 | \$2,925,000 | \$2,92,000 |
| CAL20634 | ves | El Dorado | Caltrans D3 | A. Bike \& Ped | SR 49 - Construt Class II Bike Lane | On SR 49, from Southview Ct. in Placerville (south of US 50) to Gold Hill Rd (Approximately 5 miles north of US 50 ), where feasible Construct Class II Bike Lane | 2021-2036 | \$2,88,000 | \$4,50, 000 |
| VAR56174 | Yes | El Dorado | El Dorado County, El Dorado Hills CSD | A- Bike \& Ped | SPTC/EI Dorado Trail | R | 2021-2036 | \$2800000 | \$3,417,00 |
| ELD19250 | ves | El Dorado | El Dorado County | G- System Management, Operations, and ITS | Ponderosa Rd Widening - N . Shingle to Meder | Widen Ponderosa Rd from N. Shingle Rd to Meder Rd to accommodate four left-turn pockets and 0.3 miles of dual left-turn lane; shoulder repair and widening. CIP\#GP175 | 2021-2036 | \$2,798,000 | \$4,376,00 |
| EL15970 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | El Dorado | El Dorado County | B- Road \& Highway Capacity | Green Valley Rd. | Widen: 4 lanes from Salmon Falls Rd. east to Deer Valley Rd. (CIP GP 159) | Completion after | \$12,578,000 |  |
| EL19248 | yes | El Dorado | El Dorado County | G- System Management, Operations, and ITS | Pleasant Valley Rd Widening - Pearl to big Cut | Widen Pleasant Valley Rd from Pearl PI (east of SR 49) to Big Cut Rd in Diamond Springs to accommodate three left-turn pockets, 0.5 miles of 2-way left-turn lane, and shoulder widening. CIP\#GP173 | 2021-2036 | \$2,71,000 | \$4,238,000 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP to the MTP/SSS following a technical analysis and consistency with plan requirements. While total costs are shown or these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | Lead Agencr | category | TITLE | PROJECT DESCRIPTION | Completion Timing | TOTAL COST (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ELD9380 | Yes | El orado | El Dorado County | A- Bike \& | El Dorado Trail - Missouri Flat Road Bike/Pedestrian Overcrossing | Construct a multi-use bike and ped over-crossing structure with a 12 to 14 foot wide concrete deck on the El Dorado Trail over Missouri Flat Road. (Emission benefits in kg/day: 0.07 ROG, 0.04 NOx, 0.02 PM10)(CIP \#97015) (Toll Credits for PE, ROW) | Completion by 2020 | \$2,705,000 | 52,75,000 |
| ELD19394 | Yes | El Dorado | El Dorado County | A- Bike \& Ped | El Dorado Trail Ext. - Missouri Flat Rd Bike/Pedestrian Overcrossing | Construct a bicycle/pedestrian overcrossing as part of the El Dorado Trail at Missouri Flat Road (CIP97015) | Completion by 2020 | \$2,705,000 | \$2,837,00 |
| CAL2064 | yes | El Dorado | Caltran D3 | G- System Management, Operations, and ITS | US 50 TS | From Missouri Flat Road in Placerville to Echo Summit, Install ITS (PM 15.055/67.295) | 2021-2036 | \$2,600,000 | \$4,06,000 |
| ELD19342 | ves | El Dorado | El Dorado County | C- Maintenance \& Rehabilitation | Hazel Valley Rd/EID Canal Bridge Replacement | Hazel Valley Rd, over E.I.D Canal, 0.8 miles southeast of SR50: Replace functionally obsolete 1 lane bridge with a new 2 lane bridge. Toll credits programmed for PE, ROW, \& CON. (CIP77125) | Completion by 2020 | \$2,534,000 | 2,534,000 |
| ELD19463 | yes | El Dorado | El Dorado County | A- Bike \& Ped | SPTC/EI Dorado Trail | Class I Bike Path from Missouri Flat Road to Mother Lode Drive in El Dorado | 2021-2036 | \$2,40,000 | \$2,929,000 |
| ELD9374 | yes | El orado | El Dorado County Transit | E-Transit Capital (Minor) | Ray Lawver Drive Park and Ride Lot | In Placerville: Construct a 150 stall park and ride lot on the south side of US Highway 50 , between the proposed US 50 Eastbound offramp to Ray Lawyer Drive and realigned Forni Road. (Toll credits for CON) (Emission Benefits in kg/day: 0.63 ROG, 0.45 NOx, 0.49 PM10) | Completion by 2020 | \$2,370,620 | \$2,30,620 |
| ELD19249 | yes | El orado | El Dorado County | G- System Management, Operations, and ITS | Pleasant Valley Rd Widening - Big Cut to Cedar Ravine | Widen Pleasant Valley Rd from Big Cut Rd to Cedar Ravine Rd to accommodate seven left-turn pockets. CIP\#GP174 | 2021-2036 | \$2,291,000 | \$3,583,000 |
| EL19336 | Yes | El Dorado | El Dorado County | C- Maintenance \& Rehabilitation | Alder Dr/E.I.D. Canal Bridge Replacement | Alder Dr, over E.I.D. Canal, at Pony Exp Trail. Replace existing functionally obsolete 2 lane bridge with a new 2 lane bridge. Toll credits programmed for PE, R/W, \& CON. (CIP77123) | Completion by 2020 | \$2,236,000 | \$2,23,000 |
| EL19215 | Yes | El Dorado | El Dorado Cound | B- Road \& Highway | US 50 Mainline Widening at El Dorado Hills | Construct new westbound aux lane within median of US 50 betwe Silva Valley Pkwy and Empire Ranch Rd future new interchanges; requires coordination with Silva Valley I/C (ELD15610/CIP71328), EI Dorado Hills / /C (ELD15630/CIP71323) and Empire Ranch I/C (City of | 021 | \$2,161,000 | 3,380 |
| ELD9417 | Yes | El Dorado | City of Placerville | B- Road \& Highway Capacity | US 50 Broadway Eastbound Exit (\#47) - <br> Signalization and ramp lengthening | Lengthen eastboud exit ramp of US 50 at Broadway (\#47) and install traffic signal. | 2022-2036 | \$2,00,000 | \$3,128,000 |
| EL19210 | ves | El Dorado | El Dorado County | D-Programs \& Planning | US 50 Camino Area Parallel Capacity/Safety Study | Study to identify and analyze alternatives to improve access and reduce accidents at US 50 and Camino Rd. EDCTC is lead agency on study. This project is EDCDOT's contribution to the study. Preferred alternative to be implemented in project CAL18190. CIP71319 | 2021-2036 | \$2,000,000 | \$3,128,000 |
| CAL20529 | Yes | ED Dorado | Caltrans D3 | A- Bike \& Ped | Placerville ADA Curb Ramps | In Placerville, at the intersection of Spring Street and US 50, and at the intersection of Spring Street and Coloma Street - Upgrade curb ramps, sidewalks, and adjust turn lane to install crosswalk (PM 14.9/15.1) [EFIS ID 0300020632; CTIPS ID 107-0000-0985] (Toll Credits for PE, ROW, CON) | Completion by 2020 | \$1,938,000 | \$1,938,000 |
| EL19253 | Yes | El Dorado | El Dorado County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | Green Valley Rd Widening - Francisco to Salmon Falls | Widen Green Valley Rd from Francisco Dr to Salmon Falls Rd to 4lanes divided with curb, gutter and sidewalk. CIP\#GP178 | 2022-2036 | \$1,888,000 | \$2,968,000 |
| EL19295 | Yes | El Dora | El Dorado County | G- System Management, Operations, and ITS | US 50/Missouri Flat Rd Interchange - Phase 1 C | Phase 1 C (Riparian Restoration) is 3rd/final phase to construct Phase 1 option addressed in FEIR for "US 50/Missouri Flat Road Interchange" project; include design, specs, implementation plan, maintenance plan, maintenance requirements and monitoring program for restoration of native riparian vegetation and trees that are or have been removed as part of the overall Phase 1 project construction. See ELD15690/CIP671317 for Phase 1A and ELD19193/CIP71336 for Phase 1B. (CIP71346) | Completion by 2020 | \$1,768,200 | \$1,768,200 |
| ELD9418 | yes | El Dorado | City of Placerville | B- Road \& Highway Capacity | Coleman Street Extension | Construct 150 -foot 2 -lane roadway with sidewalk and gutter on both sides to extend Coleman Street from Bedford Avenue to Spring Street | 2022-2036 | \$1,762,000 | \$2,756,000 |
| EL19372 | Yes | El Dora | El Dorado County | A- Bike \& Ped | Silva Valley Pkwy Class I/II Bike Path - Harvard Wy to Green Valley Rd | Silva Valley Pkwy, from Harvard Wy to Green Valley Rd: Design and construct approx. 1.1 mi Class I bike path from Harvard Wy to Appian Wy; Also design and construct approx. 0.9 mi Class II bike Iane on both sides of Silva Valley Pkwy from Appian Wy to Green Valley Rd, and on SB side only from Appian Wy to Harvard Wy. (Toll credits for PE, ROW, \& CON) (Emission Benefits in kg/day: 0.02 ROG, 0.01 NOx) | mpletion by 202 | \$1,678,000 | \$1,678,000 |
| EL19356 | Yes | El Dorado | El Dorado County | C- Maintenance \& Rehabilitation | Bridge Preventive Maintenance Program | Various locations in El Dorado County: Implement Bridge Preventive Maintenance Program. Locations: 1. Bayne Rd over Dutch Creek, 0.46 miles south of Mt Murphy Rd: Reinforce wingwall connection to abutment; remove and replace north abutment backfill. <br> (CIP77132)2. Cosumnes Mine Rd over North Fork Cosumnes River, 4 miles north of Grizzly Flat Rd: Clean debris from abutments, joints, bearings, drains; stabilize slope adjacent to abutment(s); replace deck boards. (CIP77133)3. Ice House Rd over Jones Fork Silver Creek, 12.8 miles north of US5O: Replace with elastomeric bearing pads; remove and replace abutment backfill. (CIP77131)4. Mount Aukum Rd over North Fork Cosumnes River, 2.6 miles south of Pleasant Valley Rd: Replace joint seals; deck overlay; spot painting. (CIP77130) | Completion by 2020 | \$1,634,454 | \$1,634,454 |
| ELD9331 | ves | El or | El Dorado County | G- System Management, Operations, and ITS | Bass lake Road Frontage Impro | Perform roadway operational improvements on Bass Lake Road constructed by Silver Springs development. (CIP66115) | 2021-2036 | \$1,576,000 | \$2,465,000 |
| ELD19373 | Yes | El Dorado | City of Placerville | A- Bike \& Ped | Broadway Bike lanes | In Placerville, on Broadway, from Blairs Lane to Point View Drive: Widen shoulders to add Class II Bike Lanes. (Emission Benefits in $\mathrm{kg} /$ day: 0.02 ROG, 0.01 NOx. Toll Credits for PE \& ROW) | Completion by 2020 | \$1,55,000 | 1,575,000 |
| EL19458 | Yes | El Dorado | El Dorado County | A- Bike \& Ped | Pleasant Valley Road Bike Lanes | Big Cut Road to Sly Park Road | 2021-2036 | \$1,575,000 | \$1,922,000 |
| VAR56180 | Yes | El Dorado | El Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | US 50 Traveler Information | US 50 Traveler Information | Completion by 2020 | \$1,500,000 | \$1,57, 000 |
| VAR56137 | Yes | EI Dorado | El Dorado County, El Dorado Hills CSD | A- Bike \& Ped | Bass lake Road Bike Lanes | Class II Bike Lanes from Green Valley Road to US 50 | 2021-2036 | \$1,500,000 | \$1,830,000 |
| ELD19392 | yes | El Dorado | El Dorado County | A- Bike \& Ped | US 50/Missouri Flat Rd Interchange- - Phase 182 | Phase 182 is the second phase of the Class 1 bike path and pedestrian facility between Missouri Flat Road and Placerville Drive. The Phase 1 B2 project will construct the bike and pedestrian facility portion between Weber Creek Bridge and Placerville Drive overcrossing, and will include additional safety enhancements. (CIP 71359) | Completion by 2020 | \$1,452,300 | \$1,523,000 |
| ELD16070 | ves | El Dorado | City of Placerville | E-Transit Capital (Minor) | Mosquito Rd./ Clay St. Park \& Bus | Phase II - Construct an additional 50-car parking lot with lighting landscaping, install public restrooms, and install the El Dorado Trail facility | Completion by 2020 | \$1,440,000 | \$1,440,00 |
| ELD19309 | yes | El Dorado | El Dorado County | G- System Management, Operations, and ITS | Salmon Falls Rd south of Glenesk Ln Realignment | Realign curves between MP 7.79 and 7.89 (south of private road Glenesk Ln), widen roadway, add shoulders, superelevate curve, drainage improvements, add flashing beacon warning signs and rumble strips. (CIP73362) (HSIP3-03-009) | Completion by 2020 | \$1,36,111 | \$1,336,111 |
| EL19396 | Yes | El Dorado | El Dorado County | B- Road \& Highway Capacity | Missouri Flat Rd Widening, Headington to Prospector's Plaza | Add 1 lane in each direction with a raised median (IIP GP 165) | 2021-2036 | \$1,29,000 | \$2,032,000 |
| EL19450 | yes | El Dorado | City of Placerville | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Gateway Drive/Broadway Roundabout | Build roundabout at Gateway Orive and Broadway. | 2021-2036 | \$1,286,000 | \$2,011,00 |
| ELD19390 | yes | El Dorado | El Dorado County | G- System Management, Operations, and ITS | Green Valley Road/Deer Valley Intersection Improvements | Green Valley Road/Deer Valley Intersection Improvements (CIP76114) | Completion by 2020 | \$1,20,000 | \$1,268,000 |
| EL19194 | Yes | El Dorado | El Dorado County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Missouri Flat Rd - Turn Lane, El Dorado to Headington | Add two-way left-turn lane on Missouri Flat Rd from El Dorado Rd to Headington Rd. No curb, gutter or sidewalk. CIP\#GP163 | 2021-2036 | \$1,202,000 | \$1,880,000 |
| ELD19192 | yes | El Dorado | El Dorado County | G- System Management, Operations, and ITS | Pleasant Valley Rd/Oak Hill Rd - Intersection Improvements | Intersection and roadway alignment improvements, widen shoulders on north side and additional turn lanes. (CIP73358) (HSIP2-03-018) | Completion by 2020 | \$1,178,996 | \$1,178,996 |
| ELD19308 | Yes | El Dorado | El Dorado County | G- System Management, Operations, and ITS | Cold Springs Rdat Mt. Shasta Ln - Realignment | Cold Springs Rd at Mt. Shasta Ln-Realign/superelevate curve between MP 3.4 and MP 3.55 , widen roadway, add shoulders, drainage improvements, and add flashing beacon warning signs. Coordinates with ELD19344. (CIP73360) (HIP3-03-008) | Completion by 2020 | \$1,147,447 | \$1,147,477 |
| ELD19227 | Yes | El Dorado | El Dorado County | $\begin{array}{\|l\|l} \text { B- Road \& Highway } \\ \text { Capacity } \end{array}$ | Country Club Drive Extension - Bass Lake Road to Silver Dove Road | Construct 2-lane extension of Country Club Drive from Bass Lake Road to Silver Dove Road. Roadway includes 6 -foot paved shoulders and new intersection at Bass Lake Road. (Curb, gutter and sidewalk may be included.) CIP\#GP124 | 2021-2036 | \$1,121,000 | \$1,753,000 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment to the MTP/SCS following a technical analysis and consistency with plan requirements While total costs are shown for these

| Project ID | Included in DPS | countr | Lead agencr | category | TITLE | PROEECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| VAR56179 | Yes | El Dorado | El Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | US 50 Surveillance | US 50 Survillance | Completion by 202 | \$1,100,000 | \$1,154,000 |
| EL15570 | Project <br> Development <br> Only | E Dorado | El Dorado County | B- Road \& Highway Capacity | Palmer Dr/Wild Chaparral Dr - New Connector Rd | Construct new 2-lane undivided road connecting Palmer Dr to Wild Chaparral Dr. Future CIP project. | Completion after 2036 | \$9,70,000 |  |
| EL16000 | Yes | El oorado | El Dorado County | B- Road \& Highway Capacity | Pleasant Valley Rd Widening - El Dorado to SR 49 | Widen Pleasant Valley Rd from El Dorado Rd to SR 49 to accommodate 0.25 mile two-way left-turn lane at west end and widen shoulders. CIP\#GP160 | 2021-2036 | \$1,099,000 | \$1,719,000 |
| EL15960 | Yes | El orado | El Dorado County | B- Road \& Highway Capacity | El Dorado Hills Boulevard Widening - Lassen Lane to Park Drive | Widen El Dorado Hills Boulevard from Lassen Lane to Park Drive from 4 to 5 lanes (divided) by adding a third southbound lane. Project includes curb, gutter and sidewalk. CIP\#GP183 | 2022-2036 | \$1,096,000 | \$1,74,000 |
| CAL20525 | yes | El orado | Caltran 03 | G- System Management, Operations, and ITS | ED/Sac/Yol High Friction Surface Treatment | In El Dorado County on SR 49 and US 50, and also in Sacramento and Yolo Counties on I-80 at Various Locations - Apply high friction surface treatment (HFST) [EFIS ID 0314000157; CTIPS ID 107-00000980] (Toll Credits for PE, ROW, CON) | Completion by 2020 | \$1,055,000 | \$1,05,000 |
| EL19365 | Yes | El orado | Sacramento Regional Transit District | F-Transit o\&M (Bus) | EI Dorado Transit - Preventive Maintenance - FTA 5307 | El Dorado Transit (Subrecipient) - Preventive maintenance for urban transit services within El Dorado County as well as commuter service to / from Sacramento. (Sacramento Urbanized Area.FFY 2015: $\$ 258,434$ ) | Completion by 2020 | \$1,043,115 | 043,115 |
| EL19388 | Yes | El orado | City of Placerville | G- System Management, Operations, and ITS | Sroadway Trafic Signals | Install trafic signals on Broadway at Mosquito Road and Blairs Lane. | 2021-2036 | \$1,032,650 | \$1,615,000 |
| EL19364 | yes | El oorado | El Dorado County | A- Bike \& Ped | El Dorado Trail Ext. - Los Trampas Dr to Halcon Rd | EI Dorado Trail, from Los Trampas Dr to Halcon Rd: Extend trail approx. $5,800 \mathrm{ft}$. Improvements include: asphalt paving of 8 -ft wide Class I bike path with 2 -ft wide graded shoulders, and grading of an approx. 6 -ft wide multi-use trail adjacent to the bike path, where feasible. (CIP\#97012) (Emission Benefits in kg/day: 0.01 ROG) | Completion by 2020 | \$1,013,248 | , 13,248 |
| ELD19375 | yes | El oorado | El Dorado County | A- Bike \& Ped | New York Creek Trail East-Phase 2 | Construct 1,233-feet of Class I bike path within the El Dorado Hills CSD property from the west end of the New York Creek Trail East Phase 1 project to Stephen Harris Park. Improvements include an 8foot wide Class I bike path with 2 -foot wide shoulders and a 12 -foot wide prefabricated bridge over New York Creek. (Toll Credits for PE, ROW, and CON. Emission Benefits in kg/day: 0.02 ROG, 0.01 NOx) | Completion by 2020 | \$1,000,000 | \$1,00,000 |
| ELD19386 | Yes | El Dorado | El Dorado County | C- Maintenance \& Rehabilitation | Bass Lake Road Overlay | Bass Lake Road, from the intersection of Old Sienna Ridge Road to Parkdale Lane, approximately 2 miles long, 24 feet wide: Overlay. (CIP 72189) (Toll Credits for PE \& CON). | Completion by 2020 | \$900,000 | 5900,000 |
| VAR56164 | yes | El oorado | El Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | Long-Term Priority Corridor Deployment of ITS | Long-Term Priority Corridor Deployment of ITS | 2021-2036 | \$900,000 | \$1,008,00 |
| VAR56170 | yes | El oorado | El Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | Priority Corridor Deployment of ITS Latrobe Road/El Dorado Hills | Priority Corridor Deployment of TTS Latrobe Road/EI Dorado Hills | Completion by 2020 | 5900,000 | 5944,000 |
| EL14090 | Yes | El orado | City of Placerville | G- System Management, Operations, and ITS | Clay Street at Cedar Ravine | In Placerville, Clay Street at Main/Cedar Ravine: realign to a four-way intersection. (To be constructed in conjunction with Clay Street Bridge Replacement, ELD19257. Bridge construction, will be funded through Highway Bridge Program, shown in HBP Grouped Listing). | Completion by 2020 | \$870,590 | \$870,590 |
| VAR56168 | Yes | El orado | El Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | Placervill Signal System Technology Advances | Placerville Signal System Technology Advances | Completion by 2020 | \$800,000 | 833,000 |
| ELD19425 | Yes | El Dorado | El Dorado County | A- Bike \& Ped | Carson Road Bike Lanes | Install bike lanes on Carson Road from Jacquier Road to Larsen Drive (on climbing shoulder). | 2021-2036 | \$787,500 | \$961,000 |
| CAL20487 | yes | El oorado | Caltran D3 | G- System Management, Operations, and ITS | US 50 Drainage Improvements | On US 50 in Placerville at 0.5 mile west of junction with SR 49 Install slotted drain and drainage inlets in median (ED-50-17.0/17.3) [SHOPP Program 201.015] (Toll credits for CON) | Completion by 2020 | \$780,000 | 588,000 |
| EL19295 | Yes | El oorado | El Dorado County | G- System Management, Operations, and ITS | Silva Valley Pkw//oolden Eagle Ln - Signalization | Signalize intersection at Silva Valley Pkwy and Golden Eagle Ln (Silva Valley Elem School). CIP\#GP182 | 2021-2036 | 8,000 | \$1,201,000 |
| EL19344 | yes | El Dorado | El Dorado County | --Programs \& Planning | Cold Springs Rd Safety Improvements - Fox Print Ct to Skyview Ln |  | Completion by 202 | \$764,965 | \$764,965 |
| EL19358 | yes | El oorado | City of Placerville | A- Bike \& Ped | Western Placervill Interchanges Phase 18 | In Placerville: Construct a sidewalk along the north side of Fair Lane between the County Government Center and County Fair Plaza Commercial center. Widen and construct Class II Bike Lanes on the same segment of Fair Lane in both directions. (ENV/ENGR included on ELD16060, Phase 1A) (Toll credits for ROW and CON) (Emission Benefits in kg/day: 0.03 ROG, .01 NOx) | Completion by 2020 | \$762,000 | \$762,000 |
| EL19436 | ves | El orado | City of Placerville | G- System Management, Operations, and ITS | Bush Court/Rodan Court | Bush Court/Roddan Court | Completion by 202 | \$705,482 | 400, |
| VAR56173 | Yes | El oorado | $\begin{aligned} & \text { EI Dorado County, EI Dorado } \\ & \text { Hills CSD } \end{aligned}$ | A- Bike \& Ped | Silv Valley Road Bike Lanes | From the new connection with White Rock Road to Green Valley Road | 2021-2036 | \$700,000 | \$854,00 |
| EL19333 | yes | El Dorado | El Dorado County | G- System Management, Operations, and ITS | Metal Beam Guardrail Installation - Various Locations | Roadway Safety Improvements: Construction/reconstruction of metal beam guardrail at various locations throughout the County. Federally funded (HSIP \& RSTP) programs. (CIP OP005) | 2022-2036 | S672,000 | ,000 |
| ELD19368 | Yes | El Dorado | El Dorado County Transit | $\begin{array}{\|l} \begin{array}{l} \text { E-Transit Capital } \\ \text { (Vehicles) } \end{array} \\ \hline \end{array}$ | El Dorado County Transit Authority 5310 Bus and Minivan Replacement | FTA 5310 funds will be used to replace five (5) Larger Buses that can accommodats 18 passengers (incl. wheelchair positions) \& a drive and one (1) Minivan that can accom modate 6 passengers (incl. 2 wheelchair positions) \& a driver. (Toll Credits for CoN). | Completion by 2020 | \$570,000 | \$570,000 |
| ELD19415 | yes | El orado | City of Placerville | G- System Management, Operations, and ITS | Schnell School Road Trafic Signal | Install trafic signal at Schnell School Road. | Completion by 2020 | \$550,000 | \$577,00 |
| VAR56153 | Yes | El orado | EI Dorado County, EI Dorado <br> Hills CSD | A- Bike \& Ped | Green Valley Road Bike Lanes | Class II Bike Lanes from Francisco Dr. to Pleasant Grove Middle School/Pleasant Grove Middle School to Lock and Lock to Francisco Dr. | 2021-2036 | \$550,000 | \$671,000 |
| ELD19439 |  | El Dorado | El Dorado County | A- Bike \& Ped | Latrobe Road Bike Lanes | Investment Boulevard to Deer Creek/SPTC | 2021-2036 | \$525,000 | \$641,000 |
| EL19437 | Project Development Only | El Dorado | El Dorado County | G- System Management, Operations, and ITS | SR 49 Realigment | SR 49 Realignment | Completion after | \$28,800,000 |  |
| ELD19440 | Yes | ElDorado | El Dorado County | A. Bike \& Ped | Lotus Road Bike Lanes | Phase 1: Gold till Road to SR 49 | 2021-2036 | \$525,00 | \$641,000 |
| ELD1944 | Yes | El Dorado | El Dorado County | A. Bike \& Ped | Marshall Road Bike Lanes | Class II bike lanes from the top of Prospectors Road to Black Oak Mine Road | 2021-2036 | \$525,00 | \$641,000 |
| EL19457 | Yes | El Dorado | El Dorado County | A- Bike \& Ped | Pleasant Valley Road Bike Lanes | Phase 2: Missour Flat Road to Mother Lode Drive | 2021-2036 | \$555,00 | \$641,000 |
| ELD19432 | yes | El Dorado | El Dorado County | A- Bike \& Ped | El Dorado Trail | Construct a Class I bike path from Los Trampas Drive to Halcon Road. | 2021-2036 | \$500,000 | \$610,000 |
| VAR56166 | yes | El Dorado | El Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | Lower US 50 Freeway Management | Lower US 50 freeway Management | Completion by 2020 | \$500,000 | \$524,00 |
| CAL20542 | yes | El Dorado | Caltran $\mathrm{D3}$ | C- Maintenance \& Rehabilitation | US 50 Culvert Damage Repair | EI Dorado County, US 50, near Pollock Pines, at Bridal Veil Falls Repair culvert damaged by wildfire (PM 36.8) [CTIPS ID 107-00000994] | Completion by 2020 | \$498,000 | \$498,000 |
| ELD19406 | Project Development Only | El Dorado | El Dorado County | B- Road \& Highway Capacity | US 50 Hov Lanes | HOV Lanes - Phase 3: US 50-Ponderosa Road to Greenstone Road (CIP53116) | $\begin{aligned} & \text { Completion after } \\ & 2036 \end{aligned}$ | \$34,730,208 |  |
| ELD19290 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | El Dorado | El Dorado County | B- Road \& Highway Capacity | US 50 Hov Lanes - Phase $2 B$ | Phase 2B (Cameron Park Dr to Ponderosa Rd) - Add HOV lanes in median of US50 between Cameron Park Dr and Ponderosa Rd Interchanges. PA\&ED completed by Caltrans. Caltrans advancing project design through Cooperative Agreement with the County Intergovernmental Agreement between the County and Shingle Springs Band of Miwok Indians for funding (coded as Local Agency Funds). (See ELD19211/CIP53110 for Phase 1, ELD19287/CIP53113 for Phase 2A and ELD19289/CIP53116 for future unfunded Phase 3 in MTP). CIP53122 | Completion after 2036 | \$22,637,000 |  |
| VAR56136 | yes | El Dorado | El Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | AVI/AVL For Emergency Vehicles | AVIAVL For Emergency Vehicles | 2022-2036 | \$400,000 | \$626,00 |
| VAR56147 | yes | El Dorado | El Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | I Dorado County Integration Project | El Dorado County Integration Project | Completion by 2020 | \$400,000 | \$420, |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these proje
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | Lead agencr | Category | TITLE | Project description | Completion Timin | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ELD19181 | Project Development Only | El orado | El Dorado County | B- Road \& Highway Capacity | US 50/Cambridge Rd Interchange-P Phase 1 | Interchange Improvements: this phase includes widening existing EB and WB on-/off-ramps; addition of new WB on-ramp; reconstruction of local intersections; and installation of traffic signals at EB and WB ramp terminal intersections; preliminary engineering for Phase 2 to be performed under Phase 1. (See ELD19218/GP149 for Phase 2) CIP\#71332 | Completion after 2036 | \$7,84, 000 |  |
| ELD19397 | Project Development Only | El Dorado | El Dorado County | B- Road \& Highway Capacity | US 50/Cambride Rd Interchange - Phas | Phase 2 Improvements to Cambridge Road Interchange. Phase 2 project consists of bridge widening to add lanes, widen ramps, and construct WB auxiliary lane from the Bass Lake Road Interchange to Cambridge Road Interchange. Preliminary engineering for Phase 2 to be performed with Phase I project (ELD19181/71332). CIP \#GP149 | Completion after 2036 | \$11,935,000 |  |
| ELD19177 | Project Development Only | El orado | El Dorado County | B- Road \& Highway Capacity | US 50/Cameron Park Dr Interchange Improvements | Interchange Improvements: this project includes detailed study to identify capacity improvements alternatives and selection of preferred alternative; assumes reconstruction of existing US50 bridges to widen Cameron Park Dr to 8 lanes under the overcrossing; road and ramp widenings. (CIP72361) | Completion after 2036 | \$47,625,800 |  |
| VAR56162 | Yes | El oorado | EI Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | nstalation of CCTV | Instalation of CCTV | 2021-2036 | \$390,00 | \$610,00 |
| ELD19349 | Yes | El orado | El Dorado County Transit | $\begin{aligned} & \text { E- Transit Capital } \\ & \text { (Vehicles) } \end{aligned}$ | Bus and Minivan Replacement | Replace four gasoline powered minivans and two gasoline powered larger buses. (Uses Toll Credits for local match) | Completion by 2020 | \$386,000 | \$386,00 |
| ELD19429 | Yes | El Dorado | El Dorado County | Bike \& Ped | Country Club Drive Bike Lanes | Phase 1: Install bike lanes on Country Club Drive from Bass Lake Road to Cambridge Road | 2021-2036 | \$350,000 | \$427,000 |
| ELD19430 | Yes | El orado | El Dorado County | A- Bike \& Ped | Durock Road Bike Lanes | Install bike lanes on entire lengt of Durock Road. | 2021-2036 | \$350,000 | 5427,000 |
| ELD1948 | Yes | El orado | El Dorado County | A- Bile \& Ped | Missouri Flat Road Bike Lanes | Phase 1: Campus Drive to existing Clas 11 on the south side of US 50 | 2021-2036 | \$350,000 | \$427,000 |
| ELD19456 | Yes | El orado | El Dorado County | A- Bike \& Ped | Pleasant Valley Road Bike Lanes | Phase 1: Big cut Road to Missuri flat Road | 2021-2036 | \$350,000 | \$427,000 |
| VAR56169 | Yes | El oorado | El Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | Portable Traffic Management | Portable Trafic Management Devices | 2021-2036 | \$350,000 |  |
| ELD19423 | Yes | El orado | City of Placenville | A- Bike \& Ped | Broadway Bike Lanes | Add bike lanes: Main Street to Schnell School Road | 2021-2036 | \$300,000 | 59,000 |
| ELD1947 | Yes | El orado | City of Placerville | A- Bike \& Ped | Middletown Road Bike Lanes | Install bike lanes on Middletown Road from Canal Street to Cold Springs Road. | 2021-2036 | \$300,000 | \$366,00 |
| ELD19465 | Yes | Eld | try of Placerville | 4 - Bike \& Ped | Upper Broadway Bike Lanes | Install bike lanes on Upper Broadway from Schnell School Road to Point View Drive. | 2021-20 | \$300,000 | \$366,000 |
| VAR56178 | Yes | El oorado | EI Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | Traveler Information Dissemination Devices at Key Locations | Traveler Information Dissemination Devices at Key Locations | Completion by 2020 | \$300,00 | \$315,00 |
| VAR56142 | res | El orado | EI Dorado County, EI Dorado Hills CSD | A- Bike \& Ped | Bike Path Parallel to US 50 on the north side EDH to Bass Lake Connection | Phase 2: EDH to Bass Lake Connection From Silva Valley Road to EI Dorado Hills Village Center Shopping Center | 2021-2036 | \$300,000 | \$366,00 |
| VAR56148 | Yes | El oorado | EI Dorado County, EI Dorado <br> Hills CSD | A - Bike \& Ped | El Dorado Hills Boulevard Bike Lanes | Phase 1: Saratoga Way to Goverror Drive/St. Andrews | 2021-2036 | \$297,500 | \$363,000 |
| VAR56177 | yes | El orado | EI Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | Trafic Control System Procurement | Trafic Control System Procurement | Completion by 2020 | \$250,000 | \$262,000 |
| VAR56181 | ves | El Dorado | El Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | US 50 Winter Trafic Management | US 50 Winter Trafic Management | Completion by 2020 | \$250,00 | \$262,000 |
| ELD19370 | Yes | El orado | City of Placerville | G- System Management, Operations, and ITS | Broadway Safety Improvements | On Broadway between Mosquito Rd and Schnell School Rd: Stripe bike lanes between Blairs Lane and Schnell School Road. Install speed feedback signs, lights, warning signs; Upgrade crosswalks. (HSIP6-03-012) | Completion by 2020 | \$245,600 | \$245,60 |
| ELD19382 | res | El Dorado | El Dorado County | E-Transit Capital (Minor) | El Dorado County Fleet Electrification/Hybrid | Pay for the incremental cost difference between a plug-in electric (PEV) or plug-in electric gasoline hybrid vehicle and its gasolinepowered version for the El Dorado County Fleet new vehicle purchases. (ELD19385 is the installation of electric vehicle (EV) charging infrastructure to support the new vehicles). | Completion by 2020 | \$222,440 | \$222,940 |
| 1095 | Yes |  | aromar | -iver |  | Phase 1: EDH to Bass Lake Connection. Between gates, using existing roadway as Class I path from Tong Road to Old Bass Lake |  |  |  |
| ELD19452 |  | El orado | EI Dorado County | A-Bike \& Ped | Old Bass Lake Rd - EDH to Bass Lake Connection |  | 2021-2036 | \$200,000 |  |
| ELD19454 | Yes | El orado | El Dorado County | A- Bike \& Ped | Palmer Drive Bike Path Connection | From Wild Chaparal Drive to Palmer Drive | 2021-2036 | \$200,000 | \$244,000 |
| VAR56158 | yes | El oorado | El Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | Instal Communication Phase II | Instal Communication Phase II | Completion by 2020 | \$200,000 | \$210,000 |
| VAR56160 | yes | El Dorado | El Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | Install Ice Detection and Warning Systems | Install Ice Detection and Warring Systems | 2021-2036 | \$200,000 | 13,00 |
| VAR56161 | yes | El Dorado | El Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | Install Rock/Mudslide and Avalanche Detection and Warning System | nstall Rock/Mudside and Avalanche Detection and Warring System | 2021-2036 | \$200,0 | \$313,000 |
| VAR56165 | Yes | I Dorado | EI Dorado County, Caltrans | -- Programs \& Planning | Long-Term Regional ITS Plan Uddate | Long-Term Regional ITS Plan Uddate | 2021-2036 | \$200,000 |  |
| VAR56167 | yes | El orado | El Dorado County, Caltrans District 3 | D- Programs \& Planning | Medium-Term Regional ITS Plan Update | Medium-Term Regional ITS Plan Update | 2021-2036 | \$200,000 | \$313,00 |
| VAR56149 | res | El orado | $\begin{array}{l}\text { El Dorado County, EI Dorado } \\ \text { Hills CSD }\end{array}$ | A- Bike \& Ped | orado Hills Boulevard Bike P | Phase 2: Utilizing an existing golf cart undercrossing of Serrano Parkway, extend the bike path from the current terminus at Serrano Parkway to Raley's Center | 2021-2036 | \$200,000 | \$244,00 |
| VAR56154 | Yes | El orado | EI Dorado County, EI Dorado <br> Hills CSD | A - Bike \& Ped | Harvard Way Bike Path | From Clermont Road to El do hills Boulevard | 2021-2036 | \$200,000 | \$244,000 |
| ELD19338 | Yes | El Dorado | El Dorado County | A- Bike \& Ped | Jacquier Road Bike Lanes | Placerville City limit to Carson Road | 2021-2036 | \$175,000 | \$224,000 |
| ELD1946 | Yes | El orado | El Dorado County | A- Bik \& Ped | Meder Road Bike Lanes | Phase 1: Cameron Park drive to Paloran Court | 2021-2036 | \$175,000 | \$214,000 |
| ELD1949 | Yes | El Dorado | El Dorado County | A- Bike \& Ped | Missour Flat Road Bike Lanes | Phase 2: Golden Center Drive near Wa-Martt o Pleasant Vally Road | 2021-2036 | \$175,000 | \$214,000 |
| ELD19451 | Yes | El orado | El Dorado County | A- Bike \& Ped | Mother Lode Drive Bike Lanes | Phase 1: Missouri flat Road to Lindberg ave | 2021-2036 | \$175,000 | \$214,000 |
| ELD19224 | Yes | El oorado | El Dorado County | A- Bile \& Ped | Can | Install bike lanes on entire lensth of Cameron Park Drive. (CIP72307) | npletio | \$162,000 | \$170,00 |
| ELD1943 | Yes | El orado | City of Placerville | A- Bike \& Ped | Mallard Lane/Green Valley Road Bike Lanes | Install bicycle lanes on Mallard Lane from the City limit to Green Valley Road, and on Green Valley Road from Mallard Lane to Placerville Drive | 2021-2036 | \$150,000 | \$183,000 |
| ELD1945 | Yes | El Dorado | City of Placerville | A-Bike \& Ped | Placerville Drive Bike Lanes | Install bike lanes on Placerville Drive from Green Valley Road to Forni Road / US 50. | 2021-2036 | \$150,000 | \$183,00 |
| VAR56156 | yes | El orado | El Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50 | Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50 | 2 | \$150,000 | \$235,00 |
| ELD19467 | Yes | El orado | El Dorado County Transit | E-Transit Capital (Vehicles) | Vehicle Procurement | Carryover PM funds from FY 11/12 used as Capital for acquisition of three minivans for enhanced demand response service in urbanized area. | Completion by 2020 | \$141,900 | \$141,900 |
| ELD19426 | Yes | El Dorado | El Dorado County | A- Bile \& Ped | Coach Lane Biike Lanes | Install bike lanes on entire length of Coach Lane. | 2021-2036 | \$131,250 | \$160,000 |
| EL19459 | Yes | El Dorado | El Dorado Countr | A- Bike \& Ped | Ponderosa Road Bike Lanes | Us 50 to Meder Road | 2021-2036 | \$131,250 | \$160,000 |
| VAR56143 | Yes | El orado | El Dorado County, Caltrans District 3 | D- Programs \& Planning | Communications Plan | Communications Plan | Completion by 2020 | \$100,000 | \$105,00 |
| VAR56159 | ves | El orado | El Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | Install Downhill Speed Warning System on U.S. 50 Near Camino | Install Downhill Speed Warning System on U.S. 50 Near Camino | 2021-2036 | \$100,000 | \$156,000 |
| VAR56141 | Yes | El orado | $\begin{aligned} & \text { El Dorado County, Caltrans } \\ & \text { District 3 } \\ & \hline \end{aligned}$ | D- Programs \& Planning | Veb Page Development | Web Page Development | Completion by 2020 | \$100,000 | \$105,000 |
| VAR56171 | yes | El orado | El Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers | Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers | Completion by 2020 | \$90,000 | \$94,000 |
| EL19493 | Ves | El orado | El Dorado County | A- Bike \& Ped | Palmer Drive Bike Lanes | Add bike lanes along full length of Palmer Drive | 2021-2036 | \$87,500 | \$107,000 |
| EL19462 | Yes | El orado | El Dorado County | A- Bike \& Ped | Saratoga Way Extension - Class II Bike Lanes | Class II Bike Lanes included in extension of Saratoga Way from Finders Way to County Line. (alternatively construct a Class I bike path prior to consturction of extension of Saratoga Way to Iron Point Road) | 2021-2036 | \$75,000 | \$92,000 |
| VAR56163 | ves | El orado | El Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | Landside Sensor Integration Project | Landslide Sensor Integration Project | Completion by 2020 | \$60,000 | \$63,000 |
|  | Yes |  |  |  | Western El Dorado County Bicycle Travel | Create map for the area of El Dorado County from the Tahoe Regional Planning Agency/EDCTC border along the Sierra Crest to | compleionoy |  |  |
| ELD19383 |  | El oorado | EDCTC | A- Bike \& Ped | Opportunities Map | the western El Dorado County line. | Completion by 2020 | \$56,478 | \$56,478 |
| EL19385 | ves | El orado | El Dorado County | E-Transit Capital (Minor) | El Dorado County Fleet Electrification - EV Infrastructure | vehicles (purchased in ELD19382) at their respective County facilities. | Completion by 2020 | \$55,735 | \$55,735 |
| VAR56145 | yes | El Dorado | El Dorado County, Caltrans District 3 | G- System Management, Operations, and ITS | Continued Signal Coordination Improvements 2010-2020 | Continued Signal Coordination Improvements | Completion by 2020 | \$50,000 | \$52,000 |

Projects listed as "Project Development Only" are anticicated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and Row acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to beaptured within the MTP/SCS planning period. Year of

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|}
\hline Project ID \& Included in DPS \& countr \& Lead agencr \& category \& TITE \& PROECT DESCRIPTION \& Completion Timing \& total cost (2015 Dollars) \& YEAR OF EXPENDITURE COST \\
\hline VAR56144 \& ves \& El oorado \& El Dorado County, Caltrans District 3 \& G- System Management, Operations, and ITS \& Continued Signal Coordination Improvements 2020-2030 \& Continued Signal Coordination Improvements \& 2021-2036 \& \$50,000 \& 578,000 \\
\hline VAR56175 \& ves \& El orado \& El Dorado County, Caltrans District 3, SACOG \& G- System Management, Operations, and ITS \& STARNET Integration \& STARNET Integration \& Completion by 2020 \& \$40,000 \& \$42,000 \\
\hline VAR56176 \& ves \& El Dorado \& El Dorado County, Caltrans District 3 \& G- System Management, Operations, and ITS \& Trafic Control System (TCS) Upgrade \& Traffic Contro S System (TCS) Upgrade \& Completion by 2020 \& \$30,000 \& \$31,000 \\
\hline VAR56151 \& yes \& El Dorado \& El Dorado County, El Dorado Hills CSD \& A - Bik \& Ped \& El Dorado Hills to Bass Lake Connection (phase 1) \& Class III Bike Route on Tong Road, Class III Bike Route on Old Bass Lake Road. \& 2022-2036 \& \$25,000 \& \$31,000 \\
\hline ELD1945 \& Yes \& El Dorado \& El Dorado County \& A - Bike \& Ped \& Marshall Road Bike Route \& Class III Bike Route on Marshall Road from Black Oak Mine Road to SR 193 \& 2021-2036 \& \$20,000 \& \$24,000 \\
\hline EL19460 \& Yes \& El Dorado \& El Dorado Countr \& A- Bike \& Ped \& Prospectors Road Class III Bike Route \& Class 111 bike route on the entire length of Prospectors Road \& 2021-2036 \& \$12,500 \& \$15,000 \\
\hline VAR56150 \& Ves \& El orado \& \begin{tabular}{|l} 
EI Dorado County, EI Dorado \\
Hills CSD
\end{tabular} \& A- Bike \& Ped \& El Dorado Hills Boulevard Bike Path (phase 1) \& Sign and stripe existing Class I Paths in two locations: 1) from Harvard Way to St. Andrews 2) from Governors Drive to Brittney Way \& 2021-2036 \& \$10,000 \& \$12,000 \\
\hline VAR56172 \& Yes \& El orado \& El Dorado County, Caltrans District 3 \& D- Program \& Planning \& Remote Traffic Control Workstation \& Remote Traffic Control Workstaion \& 2022-2036 \& \$8,00 \& \$13,0 \\
\hline EL19442 \& ves \& El Dorado \& City of Placerille \& A- Bike \& Ped \& Main Street Bicycle Improvements \& Install bicycle lanes and route signage on Main Street from Spring Street to Clay Street. \& 2021-2036 \& \$7,500 \& \$9,00 \\
\hline VAR56157 \& Yes \& El orado \& El Dorado County, Caltrans District 3 \& A- Bike \& Ped \& Install bicycle loop detection at all major intersections \& Install bicycle loop detection at all major intersections \& 2021-2036 \& \$6,000 \& 9,00 \\
\hline EL19434 \& Yes \& El orado \& El Dorado County \& A - Bike \& Ped \& Gold Hill Road Bike Route \& Install bicycle route signs and markings on Gold Hill Road from State Route 49 to Lotus Road. \& 2021-2036 \& \$4,00 \& \$5,000 \\
\hline EL19427 \& ves \& El Dorado \& EI Dorado County \& A - Bik \& Ped \& Commerce Way Bike Route \& Install bicycle route signs and markings on entire length of Commerce Way \& 2021-2036 \& \$1,000 \& S1,000 \\
\hline EL19433 \& yes \& El oorado \& El Dorado County \& A- Bik \& Ped \& Enterprise Drive Bike Route \& Install bicycle route signs and markings on entire length of Enterprise Drive. \& 2021-2036 \& \$1,000 \& \$1,000 \\
\hline CAL20518 \& ves \& Multiple Counties \& Caltran D3 \& G- System Management, Operations, and ITS \& eras at Various Locations \& In El Dorado, Nevada, Placer, Sacramento and Yolo counties on Routes \(5,50,51,80,89,99\) and 267 at Various Locations - Upgrade closed caption televisions (CCTV) [EFIS ID 0313000197; CTIPS ID 107-0000-0966] (Toll Credits for PE, ROW, CON) \& Completion by 2020 \& 2,734,00 \& \$2,734,00 \\
\hline CAL20571 \& Yes \& Multiple Counties \& Caltran D3 \& A- Bik \& Pe \& Complete Streets Improvements to the SHS \& Complete Streets improvements in various locations on the State Highway System (SHS) in El Dorado, Placer, Sacramento, Sutter, Yuba and Yolo Counties. \& 2021-2036 \& \$50,000,000 \& 78,97,00 \\
\hline CAL20509 \& Ves \& Multiple Counties \& Caltrans D3 \& C- Maintenance \& Rehabilitation \& Feather River Bridge Scour Mitigation \& In Sutter County near Yuba City, between SR 99 and SR 70 on SR 20, at Feather River Bridge \#18-009-Scour mitigation (PM 17.0) [EFIS ID 0313000033; CTIPS ID 107-0000-0969] [Total Project Cost \(\$ 11,210,000\) in \(17 / 18\) FY) (Toll Credits for PE) \& Completion by 2020 \& \$11,210,000 \& \$11,210,000 \\
\hline CAL20548 \& yes \& Multiple Counties \& Caltran D3 \& G- System Management, Operations, and ITS \& HAR Upgrades - Various Counties and Routes \& In Sacramento, Butte, El Dorado, Nevada, Placer and Yolo Counties, on Routes \(5,50,70,80,89,99\) and 267, at various locations Upgrade Highway Advisory Radios (HAR) [CTIPS ID 107-0000-1001] (Toll credits for PE, ROW, CON) \& Completion by 2020 \& \$3,13,000 \& \$3,130,000 \\
\hline CAL20477 \& ves \& Sacr \& D3 \& C- Maintenance \& Rehabilitation \& 99 Vege \& In and near Sacramento, on I-5 and SR 99, from 0.6 mile south of Lambert Road Undercrossing to Elverta Road at various locations Provide vegetation control measures under guardrails and interchange areas (Toll Credits) [CTIPS ID 107-0000-0916; EFIS ID 03-1200-0098] \& Completion by 202 \& \$2,967,000 \& 2,967,00 \\
\hline CAL20491 \& yes \& Sacramen \& Caltran 03 \& C- Maintenance \& Rehabilitation \& 5 Pump House \& In Sacramento, on I-5, about 1.4 miles south of Richards Blvd. Replace all pump house components (mechanical and electrical) (PM 23.3) [Toll Credits] (CTIPS ID 107-0000-0932) \& Completion by 202 \& \$3,218,000 \& 53,218,000 \\
\hline CAL18812 \& Ves \& Multiple
Counties \& Caltrans D3 \& \[
\begin{aligned}
\& \text { B- Road \& Highway } \\
\& \text { Capacity } \\
\& \hline
\end{aligned}
\] \& 1-80/ U.S. 50 Bus/Carpool Lanes in both
directions \& Bus/Carpool Lanes in both directions from Richards Blvd. (in Davis) to the I-5/US 50 Interchange. Inc. new bike bridge across the Yolo Causeway. \& 2021-2036 \& \$300,000,000 \& \$469,180,000 \\
\hline CAL2065 3 \& yes \& Multiple Counties \& Caltran D3 \& G- System Management, Operations, and ITS \& tion of fiber optics communication lines \& In Sacramento, from Yolo County line to 0.2 mile west of Watt Avenue Overcrossing. Install fiber optic cable \& 2022-2036 \& \$9,500,000 \& \$14,857,00 \\
\hline CAL20609 \& yes \& Multiple Counties \& Caltrans \({ }^{\text {3 }}\) \& G- System Management, Operations, and ITS \& Ramp Meters \& Installation of Ramp Meters: Various Locations in Placer, Sacramento, and Yolo Counties. \& Completion by 2020 \& 54,800,000 \& \$5,035,00 \\
\hline CAL20533 \& ves \& Multiple \& Caltrans D3 \& G- System Management, Operations, and ITS \& Replace/Upgrade Sign Panels/Structures at Various Locations \& In Sacramento, EI Dorado and Yolo counties, on US 50, I-5, SR 51, I80 and SR 99 at various locations - Replace sign panels and upgrade sign structures [EFI ID 0314000244; CTIPS ID 107-0000-0987] (Toll
Credits for PE, ROW, CON) \& Completion by 2020 \& \$2,782,000 \& \$2,782,00 \\
\hline CAL20656 \& Yes \& Multiple Counties \& Caltran D3 \& G- System Management, Operations, and ITS \& Roadway Weather Information Stations (RWIS) \& In Sacramneto, El Dorado, Nevada, Placer and Yolo Counties, on Routes \(5,28,50,51,80,89,99\) and 267 at various locations. Repair and upgrade roadway information systems \& 2021-2036 \& \$2,73,000 \& \$3,331,000 \\
\hline CAL20547 \& yes \& Multiple Counties \& Caltrans D3 \& G- System Management, Operations, and ITS \& RWIS Upgrades - Various Counties \& In Sacramento, El Dorado, Nevada, Placer and Yolo Counties, on Routes \(5,28,50,51,80,89,99\) and 267 , at various locations: Repair and upgrade roadway information systems (RWIS) also known as ITS, Intelligent Transportation Systems. [CTIPS ID 107-0000-1000] (Toll credits for PE, ROW, CON) \& Completion by 2020 \& \$2,730,000 \& \$2,730,000 \\
\hline CAL20502 \& yes \& Multiple Counties \& Caltrans D3 \& G- System Management, Operations, and ITS \& Sac and Yolo Ramp Meters \& In Sacramento and Yolo Counties, install ramp meters and, if possible, HOV Bypass lanes on \(1-80\), SR 51 /Capital City Freeway, and SR 99 , focusing the project on SR 99 southbound afternoon traffic from downtown to Cosumnes River Blvd. [CTIPS ID 107-0000-0939] \& Completion by 202 \& \$11,500,000 \& \$11,500,000 \\
\hline CAL20652 \& ves \& Multiple Counties \& Caltrans D3 \& G- System Management, Operations, and ITS \& Sac/Yolo Ramp Meters \& In Sacramento and Placer Counties, on Routes 51, 65 and 99 at various locations. Install ramp meters. \& Lump Sum or Ongoing \& \$28,530,000 \& \$37,492,000 \\
\hline CAL17380 \& yes \& Multiple Counties \& Caltrans D3 \& D- Programs \& Planning \& SACOG Region Emergency Repair Program \& Lump Sum - Emergency Repair (excluding Federal Emergency Relief Program funds)for non-capacity increasing projects only. \& Completion by 2020 \& \$400,000 \& \$400,000 \\
\hline CAL20615 \& Yes \& Multiple Counties \& Caltran D3 \& \({ }_{\text {c }}^{\text {C-Maintenance \& }}\) \& SHopp- Bridge Preservation \& Various bridge preservation projects throughout the six-county region. \& Lump Sum or \& \& \\
\hline \& \& Counties \& \& C-Maintenance \& \& \& \& Ongoing \& \$860,000,000 \& S1,130,148,000 \\
\hline CAL20616 \& Yes \& Counties \& Caltran D3 \& Rehabilitation \& SHopp - Collision Reduction \& SHOPP - Collision Reduction \& Ongoing \& \$505,000,000 \& \$663,634,000 \\
\hline CAL20617 \& yes \& Mutiple
Counties \& Caltran D3 \& C- Maintenance \& \& SHopp - Emergencr Respons \& SHopp - Emergency Response \& Lump Sum or \& S100000 \& \\
\hline \& Yes \& Multiple \& \& C-Maintenance \& \& \& \& Lump sum or \& \& \\
\hline CAL20584 \& Yes \& Counties \& Caltrans D3 \& Rehabilitation \& SHopp - Facilities \& SHopp. Facilities \& Ongoing \& \$20,000,000 \& \$26,283,00 \\
\hline CAL20618 \& Yes \& Multiple Counties \& Caltrans D3 \& C- Maintenance \& Rehabilitation \& SHOPP - Mandates \& SHOPP - Mandates \& Lemp Sum or \& \$9,50,000 \& \$12,484,000 \\
\hline \& Yes \& Multiple \& \& C-Maintenance \& \& \& \& Lump Sum or \& \& \\
\hline CAL20622 \& Yes \& Counties \& Caltrans D3 \& Rehabilitation \& shopp - Minor \& Hopp - Minor \& Ongoing \& 200,000,000 \& S262,82,00 \\
\hline CAL20619 \& Yes \& Matiple \& Caltran D3 \& \({ }_{\text {che }}^{\text {C-Maintenance \& }}\) \& SHopp - Mobility \& SHopp - Mobility \& Lemp Sum or \& \$105,500,000 \& \$138,640,000 \\
\hline CAL20620 \& ves \& Multipes
Counties \& Caltran \(\mathrm{D}^{\text {3 }}\) \& C- Maintenance \& Rehabilitation \& SHOPP - Roadside Preservation \& SHOPP - Roadside Preservation \& Llemp \& \$15,000,000 \& 19,712,000 \\
\hline CAL20621 \& ves \& Multiple Counties \& Caltrans D3 \& C- Maintenance \& Rehabilitation \& SHopp - Roadway Preservation \& SHopp - Roadway Preservation \& Lump Sum or Ongoing \& \$570,00,000 \& \$799,052,000 \\
\hline CAL20486 \& Ves \& Multiple Counties \& Caltran D3 \& G- System Management, Operations, and ITS \& Shoulder and Centerline Rumble Strips (Safety) at Various Locations \& In Butte, Colusa, El Dorado, Nevada, Placer, Sacramento, Sutter, Yolo and Yuba counties at various locations - Install shoulder and centerline rumble strips [CTIPS ID 102-0000-0174] \& Completion by 2020 \& \$3,470,000 \& \$3,470,000 \\
\hline CAL20430 \& yes \& Multiple Counties \& Caltrans D3 \& B- Road \& Highway Capacity \& SR 20 10th St. Bride Improvements \& Widen Bridge: six (6) lanes on 10th St. Bridge in Sutter and Yuba Counties. SUT 20 PM 17.041 to YUB 20 PM 0.044 \& 2021-2036 \& \$60,000,000 \& \$93,836,000 \\
\hline CAL20407 \& yes \& Multiple Counties \& Caltrans D3 \& G- System Management, Operations, and ITS \& SR \(70 \& 5 R 20\) Adaptive Signals \& In Yuba City and Marysville, on SR 70 and SR 20: link traffic signals in each corridor to coordinate the operation of the traffic in real time and adapt traffic signal timing to actual traffic conditions [EFIS ID 0300001108] \& 2021-2036 \& \$3,05,001 \& \$3,07,001 \\
\hline CAL18808 \& Project
Development
Only \& Multiple Counties \& Caltrans D3 \& B- Road \& Highway Capacity \& SR 99 Bus/Carpool Lanes in both directions \& Bus/Carpool Lanes in both directions from I-5 to the SR 99/ SR 70 Wye junction in Sacramento and Sutter Counties. \& Completion after 2036 \& \$10,000,000 \& \\
\hline CAL20614 \& yes \& Multiple Counties \& Caltrans D3 \& G- System Management, Operations, and ITS \& System Management/Traffic Operations System on U.S. 50 between I-80 and Cedar Grove \& Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in El Dorado and Sacramento Counties. \& \(2021-2036\) \& 54,00,000 \& 4,881,00 \\
\hline SAC18380 \& Yes \& Sacramento \& City of Sacramento \& B- Road \& Highway Capacity \& -5 at Cosumnes River Blva. \& Extend Cosumnes River Boulevard from Franklin to Freeport with an interchange at I-5. (EA: 03-0L1068L) (T15018000) \& Completion by 2020 \& \$85,315,164 \& \$85,315,164 \\
\hline CAL20610 \& ves \& Multiple Counties \& Caltrans D3 \& G- System Management, Operations, and ITS \& System Management/Traffic Operations System On I-80 between SR113 and Bell Road and on R 51 \& Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer, Sacramento and Yolo Counties. \& \({ }_{2021-2036}\) \& \$88,315,164

$\$ 5,000,000$ \& \$8,101,000 <br>
\hline
\end{tabular}

Projects isted as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and Row acquisition by 2036 . These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan reauirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the $M T P / S C S$ foll owing a technical analysis and consistency with plan requirements. While total costs are shown for these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | lead agencr | Category | TITLE | PROJECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | yEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CAL20612 | Project Development Only | Multiple Counties | Caltrans D3 | G- System Management, Operations, and ITS | System Management/Traffic Operations System on SR 65 between I-80 and SR 70 | Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer and Yuba Counties. | $\begin{aligned} & \text { Completion after } \\ & 2036 \\ & \hline \end{aligned}$ | \$4,00,000 |  |
| CAL20409 | yes | Sutter | Caltrans D3 | C- Maintenance \& Rehabilitation | SR 99 Landscaping | In Sutter County in and near Yuba City on Rte. 99 from SR 20 to 0.9 mile north of Queens Avenue - Highway planting and upgrade irrigation (PM 30.6/32.7) [SHOPP Roadside Preservation - Highway Planting Restoration] [CTIPS ID 107-0000-0822; EFIS ID 0300020036] | Completion by 2020 | \$2,52,000 | \$2,52,000 |
| CAL20550 | ves | $\begin{array}{\|l} \text { Multiple } \\ \text { Counties } \\ \hline \end{array}$ | Caltrans D3 | G- System Management, Operations, and ITS | Upgrade CMS Panels - Various Counties | on Routes 5,50 , and 80 , at various locations - Upgrade Changeable Message Sign (CMS) panels [CTIPS ID 107-0000-1003] (Toll credits for PE, ROW, CON) PE, ROW, CON) | Completion by 2020 | \$5,32,000 | \$5,32,000 |
| CAL20654 | yes | Multiple | Caltrans D3 | G- System Management, Operations, and ITS | Upgrade CMS panels to LED | In Sacramneto, Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sierra, Sutter, Yolo and Yuba Counties on Routes 5,50 and 80 at various locations. Upgrae Changeable Message Sign (CMS) | 2021-2036 | \$5,32,000 | 56,42,000 |
| CAL20516 | Yes | Multiple Counties | Caltrans D3 | A - Bike \& Ped | Upgrade Pedestrian Facilities @ Various Locations | In Yuba, Sacramento, Placer, El Dorado and Butte counties on Various Routes at Various Locations - Upgrade pedestrian facilities [EFIS ID 0312000071; CTIPS ID 107-0000-0974] [Total Project Cost $\$ 3,482,000$ in $17 / 18$ FY] (Toll Credits for PE, ROW, CON) | Completion by 2020 | \$3,482,00 | \$3,482,00 |
| CAL20519 | Yes | Multiple Counties | Caltrans D3 | G- System Management, Operations, and ITS | Upgrade Trafic Monitoring Stations | In Sacramento, Placer, Yolo and Yuba counties, on Routes 5, 50, 51, 65, 70, 80, 99 and 113, at Various Locations - Upgrade Traffic Monitoring Stations (TMS) [EFIS ID 0313000198; CTIPS ID 107-0000- 0967] (Toll Credits for PE, ROW, CON) | Completion by 2020 | \$5,26,000 | \$5,26,000 |
| CAL20566 | Yes | Multiple Counties | Caltrans HQ | F-Transit O\&M (General) | FTA 5310 - Paratransit, Inc. Mobility Management Travel Training | Mobility management activities and travel training to assist current and potential paratransit/demand response users who are senior and/or persons with disabilities to learn to use the fixed route transit systems in the SACOG region. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund $100 \%$ of this project. | Completion by 2020 | \$400,000 | \$400,000 |
| CAL20562 | Yes | $\begin{array}{\|l} \text { Multiple } \\ \text { Counties } \end{array}$ | Caltrans | $\begin{array}{\|l} \text { E-Transit Capital } \\ \text { (Vehicles) } \end{array}$ | FTA 5310 - Prit | Replace three existing buses that provide transportation to persons with developmental and other disabilities in Placer and Sacramento counties. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund $100 \%$ of this project.. Toll Credits for CON | Completion by 2020 | \$229,500 | \$229,500 |
| CAL20553 | yes | Multiple Counties | Caltrans HQ | F- Transit O\&M (Demand Response) | FTA 5310 - Sacramento County DHHS Senior Companions Transportation Program | Provide mileage reimbursement and stipends for low-income volunteers to transport low-income isolated and frail seniors and people with disabilities where traditional transit and paratransit services are otherwise insufficient or inappropriate. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund $100 \%$ of this project.. Toll Credits for CON | Completion by 2020 | \$160,000 | \$160,000 |
| CAL20558 | yes | Multiple Counties | Caltrans HO | E-Transit Capital (Minor) | FTA 5310 - United Cerebral Palsy Bus Video Monitoring Equipment | Video monitoring equipment for four replacement buses requested by UCP that will transport people with developmental disabilities. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund $100 \%$ of this project.. Toll Credits for CON | Completion by 2020 | \$8,00 | \$8,000 |
| CAL20556 | Yes | Multiple Counties | ans | $\begin{array}{\|l} \text { E- Transit Capital } \\ \text { (Vehicles) } \end{array}$ | FTA 5310 - United Cerebral Palsy Replacement Buses | Replace four of the existing 16 passenger buses that provide transportation services to people with developmental disabilities. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund $100 \%$ of this project.. Toll Credits for CON | Completion by 202 | \$306,000 | \$306,000 |
| CAL20561 | yes | Multiple Counties | Caltrans HQ | E-Transit Capital (Minor) | FTA 5310 - United Christian Centers Replacement Computers \& Software | Replace computers and software used to operate existing transportation services to seniors and people with disabilities in Yolo and Sacramento counties. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund $100 \%$ of this project.. Toll Credits for CON | Completion by 2020 | \$2,599 | \$2,599 |
| CAL20560 | yes | Multiple Counties | Caltrans HO | $\begin{array}{\|l} \text { E-Transit Capital } \\ \text { (Vehicles) } \end{array}$ | FTA 5310 - United Christian Centers Replacement Minivan | Replace an existing minivan used to transport seniors and people with disabilities in Yolo and Sacramento counties. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund $100 \%$ of this project.. Toll Credits for CON | Completion by 2020 | \$48,000 | 8,00 |
| CAL20555 | yes | Multiple Counties | Caltrans HQ | F- Transit O\&M (Demand Response) | FTA 5310 - Yolo County Transportation District Beyond ADA Service | Provide paratransit/demand response services to ADA eligible individuals that go beyond what is required under the Americans with Disabilities Act. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund $100 \%$ of this project.. Toll Credits for con | Completion by 2020 | \$300,000 | \$300,000 |
| VAR56128 | yes | Multiple Counties | Capital Southeast Connector JPA | D-Programs \& Planning | Capital Southeast Connector Project - Project Development | Prepare the Project Approval and Environmental Document (PA/ED) for Segment D2 of the Capital Southeast Connector: Grant Line Rd., from Jackson Highway to White Rock Road: Widen from 2 to 4 lanes as an expressway including a Class I multi-modal trail. Also includes intersection improvements at Kiefer Blvd. and Douglas Road, and 5 new proposed intersections: Rancho Cordova Parkway, University Blvd., Chrysanthy Blvd., North Loop Rd (potential temporary access), and Centennial Dr. (Phase 1). (PE ONLY. MTP Project: SAC24193) | Completion by 2020 | \$2,25,121 | \$2,25, 121 |
| TBD | yes | Multiple Counties | Capita Southeast Connector JPA | Programs \& Planning | Capital Southeast Connector - Segment B3 | Segment B3: Widen Grant Line Road from 2 to 4 lanes (thoroughfare), from Bradshaw Road to Bond Road. Complete project development efforts, as needed, to identify and implement improvements along the corridor segment in the near-term, as needed. Improvements may include intersection improvements and frontage improvements that benefit travel for automobiles and commercial vehicles. The project listing also allows for other nearterm planned project development activities to advance, including environmental clearance, so the corridor segment can eventually become a four lane facility in a manner that is consistent with the Project Design Guidelines for the corridor. | Completion after | \$23,600,000 | \$36,909,000 |
| тBD | ves | Multiple Counties | Capita Southeast Connector JPA | D- Programs \& Planning | Capital Southeast Connector - Segment C | Segment C: Widen Grant Line Road from 2 to 4 lanes (thoroughfare), from Bond Road to Calvine Road. Complete project development efforts, as needed, to identify and implement improvements along the corridor segment in the near-term, as needed. Improvements may include intersection improvements and frontage improvements that benefit travel for automobiles and commercial vehicles. The project listing also allows for other near-term planned project development activities to advance, including environmental clearance, so the corridor segment can eventually become a four lane facility in a manner that is consistent with the Project Design Guidelines for the corridor. | $\begin{aligned} & \text { Completion after } \\ & 2036 \\ & \hline \end{aligned}$ | \$33,800,000 | \$54,425,000 |
| тво | yes | Multiple Counties | Capita Southeast Connector JPA | -Programs \& Planning | Capital Southeast Connector - Segment D1 | Segment D1: Construct 4 lanes (Expressway), from Calvine Road to SR 16 (Jackson Hwy). Complete project development efforts, as needed, to identify and implement improvements along the corridor segment in the near-term, as needed. Improvements may include intersection improvements and frontage improvements that benefit travel for automobiles and commercial vehicles. The project listing also allows for other near-term planned project development activities to advance, including environmental clearance, so the corridor segment can eventually become a four lane facility in a manner that is consistent with the Project Design Guidelines for the corridor. | $\begin{aligned} & \text { Completion after } \\ & 2036 \\ & \hline \end{aligned}$ | \$47,200,000 | \$73,818,000 |
| VAR56133 | Yes | Multiple Counties | Capital SouthEast Connector JPA, City of Rancho Cordova, Sacramento County | B- Road \& Highway Capacity | Capital SouthEast Connector - Segment D2 From Douglas Road to White Rock Road. | Partial Construction of Segment D2: Construct 4 lanes (Expressway), from Douglas Road to White Rock Road. | 2021-2036 | \$24,847,500 | \$30,321,000 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment

to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP | to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for the les |
| :--- |
| expenditure costs are not provided since construction of these projects is not part of the financially constrained project list. |

| Project ID | Included in DPS | countr | Lead Agency | category | TITLE | PROJECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | yEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| VAR56131 | Yes | Multiple Counties | Capital SouthEast Connector JPA ,City of Folsom, Sacramento County | B- Road \& Highway | Capital SouthEast Connector - Segment D3 Prairie City Road to Sacramento/El Dorado County Line | Segment D3: Construct 4 lanes (Expressway), from Prairie City Road to the Sacramento County Line. | Completion by 2020 | \$48,000,000 | \$50,34, |
| ELD19468 | Yes | $\begin{aligned} & \text { Multiple } \\ & \text { Counties } \end{aligned}$ | Capital SouthEast Connector JPA, EI Dorado County | B- Road \& Highway Capacity | Capital SouthEast Connector - Segment E1- From Sacramento/El Dorado County Line to Latrobe Road | Segment E1: Widen White Rock Road from 2 to 4 lanes (thoroughfare), from the Sacramento-EI Dorado County line to Latrobe Road. | 2021-2036 | \$6,200,000 | \$9,696,000 |
| ELD19469 | Yes | Multiple | Capital SouthEast Connector JPA, EI Dorado County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Capital SouthEast Connector - Segment E2 From Latrobe Road to the US 50/Silva Valley Pkwy Interchange | Segment E2: Widen White Rock Road from 2 to 4 lanes (thoroughfare), from Latrobe Road to the US 50/Silva Valley Parkway Interchange. | 2021-2036 | ,000 | \$15,483,000 |
| SAC24962 | Yes | Sacramento | City of Elk Grove | E-Transit Capital (Major) | CRC to EkG Grove | This project is to develop an enhanced bus corridor 8.5 miles along Bruceville Rd to Big Horn to Kammerer to 99 between Cosumnes River College and Elk Grove. | 2021-2036 | \$37,813,160 | \$59,137,000 |
| CAL | Yes | $\begin{aligned} & \text { Multiple } \\ & \text { Counties } \\ & \hline \end{aligned}$ | ol Corrido | E-Transit Capital (Major) | Roseville Third Track | On the UP mainline, from Elvas Tower in Sacramento County to Roseville Station in Placer County: Construct third track. Project involves: extension of freight lead track; construction of track and signal improvements; construction of satellite maintenance facility and other associated improvements; and possible relocation of the Roseville rail station to address conflicting train movements that affect capacity. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to ten round trips to Roseville. | ${ }_{2021-2036}$ | 250,80,000 | 250,800,000 |
| SAC2442 | Project Development Only | $\begin{aligned} & \text { Multiple } \\ & \text { Counties } \end{aligned}$ | City of Sacramento and City of West Sacramento | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Sacramento River Crossing | New Northern Bridge: from Sacramento to West Sacramento across the Sacramento River. Includes: Auto, transit, bicycle and pedestrian facilities. The Sacramento River Crossings Alternatives Study analyzed a new crossing at either Richards Blvd or C Street, but final alignment options will be studied in subsequent planning efforts. | Completion after 2036 | \$150,000,000 |  |
| YoL19328 | yes | Multiple Counties | City of West Sacramento | B- Road \& Highway Capacity | Broadway Bridge | From West Sacramento to Sacramento, across the Sacramento River, construct the Broadway Bridge, a new southern crossing of the Sacramento River. Project includes: Auto, transit, bicycle and pedestrian facilities. (Local funding is split between the Cities of Sacramento and West Sacramento) | 2021-2036 | \$254,500,000 | \$254,500,000 |
| Regional Lump Sum 2 | Yes | $\begin{aligned} & \text { Multiple } \\ & \text { Counties } \end{aligned}$ | Multiple Lead Agencies | A- Biik \& Ped | Regional Bicyle and Pedestrian Improvements | Lump sum for bicycle and pedestrian projects throughout the region 2011-2035. | Lump Sum or Ongoing | \$2,100,000,000 | \$2,759,64,000 |
| nal Lump Sum 4 | Yes | Multiple Counties |  | D- Proerams \& Planning | Regional Planning, Programs, and Project Analusis | Lump sum for programs, planning, and project analysis throughout the rejion $2011-2036$. | Lump Sum or | \$1,6500000 | 52,168 |
|  |  |  |  | C- Maintenance \& |  | Lump sum for road and highway maintenance and rehabilitatio | Lump sum or | \$1,650,00,000 | S2,168,08,000 |
| Regional Lump Sum 3 | Yes | Counties | Multiple Lead Agencies | Rehabilitation | Rehabilitation | throughout the region 2011-2036. | Ongoing | \$8,640,000,000 | 511,354,048,00 |
| Regional Lump Sum 1 | Yes | Multiple | Multiple Lead Agencies | F-Transit O\&M (General) | ansit Operations | Transit operations and maintenance 2015-2036 | Lump Sum or Ongoing | \$5,910,000,000 | \$7,766,48,000 |
| Regional Lump Sum 5 | Yes | Multiple | Multiple Lead Agencies | E- Transit Capital (Vehicles) | Transit Vehicle Replacements | Lump-sum for transit vehicle (light rail, bus, demand response, and shuttles). | Lump Sum or Ongoing | \$1,20,000,000 | \$1,576,951,000 |
| PCT10503 | yes | Multiple Counties | Placer County Transit | $\begin{array}{\|l} \begin{array}{l} \text { E- Transit Capital } \\ \text { (Vehicles) } \end{array} \\ \hline \end{array}$ | PCT Bus Replacements - 2015 | Replace two CNG powered buses currently in use by Placer County Transit. The new CNG buses will be used on regional transit routes connecting Rocklin, Lincoln, Loomis, Auburn and Placer County to Roseville and the Watt/l-80 Light Rail Station. (Emission Benefits in kg/day: 1.49 NOx) | Completion by 2020 | \$1,082,000 | \$1,082,000 |
| VAR56126 | Yes | Multiple Counties | SACOG | A- Bike \& Ped | Bike Share | Implement bike share system in three cities (Davis, Sacramento, and West Sacramento) and provide planning efforts for potential regional expansion of a Bike Share pilot program and create a comprehensive Equity Action Plan. (SACOG Managed Funds are used on preliminary work separate from the federal project.) (Toll Credits for ENG, CON). Toll Credits for ENG, CON | Completion by 2020 | \$3,905,000 | \$3,00,000 |
| VAR56028 | Yes | Multiple Counties | SACOG | E-Transit Capital (Minor) | Connect Card | Connect Card (previously known as Universal Transit Fare Card): Implement Connect Card in the SACOG region, including hiring a consultant. (Emission Benefits in kg/day: 0.06 ROG, 0.12 NOx) (Project in conjunction with VAR56081, RT On-Board Survey for Connect Card) | Completion by 2020 | \$11,590,696 | \$11,590,696 |
| VAR56113 | ves | Multiple Counties | SACOG | D- Programs \& Planning | JARC Connect Card Marketing | This project will promote the "Connect Card" universal transit fare card system in the SACOG Region to low-income individuals and those that qualify for reduced fares. The Connect Card will help fulfill the goal of creating more integrated, coordinated, and seamless regional transit systems by allowing users, especially those who cross jurisdictional and transit operator boundaries, in traveling to employment and/or training. $\$ 17,344$ in toll credits are being used for the CON match.) | Completion by 2020 | \$69,376 | 569,376 |
| VAR56121 | Yes | Multiple Counties | SACOG | D- Programs \& Planning | MTP/SCS 2035 mplementation | Planning in SACOG Region: Implement strategies from the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) 2035. Work includes modeling, data gathering, consulting, and support for local jurisdictions in pursuing SB 375 CEQA benefits. (Toll Credits for CON) | Completion by 2020 | \$265,000 | \$265,000 |
| VAR56117 | Yes | Multiple Counties | SACOG | F- Transit O\&M (Demand Response) | Paratransit, Inc. - New Freedom Mobility Management | Mobility Management Grant. Paratransit, Inc., will provide travel training to low income and limited English speaking persons throughout the SACOG region. | Completion by 2020 | \$312,500 | \$312,500 |
| VAR56101 | ves | Multiple Counties | SACOG | D- Programs \& Planning | Planning Programming and Monitoring (RSTP) Phase 2 | Conduct necessary planning work to prepare 2016 MTP/SCS Perform state and federal programming and monitoring activities, including revisions to the MTIP and STIP, ensuring timely delivery of projects using state and federal funds, coordination with FHWA, FTA, Caltrans, CTC, transit operators, and local project sponsors. Ongoing. (Programming and Monitoring work is eligible for RSTP per 23 CFR, Part 450, section 133.) (Phase 1, VAR56008) | Completion by 2020 | \$1,152,040 | \$1,152,040 |
| VAR56125 | ves | Multiple Counties | SACOG | D- Programs \& Planning | Regional Bicycle and Pedestrian Data Collection | In the SACOG Region: develop regional standards for evaluating bicycle/pedestrian projects, procure automated bicycle/pedestrian counters, and develop a smartphone application for collecting user's bicycle/pedestrian travel data (Toll Credits for CON). | Completion by 2020 | \$559,510 | \$559,510 |
| VAR56081 | yes | Multiple Counties | SACOG | D- Programs \& Planning | Regional Transit On-Board Survey for Connect Card | Pre and post on-board survey of transit riders to determine current market and subsequent availability and usage of the Connect Card (VAR56028). This will identify needs for outreach and develop strategies to increase Connect Card availability and usage for underrepresented transit riders. | Completion by 2020 | \$450,000 | \$450,000 |
| VAR56096 | ves | $\begin{array}{\|l} \text { Multiple } \\ \text { Counties } \end{array}$ | SACOG | --Programs \& Planning | Roseville Transit Mobility Manage | The proposed mobility management services would enhance the ability of passengers to successfully ride transit in multiple areas (Placer County, Loomis, Rocklin,Lincoln, Auburn and Roseville). The goal of the program would include providing travel training from transit staff, trip planning training, and practice trips with staff. | Completion by 2020 | ,500 | 7,50 |
| VAR56130 | ves | $\begin{aligned} & \text { Multiple } \\ & \text { Counties } \end{aligned}$ | SACO | F-Transit O\&M (General) | SACOG Technical Assistance to Transit Operators | Support small Transit operators in preparation of the National Transit Database in order to maximize the amount of funds generated in the region. Support operators in developing transit asset management (TAM) plans which would include capital asset inventories and condition assessments. The asset inventory and condition data must also be reported to the NTD. Continue to provide ongoing grants management support as well as planning and programming activities necessary to submit transit grant applications to the FTA. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5307 federal funds will fund $100 \%$ of this project.. Toll Credits for CON | mpletion by 2020 | \$130,000 | \$130,000 |
| VAR56118 | Yes | $\begin{array}{\|l} \text { Multiple } \\ \text { Counties } \end{array}$ | SACOG | $\begin{aligned} & \text { F- Transit O\&M (Demand } \\ & \text { Response) } \end{aligned}$ | Sacramento County Dept. of Human Assistance New Freedom Operating Assistance | Provide mileage reimbursements to low-income seniors who provide rides to fellow seniors to non-emergency medical appointments and other necessary travel not served by transit. | Completion by 2020 | \$200,000 | \$200,000 |
| YCT18198 | Yes | Multiple Counties | SACOG | E-Transit Capital (Major) | Sacramento-West Sacramento Downtown/Riverfront Streetcar Project (Phase 1) | Construction of the Phase 1 of the Downtown/Riverfront Streetcar The alignment runs from West Sacramento Civic Center/Riverfront Street to the Midtown entertainment, retail, and residential district of Sacramento | Completion by 2020 | \$150,000,000 | \$150,000,000 |
| YCT18199 | Yes | $\begin{aligned} & \text { Multiple } \\ & \text { Counties } \end{aligned}$ | Multiple Lead Agencies | E-Transit Capital (Major) | Sacramento-West Sacramento Downtown/Riverfron Streetcar Extension | An extension of the Phase 1 Downtown/Riverfront streetcar in Downtown Sacramento and West Sacramento. | 2021-2036 | \$272,700,000 | \$426,485,000 |

Projects isted as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan reauirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SSS following a technical analysis and consistency with plan requirements. While total costs are shown for these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | LeAD Agencr | Category | TITLE | PROJECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| VAR56184 | yes | Multiple Counties | SA | D-Programs \& Planning | Transportation Demand Management (TDM) Phase 3 | TDM is a general term for strategies that result in more efficient use of transportation resources. SACOG's TDM program promotes alternative mode use in the SACOG region (rideshare, carpooling, vanpooling, public transit, bicycling, walking, and telecommuting. Outreach is done through partners (TMAs, and public agencies working with employers). Provide funding for 12 Transportation Management Organizations (TMOs) in region through grants. (Emission Benefits: ROG 0.54 and NO× $0.5 \mathrm{~kg} /$ /day) (This is a continuation of Phase 2, VAR55025) | Completion by 2020 | \$1,54,999 | \$1,554,99 |
| VAR56116 | Yes | Multiple Counties | SACOG | F-Transit O\&M (Bus) | WPCTSA - New Freedom Operating Assitance | Western Placer Consolidated Transportation Services Agency: Operating assistance for "Health Express," a low-to-no cost, scheduled, door-to-door, shared ride service for Placer County residents needing transportation to non-emergency medical appointments. | Completion by 2020 | \$600,000 | \$600,00 |
| VAR56119 | yes | Multiple Counties | SACOG | F- Transit O\&M (Demand Response) | - New Freedom Operating | Provide Yolobus Special (paratransit) service to Yolo Co. residents to/from medical appointments beyond YCTD's ADA required area | Completion by 2020 | \$240,000 | \$240,000 |
| SAC24669 | yes | Multiple Counties | Sacramento County | F-Transit O\&M (Bus) | Sacramento County Department of Human Assistance JARC | 2007 JARC CA-37-X114 ( $\$ 52,119$ ) Senior Volunteers' Foster Grandparents/Senior Companion Program. 2008 JARC CA-37-X119 ( $\$ 814,880$ ) 1. Senior Volunteers Transportation Reimbursement Foster Grandparents and Senior Companion Programs. 2. Mather Community Campus Shuttle Services. 3. Program Administration. 2009 New Freedom CA-57-X043 (\$152,275) 1. Senior Volunteers Senior Companion Program and the Asian Community Center (ACC) Meals on Wheels Program. 2. ACC Meals on Wheels | Completion by 2020 | \$1,983,961 | \$1,983,961 |
| SAC24694 | yes | Multiple Countie | Sacramento Regional Transit District | $\begin{aligned} & \text { E-Transit Capital } \\ & \text { (Vehicles) } \\ & \hline \end{aligned}$ | City of Folsom Stage Lines Replacement of Low Floor Buses | City of Folsom (subrecipient): Replace one 30 -foot bus including related equipment and spare parts. | Completion by 2020 | \$419,046 | \$419,046 |
| REG18010 | Yes | Multiple Counties | Sacramento Regional Transit District | E-Transit Capital (Vehicles) | Paratransit Vehicle Replacement FY10/11 to FY13/14 | Purchase replacement and some expansion vehicles and communication equipment to be used by Paratransit, Inc to provide complementary ADA paratransit service on behalf of RT. | Completion by 2020 | \$7,297,205 | \$7,297,205 |
| PAR10032 | Yes | Multiple Counties | Sacramento Regional Transit District | F- Transit O\&M (Demand Response) | Paratransit, Inc. Travel Training and Mobility Management | Paratransit, Inc. (Subrecipient): Provide regional travel training and mobility management services. | Completion by 2020 | \$437,500 | 5437,500 |
| REG17954 | Yes | Multiple Counties | Sacramento Regional Transit District | F- Transit O\&M (Light <br> Rail) | South Sacramento Corridor Phase II Operating Assistance | Provide operating assistance for the operation of 4.3 mile extension of the Blue Line light rail from Meadowview Station to Cosumnes River College. | Completion by 2020 | \$12,000,000 | \$12,000,000 |
| VAR56006 | Yes | Multiple Counties | SMAamD | D- Programs \& Planning | Spare the Air Phase 2 | Sacramento Federal Non-attainment Area: Spare The Air Voluntary Driving Curtailment Program. [Continued from SAC21080, Larger MTP project is VAR56022] (Emission Benefits in kg/day: ROG 0.2, NOx 0.2) | Completion by 2020 | \$8,106,627 | \$8,106,627 |
| EL19367 | Yes | Multiple Counties | USFS EI Dorado National Forest | D- Programs \& Planning | Motorized Recreation Map | Update and reprint Forest Motorized Opportunity Guides. (RM-13013) | Completion by 2020 | \$53,500 | \$53,500 |
| PLA25511 | Yes | Multiple Counties | Western Place CTSA | F-Transit 0 \& ( Bus) | New Freedom (Rural) Operating Assistance | Operating Assistance for the rural portion of the "Health Express." This service is being provided as a new transportation alternative to traditional public transit fixed route and dial-a-ride services. The service is a low-to-no-cost scheduled door-to-door transportation service to non-emergency medical appointments for rural Placer County residents. Service operates Monday through Friday, 8:00 a.m. to 5:00 p.m., and Thursdays, 10:00 a.m. to 2:00 p.m. in Sacramento. | Completion by 2020 | \$416,176 | \$416,176 |
| PLA25510 | Yes | Multiple Counties | Western Placer CTSA | F- Transit O\&M (Demand Response) | Western Placer CTSA Operatio | The Western Placer CTSA operates non-emergency medical transportation demand-response paratransit service; volunteer door to-door transportation; \& voucher program within western Placer County. | Completion by 2020 | \$4,90,000 | \$4,90,000 |
| YSTT1044 | Yes | $\begin{array}{\|l\|l\|} \hline \text { Multiple } \\ \text { Counties } \\ \hline \end{array}$ | Yuba Sutter Transit | $\begin{array}{\|l} \begin{array}{l} \text { E- Transit Capital } \\ \text { (Vehicles) } \end{array} \\ \hline \end{array}$ | Fixed Route Fleet Replacement \& Minor Fleet Expansion | Purchase 13 heavy-duty, low-floor, clean diesel, local fixed route buses ( $30^{\prime}-35^{\prime}$ ) to replace 11 buses and expand the local fixed route fleet from 22 to 24 buses. | Completion by 2020 | \$5,52,000 | \$5,525,000 |
| YST10441 | Yes | $\begin{aligned} & \text { Multiple } \\ & \text { Counties } \end{aligned}$ | Yuba Sutter Transit | F-Transit 0 \& ( (Bus) | JARC Small Urban \& Rural Operating Assistance | Operating assistance to provide transit services for low income and transit dependent riders to employment and training outlets. Hours of operation are Monday through Friday, 7:55 am to $3: 30 \mathrm{pm} ; 6: 00$ pm to 9:30 pm; and Saturdays 8:30 am to 5:30 pm. Services will be extended one weekday to downtown Sacramento and extended one hour on Saturdays. (Small Urban is $\$ 303,050$, Rural is $\$ 12,700$.) (This amount includes $\$ 150,000$ of JARC funds transferred to the 5307 account.) An additional $\$ 150,000$ in small urban JARC funds were awarded to support the continuation and expansion of existing weekday and evening Dial-A-Ride services. | Completion by 2020 | \$781,500 | \$781,50 |
| YST10442 | Yes | Maltiple | Yuba Sutter Transit | F-Transit O\&M ( Bus) | Operating Assistance for FY 2015 | Yuba-Sutter Transit Operating Assistance for FY 2015 | Completion by 2020 | \$6,600,000 | \$6,600,000 |
| YST10443 | Yes | Multiple Counties | Yuba Sutter Transit | F-Transit 0 \& ( Bus) | Operating Assistance for FY 2016 | Yuba-Sutter Transit Operating Assistance for FY 2016 | Completion by 2020 | \$6,93,000 | \$6,93,000 |
| CAL20497 | Yes | Placer | Caltran D3 | G- System Management, Operations, and ITS | Alpine Meadows Road Traffic Signal | Placer County, about 9.3 miles south of Truckee at Alpine Meadows Road - Construct signalized intersection at SR 89 [FCO Only] (Pla-8912.1/12.5) [SHOPP Minor A 201.310] (Toll Credits for CON) | Completion by 2020 | \$974,000 | \$974,000 |
| CAL20538 | yes | Placer | Caltrans D3 | G- System Management, Operations, and ITS | Crispin Cider STAA Access | I-80 at Canyon Way IC, Illinoistown OC and driveway entrance to Crispin Cider warehouse - Widen ramp pavement at three locations, modify overcrossing and install signage to accommodate Surface Transportation Assistance Act (STAA) (PM 31.1/31.9) [SHOPP Minor A program 201.310] (Toll credits for CON) | Completion by 2020 | \$2,020,000 | \$2,02,000 |
| CAL20511 | Yes | Placer | Caltran D3 | C- Maintenance \& Rehabilitation | Gold Run SRRA Water System Upgrades | On I-80 in Placer County, near Gold Run, at the Gold Run Safety Roadside Rest Area - Replace water distribution system (PM 41.4/42.2) [EFIS ID 0313000017; CTIPS ID 107-0000-0960] (Toll credits for PE, ROW, CON) | Completion by 2020 | \$3,061,000 | \$3,061,000 |
| CAL20424 | ves | Placer | Caltrans ${ }^{\text {3 }}$ | c- Maintenance \& Rehabilitation | 1 -80 3-Mile Truck Climbing Lane | Near Colfax on Route 80, from the Long Ravine UP to east of Magra Road OC - Construct eastbound truck climbing lane and related improvements (PM 35.1/38.0) (Toll Credits for PE, ROW, CON) [EFIS ID 0300020420 | Completion by 2020 | \$550,637,337 | \$53,01,000 |
| CAL20630 | Project <br> Development <br> Only | Placer | Caltran $\mathrm{D}^{\text {3 }}$ | B- Road \& Highway Capacity | 1-80 Bus/carpool Lanes East of SR65 in both directions | New bus/carpool lanes - one each direction - on 1-80 from SR65 east to SR49 in Auburn. | Completion after 2036 | \$200,000,000 |  |
| CAL20521 | yes | Placer | Caltran D3 |  | 1-80 Culvert Rehabilitation | In and near Colfax on Pla-80, from 0.3 mile south of Weimar overhead to 0.3 mile south of Illinoistown overcrossing - Rehabilitate culvert (PM 28.5/31.5) [EFIS ID 0300020597; CTIPS ID 107-00000959] (Toll Credits for PE, ROW, CON) | Completion by 2020 | \$1,918,000 | \$1,918,000 |
| CAL18828 | yes | Placer | Caltran 03 | C- Maintenance \& Rehabilitation | 1.80 Vertical Clearance Improvements | Placer County, $1-80$, in and near Loomis at various locations from Brace Road to Magra Road - Improve vertical clearance (PM $8.1 / 37.8$ ) [CTIPS ID 107-0000-0757; EFIS ID 0300000473] (Toll Credits) Credits) | Completion by 2020 | \$36,045,000 | \$36,045,000 |
| CAL20633 | Project <br> Development <br> Only | Placer | Caltrans D3 | B- Road \& Highway Capacity | Route 65 Lincoln Bypass Phase 2B | In Placer Countr, SR65: Right-of-way acquisition \& construct a 4-lane expressway from North Ingram Slough to Sheridan. | Completion after 2036 | \$55,000,000 |  |
| CAL20389 | Yes | Placer | Caltrans D3 |  | SR 193 Curve Improvement | Near Lincoln, SR 193, from 0.1 mile west to to.9 imile east of Clark TTunen Road - Curve improvements and widening (SHHPPP Lump Sum - Collision Reduction) (PM 4.4/5.4) [CTIPS ID 107 -0000-0798; EFIS ID O300000725) (Toll Credits) | Completion by 2020 | \$17,393,000 | \$17,393,00 |
| CAL20635 | Yes | Placer | Caltrans D3 | C- Maintenance \& Rehabilitation | SR 193 Pavement Rehabilitation | Rehabilitate SR 193 roadway from Sierra College to Newcastle. | 2021-2036 | \$6,500,000 | \$10,166,000 |
| CAL20494 | yes | Placer | Caltrans D3 | C- Maintenance \& Rehabilitation | SR 267 Pavement Rehab | In Placer County, on SR 267 near Truckee, from Nevada County line to Brockway Summit - Pavement overlay (PM 0.0/6.8) [Toll Credits] | Completion by 2020 | \$5,101,000 | \$5,101,000 |
| CAL20638 | Yes | Placer | Caltrans D3 | G- System Management, Operations, and ITS | SR 267 SB Truck Climbing Lane | Extend the existing SR 267 SB truck-climbing lane; shoulder widening from Northstar Dr to Brockway Summit (PM 3.76/PM 6.67) | 2021-2036 | \$15,000,000 | \$18,304,000 |
| PLA25136 | Project <br> Development <br> Only | Place | Caltran 03 | B- Road \& Highway Capacity | SR 267 Widening | In eastern Placer County, widen SR 267 from 2 lanes to 4 lanes from | Completion after 2036 | \$10,000,000 |  |
| CAL20541 | yes | Placer | Catrans 03 | $\square$ | SR 49 bridge Rehab | In Auburn, SR 49, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road - Rehabilitate Pavement (PM 3.1/7.5) [TTPIP ID 107-0000-0992] [EFIS ID O300020616] (Toll Credits for PE, ROW, and CON) | Completion by 2020 | \$29,400,000 | \$29,400,00 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become avilable to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/Scs planning period. Year of to the MTP/SCS following a technical analysis and consistency with plan requirements. While etotal costs are show for these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | LeAD Agencr | Category | TITLE | PROEECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CAL20628 | Yes | Placer | Caltrans D3 | A- Bike \& Ped | SR 49 Class II Bike Lane | On SR 49, construct Class II bicycle lane from Bell Rd to Dry Creek Rd. | 2021-2036 | \$480,000 | \$751,000 |
| CAL20651 | Yes | Placer | Caltrans D3 | A- Bike \& Ped | SR 49 Class \|1 Bike Lane | On SR 49, construct Class II bicycle lane from Lincoln Way to Luther Rd. | 2021-2036 | \$960,000 | \$1,50, ,00 |
| CAL20573 | ves | Placer | Caltr | G- System Management, Operations, and ITS | SR 49 Signal | Install signal at Shale Ridge Rd., coordinate to the north on Dry Creek Rd. and to the south on Bell Rd. (PM 6.38/7.427) | 2021-2036 | \$2,00,000 | \$2,41,000 |
| CAL20531 | Yes | Placer | Caltrans D3 | C- Maintenance \& Rehabilitation | SR 65 Pavement Rehab | On SR 65, in and near Roseville, from 1-80 to Twelve Bridges Drive Pavement rehabilitation (PM 4.8/12.5) [EFIS ID 0314000010; CTIPS ID 107-0000-0991] (Toll Credits for PE, ROW, CON) | Completion by | \$10,445,000 | \$10,445,00 |
| CAL20583 | $\begin{array}{\|c} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Place | Caltrans D3 | G- System Management, Operations, and ITS | SR89 UPRR Undercrossing | Widening of SR89 (musehole) under UPRR tracks | Completion after 2036 | \$42,000,000 |  |
| CAL20637 | $\begin{array}{\|c} \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | Caltrans D3 | G- System Management, Operations, and ITS | System Management/Traffic Operations System on SR49 | Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer County. | Completion after 2036 | \$4,000,000 |  |
| CAL20639 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | Caltrans Division of Rail | E-Transit Capital (Major) | Auburn to Donner Summit Track Improvements Phases $1 \& 2$ | Upgrade Donner Pass Summit (UP Line) double track: including addition of crossovers, notching of tunnels, reactivation \& replacement of second mainline track between Auburn \& Reno, Nevada | Completion after 2036 | \$86,000,000 |  |
| CAL20640 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Onlv } \end{gathered}$ | Placer | Caltrans Sivision of Rail | -Transit Capital (Major) | UP Over/Under Crossing | Build over/undercrossing at Union Pacific crossing of Sierra College Boulevard | Completion after 2036 | \$30,000,000 |  |
| CAL20563 | Yes | Placer | Caltrans HO | -Transit O\&M (Gene | FTA 5310 - City of Roseville Mobility Management Program | Transit Ambassador and Mobility Training programs. Assist new transit and paratransit/demand response transportation riders that are seniors and persons with disabilities in Placer County, as well as the South Placer County "One Stop" Call Center that distributes transit and paratransit/demand response transportation information and handles reservations/transfers for paratransit/demand response transportation users in Placer County. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund $100 \%$ of this project.. Toll Credits for CON | Completion by 2 | 5234,000 | \$234,000 |
| CAL20565 | ves | Placer | Caltrans HO | E-Transit Capital (Minor) | FTA 5310 - City of Roseville South Placer Call Center Equipment | Center employees and Transit Ambassadors to use, as well as replacement digital recording system and TDD equipment for the South Placer Call Center. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund $100 \%$ of this project.. Toll Credits for CON | Completion by 2020 | \$28,100 | \$28,100 |
| CAL20564 | ves | Placer | Caltrans HO | E-Transit Capital (Minor) | FTA 5310 - City of Roseville Transit Vehicle Navigation Units | Purchase 25 global positioning system (GPS) navigation units to assist demand response drivers serving seniors and people with disabilities. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund $100 \%$ of this project. | Completion by 2020 | 56,900 | 56,900 |
| VAR56134 | $\begin{array}{\|c\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | Capitol Corridor Joint Powers Authority | F-Transit O\&M | Capitol Corridor Operations | Capitol Corridor operations \& equipment maintenance, funded by the State of California/ Caltrans Division of Rail. (Total Cost: $\$ 728,000,000$ ) | Completion after 2036 | \$58,181,760 |  |
| VAR56135 | $\begin{array}{\|c} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | Capitol Corridor Joint Powers Authority | E-Transit Capital (Minor) | Capitol Corrido Rail Replacement \& Expansion | Lump-sum of capital improvements between Colfax \& Davis (Total Cost: $\$ 120,720,000)$ | Completion after | \$9,647,942 |  |
| PLA25353 | Yes | Placer | City of Auburn | E-Transit Capital (Minor) | Auburn Multi Modal Station - Rail Platform Extension | At the existing Auburn Multi Modal Station: Obtain right-of-way and install rail platform extension . (Emission Benefits in $\mathrm{kg} / \mathrm{day}$ : 0.93 ROG, 1.18 NOx, 0.43 PM10) | Completion by 2020 | \$1,46,480 | \$1,46,480 |
| PLA25569 | yes | Placer | City of Auburn | E-Transit Capital | Auburn Transit Bus Replacement | Replace one bus. | Completion by 2020 | \$408,469 | \$408,469 |
| PLA25234 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | City of Auburn | B- Road \& Highway Capacity | Baltimore Ravine Development | Construct New Road: various roadways in the Baltimore Ravine area of Auburn. Includes: widening and construction of new local roadways as a result of new development. | Completion after 2036 | \$200,000 |  |
| PLA2547 | Yes | Placer | city of Auburn | F-Transit o\&M (Bus) | City of Auburn Non-Urbanized Transit Operations | For the ongoing operation of transit within the non-urbanized area of Auburn and a portion of non-urbanized Placer County. | Completion by 2020 | \$1,58,934 | \$1,58,934 |
| PLA25639 | yes | Placer | City of Auburn | A- Bike \& Ped | Marguerite Mine Road Pedestrian and Bikeway Facilities | Marguerite Mine Road, from Marguerite Mine Road/State Route 49 intersection to the north and Marguerite Mine Road/Auburn Ravine Road intersection, approximately 2,200 feet: install curb, gutter sidewalk on west side segments and install Class II Bike Lane for the entire length. (Toll Credits for CON). Toll Credits for CON | Completion by 2020 | \$448,710 | \$448,71 |
| PLA25471 | Yes | Placer | City of Auburn | A- Bike \& Ped | Nevada Street Pedestrian \& Bicycle Facili | Class 2 bike lane and adjacent sidewalks along Nevada St from Placer St to Fulweiler Ave to allow for continuous pedestrian and bicycle access from Old Town Auburn to the Auburn Station and EV Cain Middle School. (Emission reductions in kg/day: ROG 0.01, NOx 0.01.) | mpletion by 202 | 00,645 | \$1,700,645 |
| PLA25146 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | City of Co | G- System Management, Operations, and ITS | Grass Valley St./UPRR Overcrossing | Rail Crossing Project; above-grade crossing of UP Tracks from east side (S Auburn)to west side (Main) | Completion after 2036 | \$300,000 |  |
| PLA25439 | Yes | Placer | City of Colfax | C- Maintenance \& Rehabilitation | Grass Valley Street Railroad Crossing Pedestrian and Bike Improvements | Construct of pedestrian improvements across UP railroad tracks to improve pedestrian safety, road rehabilitation, and bike lane/route along Grass Valley St west of South Auburn St. | Completion by 202 | \$537,100 | \$537,100 |
| PLA20420 |  | Placer | City of | G- System Management, Operations, and ITS | 80/Canyon Wr. Intersection Improvements | Intersection Improvements at Canyon Wy. / I-80 Overpass, to include signalization, intersection realignment and striping. | Completion after 2036 | \$50,000 |  |
| PLA25591 | ves | Placer | City of Colfax | G- System Management, Operations, and ITS | -80/SR174 Interchange Improvements (Construction funds) | Reconstruct 1-8/SR 174 Interchange | 2021-2036 | \$15,000,000 | \$23,459,000 |
| PLA25490 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Onlv } \end{gathered}$ | Placer | City of Colfax | G- System Management, Operations, and ITS | 1-80/SR174 Road Widening and Signal Improvements | Roadway Operational Improvements at Hwy. $174 \& 1-80$, to include 2 new signals and intersection widening with sidewalks and curb ramps | Completion after | \$100,000 |  |
| PLA25466 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | City of Colax | G- System Management, Operations, and ITS | Main and Grass Valle S Signal Improvements | Design and construction of a new traffic signal and turn-lane at the intersection of Main Street and Grass Valley Street. (Emission reductions: ROG . $02 \mathrm{~kg} /$ day; NOx $.01 \mathrm{~kg} /$ day) | Completion after 2036 | \$200,000 |  |
| PLA25577 | ves | Placer | City of Colax | A- Bike \& Ped | North Main Street Bike Route | Along N. Main Street, from the Depot Transit Center to Highway 174 Construct class III bike route and associated improvements. Improvements include tree trimming, road repairs, non-capacity road widening, re-striping, drain inlet upgrade, bike rack, and barrier curb. (Requesting state-only ATP.) | Completion by 202 | \$299,33 | \$299,333 |
| PLA25237 | $\begin{array}{\|c\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | placer | City of Colat | A- Bike \& Ped | S Auburn Street Bicycle Improvements | Add bike routes lanes on both sides of South Auburn Street from Mink Creek to Grass Valley UP Tracks. | Completion after 2036 | \$36,000 |  |
| PLA25235 |  | Placer | City of Colax | G- System Management, Operations, and ITS | S. Auburn/Central/Hwy. 174 Intersection Improvements | Intersection improvements on S. Auburn St. at Central Ave./Hwy. 174 intersection, to include widening, signalization, and pedestrian improvements. | $\begin{aligned} & \text { Completion after } \\ & 2036 \\ & \hline \end{aligned}$ | \$60,000 |  |
| PLA25161 | Yes | Placer | City of Lincoln | B- Road \& Highway Capacity | 12th St. | Widen: 4 lanes from East Ave. to Harrison Ave. | Completion by 2020 | \$48,700 | \$51,000 |
| PLA20740 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | City of Lincoln | B- Road \& Highway Capacity | Airport Rd. | Construct New Road: 2 lanes from Weco Access Rd. to Wise Rd. | Completion after 2036 | \$550,00 |  |
| PLA25022 | ves | Placer | City of Lincoln | A - Bike \& Ped | Auburn Ravine Bike/Ped Bridge Phase 1 | In Lincoln: Construction of multi-use bridge across Auburn Ravine: Preliminary Engineering, Environmental Documentation, Permitting, and Construction of bicycle and pedestrian bridge crossing Auburn Ravine | Completion by 2020 | \$987,193 | \$1,03,000 |
| PLA18550 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | City of Lincoln | B- Road \& Highway Capacity | Aviation Blv. | Widen Aviation Blvd. from 2 to 4 lanes from Venture Dr. to terminus 0.5 miles north of Venture Dr. | Completion after 2036 | \$850,000 |  |
| PLA25304 | $\begin{array}{\|c} \text { Project } \\ \text { Development } \\ \text { Onlv } \end{array}$ | Placer | City of Lincoln | B- Road \& Highway Capacity | Aviation Blvd. | Road Extension: 4 lanes from Venture Dr. to Wise Rd. | Completion after 2036 | \$1,500,000 |  |
| PLA18760 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Only } \end{gathered}$ | Placer | City of Lincoln | B- Road \& Highway Capacity | E. Joiner Pkwy. | Widen: 6 lanes from Ferrari Ranch Rd. to Sterling Pkwy. Includes: Hwy. 65 / UPRR overcrossing. | Completion after 2036 | \$700,000 |  |
| PLA25515 | ves | Placer | City of Lincoln | A- Bike \& Ped | East Ave. and East Joiner Pkwr. Sidewalks (SRTS) | East side East Ave. between SR 93 (McBean Park Dr.) and 12th St.; east side E. Joiner Pkwy. between 12 Bridges Dr. and Westview Dr.: Construct sidewalk, curb and gutter, curb ramps; install bike lanes. SRTS3-03-005 | Completion by 2020 | \$519,600 | \$519,600 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for theses
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | LeAD AgEncy | Category | TITLE | PROJECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PLA18810 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Onlv } \end{gathered}$ | Placer | City of Lincoln | B- Road \& Highway Capacity | East Joiner Parkway | Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Dr to Rocklin city limits. | Completion after | \$290,000 |  |
| PLA18790 | Yes | Placer | City of Lincoln | B- Road \& Highway Capacity | East Joiner Parkway | Widen East Joiner Parkway from 2 to 4 lanes from Del Webb Blvd. to Twelve Bridges. | Completion by 2020 | \$1,104,290 | \$1,158,000 |
| PLA25169 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Onlv } \end{gathered}$ | Placer | City of Lincoln | B- Road \& Highway Capacity | Ferrari Ranch Road | Widen from 2 to 4 lanes from SR 65 to SR 193 STREET NAME: Ferrari Ranch Road | Completion after | \$275,000 |  |
| PLA25467 | $\begin{array}{\|c} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | City of Lincoln | B- Road \& Highway Capacity | Ferrari Ranch Road Extension | Extend Ferrari Ranch Road from existing City Limit near Caledon Circle to Moore Road (Village 7 boundary) | Completion after | \$1,920,000 |  |
| PLA20780 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | City of Lincoln | B- Road \& Highway | Gladding Parkway | In Lincoln: from Nicolaus Rd. (near K Street)to East Avenue; including overpass over UPRR and SR 65 and connection to 12th Street, construct a new 2 lane roadway. | Completion after | \$2,300,000 |  |
| PLA18710 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Only } \end{gathered}$ | Placer | City of Li | B- Road \& Highway | Industrial Blva. | Industrial Blvd., from Route 65 to 12 Bridges Dr.: Widen from 2 to 4 lanes. | Completion after 2036 | \$948,000 |  |
| PLA18720 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \\ \hline \end{array}$ | lacer | City of Lincoln | B- Road \& Highway Capacity | Industrial Blvd. | Industrial Blvd., from 12 Bridges Dr. to Athens Blvd.: Widen from 2 to 4 lanes. | Completion after 2036 | \$1,876,246 |  |
| PLA25164 | $\begin{array}{\|c} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | City of Lincoln | B- Road \& Highway Capacity | Joiner Pkwy. | Widen: 6 lanes from Nicolaus Rd. to Ferrari Ranch Rd. | Completion after 2036 | \$344,00 |  |
| PLA25531 | yes | Placer | City of Lincoln | G- System Management, Operations, and ITS | Lincoln Blvd. Signal Upgrade and Lighting | Lincoln Blvd. (Old 65) between Sterling Pkwy. and 7th St.: Upgrade traffic signals; install safety lighting and bike lanes. (HSIP5-03-006) | Completion by 2020 | \$1,08,000 | \$1,880,00 |
| PLA25464 | ves | Placer | City of Lincoln | A- Bike | Lincoln Blvd. Streetscape - Phase 1 | In Lincoln: Between 7th Street and McBean Park Drive; construct various pedestrian, bicycle, NEV, and ITS improvements along Lincoln Boulevard (old Highway 65 / G Street). Improvements will consist of gap sidewalk construction, pedestrian improvements to railroad crossings, pedestrian crossings along Lincoln Boulevard, bicycle and NEV lanes, connection to the existing trail along Auburn Ravine east of Highway 65 , roadway narrowing through the construction of landscape medians and frontage improvements where appropriate, and traffic signal interconnection and coordination along the corridor. (Emission Benefits in $\mathrm{kg} / \mathrm{day}$ : ROG 0.58 , NOx 0.41, PM10 0.08) | mpletion by 2020 | \$3,278,812 | 278, |
| PLA25554 | ves | Placer | City of Lincoln | A- Bike \& Ped | Lincoln Blvd. Streetscape - Phas | Lincoln Blvd, First Street to McBean Park Drive: Provide a more pedestrian, bicycle and Neighborhood Electric Vehicle (NEV) friendly environment along the main street through the city. Pedestrian improvements include wider sidewalks, bulb-outs at intersections and crosswalks. Bicycle and NEV improvements include Class 2 lanes on each side of the street. (Emission Benefits in $\mathrm{kg} /$ day: ROG 0.16 , NOx 0.11, PM10 0.06) (Toll Credits for PE and CON) | Completion by 2020 | \$1,01 | \$1,019,639 |
| PLA25540 | yes | Placer | Hy of Lincoln | Maintenance \& | McBean Park Bridee Rehabilitatio | McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2 lane bridge. No added lane capacity. | Completion by 202 | 88,083,00 | \$8,08,000 |
|  | ves | Placer | City of Lincoln | B- Road \& Highway Capacity | McBean Drive Widening - Phase 1 | Widen McBean Drive to four lanes from Ferrari Ranch to Oak Tree Lane | 2021-2036 | \$7,047,977 | \$8,60,000 |
|  | Yes | Placer | City of Lincoln | B- Road \& Highway Capacity | McBean Drive Widening - Phase 2 | Widen McBean Drive from Oak Tree Lane to $\mathrm{N} / \mathrm{S}$ Connector Loop | 2021-2036 | \$5,971,878 | \$7,287,000 |
| PLA25162 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Place | City of Lincoln | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | McCourtney Rd. | Widen: 4 lanes from 12th St. to north Lincoln city limits | Completion after 2036 | \$48,800 |  |
| PLA25595 | Yes | Placer | City of Lincoln | ${ }_{\text {coser }}^{\text {B-Road \& Highway }}$ | Nelson Lane Extension | Extend Nelson Lane south of SR-65 bypass | 2021-2036 | \$25,000,000 | \$33,098,000 |
| PLA25509 | Yes | Placer | City of Lincoln | B- Road \& Highway Capacity | Nelson Ln/Markham Ravine Bridge Replacement | Nelson Ln, over Markham Ravine, 0.25 mi south of Nicolaus Rd. Replace existing functionally obsolete 2 lane bridge with a new 4 lane bridge. | Completion by 202 | 8,212,828 | 58,21 |
| PLA15970 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | City of Lincoln | B- Road \& Highway Capacity | Nicolaus Rd. | Widen Nicolaus Rd. from 2 to 4 lanes from Airport Rd. to Aviation Blvd. | Completion after 2036 | \$2,25,600 |  |
| PLA25305 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | City of Lincoln | B- Road \& Highway Capacity | Oak Tree Extension | Construct New Road: 2 lanes between Sierra College Blvd. and Wise Rd. / Hwy. 65 | Completion after 2036 | \$1,50,000 |  |
| PLA19020 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \\ \hline \end{array}$ | Placer | City of Lincoln | B- Road \& Highway Capacity | Twelve Bridges Dr. | Twelve Bridges Dr.from Industrial Blvd. to SR 65 Interchange: widen from 2 to 4 lanes, including interchange improvements. | Completion after | \$2,817,00 |  |
| PLA25166 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | City of Lincoln | B- Road \& Highway Capacity | Twelve Brides Dr | Widen: 6 lanes from Hwy. 65 Interchange to Lincoln Pkwy. Includes: interchange improvements. | Completion after 2036 | \$225,200 |  |
| PLA2553 | Yes | Placer | City of Lincoln | C- Maintenance \& Rehabilitation | Twelve Bridges Drive \& Joiner Parkway rehabilitation | In Lincoln, street rehabilitation of (1) Twelve Bridges Drive from Industrial Avenue east to Sierra College Boulevard and (2) Joiner Parkway from the southern city limits to First Street. (Toll Credits for CON) | Completion by 202 | \$1,32,655 | \$1,332, |
| PLA20760 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | City of Lincoln | $\begin{array}{\|l\|l} B-\text { Road \& Highway } \\ \text { Capacity } \end{array}$ | Venture Drive | In Lincoln: from Aviation Blvd. to Lakeside Dr., widen Venture Dr. from 2 to 4 lanes. | Completion after | 590,000 |  |
| PLA25315 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Only } \end{gathered}$ | Placer | City of Lincoln | ${ }^{\text {B- Road \& Highway }}$ Capacity | Village 1-7, SUD A-C local streets | Construct New Road: Local roads for various villages and SUD. Includes: street enhancements. | Completion after 2036 | \$11,800,000 |  |
| PLA25163 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | City of Lincoln | B- Road \& Highway | Virginiatown Rd. | Widen: 4 lanes from McCourney Rd. to east Lincoln city limits. | Completion after 2036 | \$50,200 |  |
| PLA25310 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Only } \end{gathered}$ | Placer | City of Lincoln | B- Road \& Highway | Wise Rd. | Road Realignment: between Hwy. 65 Lincoln Bypass and existing Hwy. 65. Includes: overcrossing. | Completion after 2036 | \$6,00,000 |  |
| PLA25566 | res | Placer | City of Rocklin | C- Maintenance \& Rehabilitation | Bridge Preventive Maintenance Program | Bridge Preventive Maintenance Program, various locations in City of Rocklin. See Caltrans Local Assistance HBP web site for backup list of bridges. | Completion by | \$600,000 | \$600,000 |
| PLA19260 | yes | Placer | City of Rocklin | B- Road \& Highway Capacity | Domingue R Road | In Rocklin, Dominguez Road: extend with 2 lanes from Granite Drive to Sierra College Boulevard, including new bridge over $1-80$. | 2021-2036 | \$11,000,000 | \$17,203,000 |
| PLA25635 | ves | Placer | City of Rocklin | G- System Management, Operations, and ITS | Granite Drive at Rocklin Road Roundabout | At Rocklin Rd/Granite Dr., between east of Meyers St to the Caltrans WB on-ramp/right of way on Rocklin Road. : Replace the existing four lane signalized intersection with a two lane roundabout (Toll Credits for PE, ROW, CON).. Toll Credits for ENG, ROW, CON | Completion by 2020 | \$2,707,607 | \$2,707,607 |
| PLA25373 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Onlv } \end{gathered}$ | Placer | City of Rocklin | E-Transit Capital (Minor) | Midas Ave. Grade Separation | Midas Ave., from Pacific St. to Third St., construct 2 lane grade separation of UP tracks including right of way. | Completion after 2036 | \$5,650,000 |  |
| PLA25272 | $\begin{array}{\|c} \hline \text { Projy } \\ \hline \begin{array}{c} \text { Development } \\ \text { Only } \end{array} \\ \hline \end{array}$ | Placer | City of Rocklin | B- Road \& Highway Capacity | Pacific st. | Widen: 6 lanes from SW of Sunset Blvd. to NE of Sunset Blv. | Completion after 2036 | \$240,000 |  |
| PLA17820 | yes | Placer | City of Pockin | G- System Management, Operations, and ITS | Pacific Street | On Pacific Street: Construct downtown improvements. | Completion by 2020 | \$8,00,000 | \$8,391,000 |
| PLA25552 | ves | Placer | City of Rockin | A- Bike \& Ped | Pacific Street-Bikeway/Neighborhood Electric Vehicle Expansion Project | Construct \& add striped median ,striping, pavement markings and signage on both NB and SB lanes of Pacific Street. The project will also construct a Class II bike path on the northwest portion of Pacific Street from Town of Loomis border to Del Mar Ave. (Emission Benefits in kg/day: ROG 0.16; NOx 0.13; PM10 0.08) | Completion by 2020 | \$1,68,542 | \$1,698,52 |
| PLA19400 | Yes | Placer | City of Rocklin | B- Road \& Highway Capacity | Rocklin Rd. Widening | In Rocklin, Rocklin Road: widen to 6 lanes from Granite Drive to westbound $1-80$ ramps. | Completion by 2020 | \$1,320,000 | \$1,32,000 |
| PLA19401 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | City of Rocklin | B- Road \& Highway Capacity | Rocklin Road | In Rocklin, Rocklin Road from Aguilar Road / Eastbound I-80 onramps to Sierra College Blvd: widen from 4 to 6 lanes. | Completion after 2036 | \$1,53,000 |  |
| PLA25273 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Only } \end{gathered}$ | Placer | City of Rocklin | B- Road \& Highway Capacity | Rocklin Road Widening | Widen Rocklin Road from 2 to 4 lanes from Loomis town limits to east of Sierra College Boulevard. | Completion after | \$372,266 |  |
| PLA25345 | Yes | Placer | City of Rocklin | B- Road \& Highway | Rockin Road/-80 Interchange | In Rocklin: from Rocklin Rd. onto both WB and EB I-80; construct | Completion by 2020 | \$26,150,000 | 526,150 |
| PLA15400 | Yes | Placer | City of Rocklin | (e-Road d Highway | Sierra College Blva. Widening | In Rocklin, widen Sierra College Boulevard from 4 to 5 lanes from I80 to Aguliar Tributary. | 2022-2036 | \$3,80, 000 | \$4,637,00 |
| PLA20460 | Yes | Placer | City of Rocklin | B- Road \& Highway Capacity | Sierra College Blvd. Widening | In Rocklin, Sierra College Boulevard from Aguilar Tributary to Nightwatch: widen from 4 to 5 lanes. | 2021-2036 | \$2,750,000 | \$3,356,00 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become avilable to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|}
\hline Project ID \& Included in \& countr \& lead agency \& Category \& TITLE \& PROIECT DESCRIPTION \& Completion Timis \& total cost (2015 Dollars) \& YEAR OF EXPENDITURE COST \\
\hline PLA19330 \& Project
Development
Only \& Placer \& City of Rocklin \& B- Road \& Highway Capacity \& Sierra College Boulevard \& In Rocklin, Sierra College Boulevard: widen to 4 lanes from intersection with Valley View Parkway to Loomis Town limits (SPRTA Segment \#2a) \& Completion after 2036 \& \$8,55,000 \& \\
\hline PLA25551 \& yes \& Placer \& City of Rocklin \& C- Maintenance \& Rehabilitation \& Sunset Blvd Reconstruction \& Reconstuct Sunset Blvd from Fairway Drive to Stanford Ranch Road. (Toll credits for CON.) \& Completion by 2020 \& \$876,500 \& 5876,500 \\
\hline PLA22156 \& Yes \& Placer \& City of Rocklin \& \[
\begin{aligned}
\& \text { B- Road \& Highway } \\
\& \text { Capacity }
\end{aligned}
\] \& Sunset Blva. Widening \& Sunset Boulevard: Widen from 4 to 6 lanes from north bound SR 65 ramp to West Stanford Ranch Road. \& 2021-2036 \& \$1,100,000 \& \$1,342,000 \\
\hline PLA15620 \& \[
\begin{array}{|c|}
\hline \text { Project } \\
\text { Development } \\
\text { Only }
\end{array}
\] \& Placer \& City of Rocklin \& B- Road \& Highway
Capacity \& Sunset Boulevard \& Widen Sunset Boulevard from 4 to 6 lanes, from Standford Ranch Road to Pacific Street \& Completion after
2036 \& 4,177,406 \& \\
\hline PLA17910 \& Yes \& Placer \& City of Rocklin \& B- Road \& Highway Capacity \& Sunset Boulevard \& Widen Sunset Boulevard bridge at UPRR from 4 to 6 lanes from South Whitney Blvd. to Pacific St. \& 2022-2036 \& \$2,60,000 \& 54,066,000 \\
\hline PLA19360 \& Yes \& Placer \& City of Rocklin \& B- Road \& Highway Capacity \& Sunset Boulevard \& Widen Sunset Boulevard from 4 to 6 lanes from Stanford Ranch Rd. to Topaz. \& 2021-2036 \& \$2,60,000 \& \$4,066,000 \\
\hline PLA25268 \& yes \& Placer \& City of Rocklin \& B- Road \& Highway \& University Avenue Phase 1 \& University Avenue: Construct new four lane roadway from the intersection of Whitney Ranch Parkway north to the extension of West Ranch View Drive. One or more phases of this project may require federal permitting. \& Completion by 2020 \& \$2,500,000 \& \$2,500 \\
\hline PLA19250 \& Project
Development
Only \& Placer \& City of Rocklin \& B- Road \& Highway Capacity \& Valle V View Parkway \& Valley View Parkway: Construct 2 lanes from Park Drive to Sierra College Blvd. \& Completion after \& \$9,57,000 \& \\
\hline P1A2515 \& Yes \& Placer \& City of Rocklin \& B- Road \& Highway \& West oaks Bowevard \& West Oaks Boulevard: Construct new 4-lane extension from \& \(2021-2036\) \& \$3,50.000 \& \$4271,000 \\
\hline PLA19290 \& Yes \& Placer \& City of Rocklin \&  \& Whitey Ranch Parkw \& Whitney Ranch Parkway, construct new 4-lane facility from east of Wildcat Blyd to Whitney Oaks Dr \& 2021-2036 \& \$12.42 \& \\
\hline PLA25025 \& Yes \& Placer \& City of Rocklin \& B- Road \& Highway Capacity \& Whitree Ranch Parkway \& In Rocklin, Whitney Ranch Parkway: construct four-lane facility from SR 65 to east of Wildcat Boulevard. \& Completion by 2020 \& \$1,730,00 \& S1,730,000 \\
\hline PLA25521 \& yes \& Placer \& City of Rocklin \& B- Road \& Highway
Capacity \& Whitney Ranch Parkway Interchange Phase 1A \& At SR 65 and Whitney Ranch Parkway: Construct Phase 1A of the Whitney Ranch Interchange by constructing NB on- and off-ramps, overcrossing structure, and southbound loop on-ramp. \& Completion by 202 \& \$3,80,000 \& \$3,800,000 \\
\hline PL25578 \& ves \& Placer \& city \& C- Maintenance \& Rehabilitation \& 2015 RSTP Arterial Microsurfacing Project \& In Roseville, resurface the following arterial roadways - Pleasant
Grove Blvd from Hartley Wy to Fiddyment Rd \& from Michner Dr to
Foothills Blvd; Fiddyment Rd from Pleasant Grove Blvd to Blue Oaks
Blvd; Foothills Blvd from Pleasant Grove Blvd to Junction Blvd \&
from Baseline Rd to Akkinson St; Galilee Rd from Indutrial Ave to
Pleasant Grove Blvd; Vineyard Rd from Brady Ln to Atkinson St;
Denio Loop from Foothills Blvd to Atkinson St; E Roseville Parkway
from Douglas Blvd to Sierra College Blvd; Atlantic St from Wills Rd to
1-80 WB On Ramp; Eureka Rd from Sunrise Ave to Douglas Blvd;
Sunrise Ave from Smith Ln to Kensington Dr; N. Sunrise Ave from
Frances Dr to Lead Hill Blvv; Seierra Gardens Dr from Santa Clara Dr
to Douglas Blvd; Santa Clara Dr from Sierra gardens Dr to Douglas
Blvd; and Douglas Blvd from N. Sunrise Ave to Sierra Gardens. (Toll
credits for CON.) \& Completion by 2020 \& 56,374,233 \& \$6,374,233 \\
\hline PLA25581 \& Yes \& Placer \& City of Roseville \& A- Bike \& Ped \& 2017 Pedestrian Facilities Improvement \& In Roseville, upgrade ADA pedestrian ramps along various arterial
and collector roadways for safety and to meet current ADA
standards. (Emission Benefits in kg/day: 0.10 ROG; 0.06 NOX; 0.02
PM2.5) \& Completion by 2 \& 5815,925 \& \$815,925 \\
\hline PLA19810 \& \[
\begin{array}{|c|}
\hline \text { Project } \\
\text { Development } \\
\text { Only }
\end{array}
\] \& Placer \& City of Roseville \& B- Road \& Highway Capacity \& Atkinson St./PFE Rd. Widening \& In Roseville, Atkinson St./PFE Rd.: widen from two to four lanes from Foothills Blvd to just south of Dry Creek, including connector road from Foothills to Atkinson (mirror image of existing Denio Loop connector on \(\mathrm{N} / \mathrm{E}\) side of Foothills) and signal removal. \& Completion after 2036 \& \$7,00,000 \& \\
\hline PLA15660 \& Yes \& Placer \& City of Roseville \& \[
\begin{aligned}
\& \text { B- Road \& Highway } \\
\& \text { Capacity }
\end{aligned}
\] \& Baseline Rd. Widening \& In Roseville, Baseline Rd., from Brady Lane to Fiddyment Road: widen from 3 to 4 lanes. \& Completion by 2020 \& 56,106,889 \& 06,889 \\
\hline PLA15100 \& ves \& Placer \& City of Roseville \& B- Road \& Highway Capacity \& Bas \& In Roseville, Baseline Road from Fiddyment Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 6 lanes. \& Completion by 2020 \& \$7,852,055 \& 57,85 \\
\hline PLA25528 \& Yes \& Placer \& City of Roseville \& B- Road \& Highway Capacity \& Blue Oaks Blvd Extension - Phase 1 \& In Roseville, Extend 2 lanes of Blue Oaks Blvd from Hayden Parkway to Westside Dr., Including south half of a 6 -lane bridge over Kaseberg Creek \& Completion by 2020 \& \$6,00,000 \& \$6,000, \\
\hline PLA25539 \& Yes \& Placer \& City of Roseville \& \[
\begin{aligned}
\& \text { B- Road \& Highway } \\
\& \text { Capacity } \\
\& \hline
\end{aligned}
\] \& Blue Oaks Blvd. Extension Phase 2 \& In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd.
(formerly Watt Ave.), extend 2 lanes. \& Completion by 2020 \& 56,350,000 \& \$56,350,000 \\
\hline PLA25465 \& yes \& Placer \& City of Roseville \& A- Bike \& Ped \& Downtown Pedestrian Bridge \& In Roseville, improve access to civic Center transit transfer facility by constructing transit/bicycle/pedestrian related improvements, including pedestrian bridge and Class I trail improvements. (Emission benefits in kg/day: ROG \(0.55, \mathrm{NOX} 0.34, \mathrm{PM} 2.50 .11\) ) \& Completion by 2020 \& \$3,217,000 \& \$3,217,00 \\
\hline PLA25318 \& \begin{tabular}{|c|}
\hline Project \\
Development \\
Only
\end{tabular} \& Placer \& City of Roseville \& B- Road \& Highway Capacity \& Dry Creek \& Bikeway Facilities: from Darling Wy. to western Roseville City limits along Dry Creek. \& Completion after 2036 \& \$550,00 \& \\
\hline PLA19910 \& Yes \& Placer \& City of Roseville \& A- Bike \& Ped \& Dry Creek Greenway Trail \& In Roseville, along Dry Creek, Cirby Creek and Linda Creek, construct class 1 bike trail. (Emission Benefits in kg/day: 0.09 ROG, 0.07 NOX, 0.03 PM2.5) \& Completion by 2020 \& \$3,26,629 \& \$3,268, \\
\hline PLA25496 \& \begin{tabular}{|c|}
\hline Project \\
Development \\
Only
\end{tabular} \& Plac \& City of R \& B- Road \& Highway \& Foothills \& Widen: 6 lanes from Cirby to Vineyard and from Switchman to Pilgrims. \& Completion after
2036 \& 2,390,000 \& \\
\hline PLA15740 \& \[
\begin{array}{|c|}
\hline \text { Project } \\
\text { Development } \\
\text { Only }
\end{array}
\] \& Placer \& City of Roseville \& B- Road \& Highway
Capacity \& Galleria Blv. \& Widen: 6 lanes from Berry to Roseville Pkwy. \& \[
\begin{aligned}
\& \text { Completion after } \\
\& 2036 \\
\& \hline
\end{aligned}
\] \& \$150,000 \& \\
\hline PLA25211 \& \[
\begin{aligned}
\& \text { Project } \\
\& \text { Development } \\
\& \text { Only }
\end{aligned}
\] \& Placer \& City of Roseville \& B- Road \& Highway
Capacity \& Galleria Blva. \& Interchange Modification: Hwy. 65 / Galleria Blvd. Interchange. Includes: re-stripe Galleria/ Stanford Ranch to 6 lanes; modify 3 NB \& SB off ramps and SB Stanford Ranch Rd. to NB 65 on ramp; add 2nd N/B Galleria to NB Hwy. 65 left-turn lane (Phase II). \& Completion after
2036 \& \$400,000 \& \\
\hline PLA25209 \& \begin{tabular}{|c|}
\hline Project \\
Development \\
Only
\end{tabular} \& Placer \& City of Roseville \& B- Road \& Highway Capacity \& Galleria Blvd./SR 65 Interchange Phase II Improvements \& In Roseville, at existing interchange on State Route 65/Galleria Blvd/Stanford Ranch Rd.: modify all on and off ramps to provide improved operations \& Completion after 2036 \& \$5,00,000 \& \\
\hline PLA25386 \& Yes \& Placer \& City of Roseville \& A- Bike \& Ped \& \(1-80\) To Rover Park Bikeway Phase 2-Segment 3 \& Roseville, Harding Blvd @ Dry Creek, 1-80 to Royer Park: Construct class 1 bikeway in 2 phases. Phase 1 from I-80 to Harding Blvd completed in 2004 (PLA20870). Phase 2 construction is separated into 3 segments: Segment 3 is located from Folsom Road to Lincoln Street/Royer Park. (Emission benefits in kg/day: 0.25 ROG, 0.2 NOx 0.09 PM10) \& Completion by 2020 \& \$870,09 \& \$870,909 \\
\hline PLA25507 \& Yes \& Placer \& City of Roseville \& C- Maintenance \& Rehabilitation \& Industrial Ave/Pleasant Grove Creek Bridge Replacement \& Industrial Ave, over Pleasant Grove Creek, 0.7 mi S Placer Blvd. Replace the existing 2 lane functionally obsolete bridge with a new 2 lane bridge. \& Completion by 2020 \& \$4,960,00 \& \$4,960,000 \\
\hline RE617928 \& Yes \& Pla \& Cty of Roseville \& E-Transit Capital (Minor) \& Orlando Transfer Point Improvements \& In Roseville, on Louis Blvd at Orlando Ave.: Develop and construct an improved transfer point and intermodal facility with a 35 -space park and ride facility. (Includes previously programmed PLA16080.) \& Completion by 2020 \& 4,738,000 \& 54,738, \\
\hline PLA25377 \& Yes \& Placer \& City of Roseville \& B- Road \& Highway Capacity \& Market 5 . \& City of Roseville, Market St., from approx. 800 feet north of Baseline Road to Pleasant Grove: Extend 2 lanes. \& Completion by 2020 \& \$8,50,000 \& \$8,500,00 \\
\hline PLA25571 \& Yes \& Placer \& City of Roseville \& B- Road \& Highway Capacity \& Market Street South \& In Roseville, Market Street South, from Baseline Road to approx. 800 feet north: construct 2 -lane road. \& Completion by 2020 \& \$500,000 \& \$500,000 \\
\hline PLA25508 \& Yes \& Placer \& City of Roseville \& C- Maintenance \& Rehabilitation \& Oak Ridge Dr/Linda Creek Bridge Replacement \& Oak Ridge Dr, over Linda Creek, 0.2 min Cirby Way. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge 11/8/2010: (Toll Credits programmed for PE, ROW, and \& CON.) \& Completion by 2020 \& \$3,25,000 \& \$3,250 \\
\hline PLA25469 \& Yes \& Placer \& City of Rose \& A-Bike \& Ped \& Oak Street Extension of Miners Ravine Trail \& relocation and safety upgrades to existing Ice House Bridge. From transit stop at Downtown Roseville Library to existing class 1 trail in Royer Park: provide bicycle and pedestrian improvements including replacement of Taylor Street Bridge. (Emission benefits in kg/day: ROG 0.13, NOX 0.09, PM10 0.04) (FTA 5307 to be used on Taylor Street bridge and bike/ped improvements leading to transit stop at library.) \& Completion by 2020 \& \$3,046,159 \& \%

$53,046,159$ <br>
\hline PLA25500 \& Yes \& Placer \& City of Roseville \& A- Bike \& Ped \& Pedestrian Facilities Improvement Project \& In Roseville, reconstruct ADA pedestrian ramps along various arterial and collector roadways to current ADA standards. (Emission Benefits in kg/day: 0.10 ROG, 0.06 NOx, 0.02 PM2.5) (Toll Credits for CON) \& Ompletion by 2 \& \$562,525 \& \$562, <br>
\hline PLA25337 \& ves \& Placer \& City of Roseville \& B- Road \& Highway \& Placer Parkway Phase 2 \& Construct New Road: 4 lane divided Hwy. between Foothills Boulevard and Fiddyment Road. Includes signalized intersections at Fiddyment Rd. \& 036 \& \$14,50,000 \& \$22,67, <br>
\hline
\end{tabular}

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SSS following a technical analysis and consistency with plan requirements. While total costs are shown for these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | lead agency | category | TITE | PROJECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | year of EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PLA25489 | Project Development Only | Placer | City of Roseville | B- Road \& Highway Capacity | Pleasant Grove Blva. | Extend 4-1/anes from 1500 feet west of market to Santuci ( Watt) | Completion after 2036 | \$1,045,000 |  |
| PLA25527 | ves | Placer | City of Roseville | $\begin{aligned} & \text { B-Roady \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Pleasant Grove Blvd. Extension | In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave). | Completion by 2020 | \$5,300,000 | \$5,30,000 |
| PLA15760 | res | Placer | City of Roseville | B- Road \& Highway Capacity | Pleasant Grove Blvd. Widening | In Roseville, from Foothills Blvd to Wood Creek Oaks, widen Pleasant Grove Blvd from 4 to 6 lanes. | 2021-2036 | \$4,200,000 | \$5,12,000 |
| PLA25572 | ves | Placer | City of Roseville | B- Road \& Highway Capacity | Roseville Bridge Preventive Maintenance Program | Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects. | Completion by 2020 | \$817,000 | \$817,000 |
| PLA25545 | ves | Placer | City of Roseville | G- System Management, Operations, and ITS | Roseville CMS Installation Project - Pleasant Grove Blvd. | In Roseville, install Changeable Message Sign (CMS) on SW/B Pleasant Grove Blvd. approaching Roseville Pkwy. to reduce traffic congestion by improving traffic information dissemination per the ITS Master Plan. (Qualitative emission benefits on file.) | Completion by 2020 | \$200,000 | \$200,000 |
| PLA25534 | Yes | Placer | City of Roseville | $\begin{aligned} & \text { B- Rood \& Highway } \\ & \text { Capacity } \end{aligned}$ | Roseville Rd. Realigment | Roseville Rd. from Cirby Way to the city limits: Realign roadway. (HSIP5-03-017) | Completion by 2020 | \$3,53,500 | \$3,539,500 |
| PLA15850 | Yes | Placer | City of Roseville | B- Road \& Highway | Roseville Road Wide | Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit. | Completion by 2020 | \$2,500,000 | S2,50,000 |
| PLA25214 | ves | Placer | City of Roseville | E-Transit Capital (Min | Roseville Transit TTS Project | To purchase and install electronic fareboxes, software, probes, software, automatic vehicle location devices, mobile data computers, video security cameras and software, and digital readerboard equipment for transfer points. [Project replaces PCT10430 and PCT10420] | Completion by 2020 | \$1,100,000 | \$1,100,000 |
| PLA25498 | Yes | Placer | City of Roseville | F- Transit O\&M (Demand Response) | Roseville Transit Preventive Maintenance and ADA Operations 2011-2016 | Maintenance of transit fleet and operating ADA transit services. 2013 Preventive Maintenance = \$0; 2013 ADA Operations = <br> $\$ 260,000 ; 2014$ Operating Assistance = \$1,322,938; 2014 ADA <br> Operations = \$20,6952015 Preventive Maintenance $=\$ 200,000 ; 2016$ <br> Preventive Maintenance = $\$ 200,000$; | Completion by 2020 | \$5,036,745 | 55,036,74 |
| PLA25378 | Yes | Placer | City of Roseville | B- Road \& Highway Capacity | Santuci Blvd. Extension | City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd.to Blue Oaks Boulevard. | Completion by 2020 | \$6,500,000 | \$6,500,000 |
| PLA25570 | yes | Placer | City of Roseville | B- Road \& Highway Capacity | Santuci Boulevard South | In Roseville, Santucci Boulevard South (Watt Ave.) from Baseline Road north to Vista Grande Boulevard: Construct 4-lane road. | Completion by 2020 | \$1,000,000 | \$1,00,000 |
| PLA15600 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | City of Roseville | B- Road \& Highway <br> Capacity | Sierra College Blvd Widening | Sierra College Blvd from Sacramento County line to Olympus Dr. widen to 6 lanes. | Completion after 2036 | \$1,661,100 |  |
| PLA25323 | Yes | Placer | City of Roseville | E-Transit Capital (Minor) | Sierra Gardens Transer Point | Improve Sierra Gardens Transfer Point. Improvements may include new bus turnouts, shelters, restrooms, landscaping, lighting, crosswalks, sidewalks, and other pedestrian improvements such as bulb-outs. (Emission benefits in $\mathrm{kg} /$ day: 63 ROG, 63 Nox, 25 PM10.) | Completion by 2020 | \$1,012,151 | \$1,02, 151 |
| PIA25416 | Yes | Placer | City of Roseville | F- Transit O\&M (Demand Response) | South Placer Call Center | Operating cost contribution towards ADA complementary | noletion by 2020 | 5187500 | 00 |
| PIA25516 | Yes | cer | City of Roseville | ms \& Planning | SRTS Tookkit Expans | Multiple Schools in the Roseville City School District: Expand Safe | mletion by 2020 | 295000 | 55,000 |
|  |  |  |  | B-Road \& Highway |  | In Roseville; from just N/O E. Roseseville Parkway to City Limits, widen | complotonorzzo |  | \$29,000 |
| PLA15911 | Yes | Placer | City of Roseville | Capacity | Taylor Rd. | Taylor Rd. from 2 to 4 lanes. | 2021-2036 | \$5,042,390 | \$6,15,000 |
| PLA25538 | ves | Placer | City of Roseville | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Vista Grande Arterial | In Roseville, from Fiddyment Rd west to Westbrook Blvd, construct new 4 -lane arterial. | Completion by 2020 | \$2,500,000 | \$2,50,000 |
| PLA25501 | ves | Placer | City of Rose | B- Road \& Highway Capacity | Washington Blvd/Andora Undercrossing Improvement Project | In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd. and construct bicycle and pedestrian improvements adjacent to roadway. (CMAQ funds are for bicycle and pedestrian improvements only. Emission Benefits in kg/day: 0.9 ROG, 0.51 NOx, 0.16 PM10) | Completion by 2020 | 16,091,643 | \$16,091,643 |
| PLA25582 | Yes | Placer | City of Roseville | A- Bike \& Ped | Washington Boulevard Improvement | In Roseville, along Washington Boulevard from Kaseburg Drive to Pleasant Grove Boulevard, construct new concrete sidewalks, Class I \& Class II bike facilities. Proposed facilities cross under the Union Pacific tracks (aka "Andora Underpass"). (Emission Benefits in kg/day: 0.24 ROG; 0.16 NOx; 0.05 PM2.5). | Completion by 2020 | 242,517 | \$1,242,517 |
| PLA25483 | Project <br> Development <br> Only Only | acer | City of Roseville | B- Road \& Highway Capacity | Westbrok Blvd. | Construct New Road: west of Fiddyment Road between Baseline and Pleasant Grove in proposed new Sierra Vista Specific Plan. | Completion after | \$7,50,000 |  |
| PLA25481 | Yes | Placer | City of Roseville | ${ }^{\text {B- Road \& Highway }}$ Capacity | Westbrook Blvd. | Construct New Road: west of Fiddyment and north of Blue Oaks in proposed new Creekview Specific Plan. | Completion by 2020 | \$6,000,000 | \$6,29,000 |
| PLA19470 | Project <br> Development <br> Only | Placer | City of Roseville | B- Road \& Highway Capacity | Woodcreek Oaks | Widen from 2-4 lanes from Canavari Dr to North Branch of Pleasant Grove Creek. | $\begin{aligned} & \text { Completion after } \\ & 2036 \\ & \hline \end{aligned}$ | \$3,50,000 | 56,29,000 |
| PLA2562 | yes | Placer | CTPA | G- System Management, Operations, and ITS | At-Grade Railroad Crossings | At-Grade Railroad Crossings, including quiet zones throughout County | 2021-2036 | \$500,000,000 | \$781,967,000 |
| PLA25588 | Yes | Placer | PCTPA | - Bike \& Ped | Bicycle Facilities | Construct various bicycle facilities according to implement the Regional Bicycle Master Plan and Local Bicycle Master Plans as amended. | Lump Sum or Ongoing | \$40,00,000 | \$52,565,000 |
| PLA25632 | Yes | Placer | PCTPA | E- Transit Capital (Vehicles) | Bus Replacement | Lump-sum for bus vehicles for fiscal years 2019-2036; does not account for expansion of service. Placer County operators only. | Lump Sum or Ongoing | \$63,153,000 | \$82,991,000 |
| PLA25587 | Yes | Placer | PCTPA | A- Bike \& Ped | Complete Street \& Safe Routes to School Improvements | Enhance pedestrian/bicycle and landscaping along approximately 40 miles of roadway and construct Safe Routes to School improvements to implement local plans. | Lump Sum or Ongoing | \$52,000,000 | \$68,335,000 |
| PLA25586 | Yes | Placer | PCTPA | G- System Management, Operations, and ITS | Electric Vehicle Charging and Alternative Fuels Infrastructure | Develop and construct an electric vehicle charging and alternative fuels infrastructure. | Lump Sum or Ongoing | \$20,000,000 | \$26,283,000 |
| PLA25601 | ves | Placer | PCTPA | B- Road \& Highway Capacity | 1-80/SR 65 Interchange Improvements Phase 2 | In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure $1-80 /$ SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, and replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp. | 2021-2036 | \$110,000,000 | \$172,033,000 |
| PLA25602 | ves | Placer | PCTPA | B- Road \& Highway Capacity | 1-80/SR 65 Interchange Improvements Phase 3 | In Placer County: Between Douglas Blvd. and Rocklin Road; Widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street, and Reconfigure $1-80 /$ SR 65 interchange to widen the southbound to westbound ramp from 2 to 3 lanes. | 2021-2036 | \$179,000,000 | \$279,944,000 |
| PLA25603 | ves | Placer | PCTPA | B- Road \& Highway Capacity | 1-80/SR 65 Interchange Improvements Phase 4 | In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to construct one lane HOV direct connectors from eastbound to northbound and southbound to westbound (HOV lanes would extend to between Galleria Blvd. and Pleasant Grove Blvd. on SR 65). | 2021-203 | \$95,000,000 | \$148,574,000 |
| PLA25634 | ves | Placer | PCTPA | E-Transit Capital (Major) | Placer County - Bus Rapid Transit Capital | Capital Costs for a three route Bus Rapid Transit (BRT) system servin <br> South Placer County; including planning, engineering, environmenta studies, right-of-way acquisition, vehicles, related roadway improvements, signalization, park \& ride facilities, signage, bus stop improvements, ITS elements, fare vending equipment. BRT Route 1 CSUS Placer to Galleria to Watt/I-80 LRT station via I-80 HOV Iane. BRT Route 2 - CSUS Placer to Placer Vineyards to Watt/I-80 LRT station via Watt Avenue. BRT Route 3 - Galleria to Hazel \& Sunrise | Lump Sum or Ongoing | \$82,52,000 | \$108,45,000 |
| PLA25585 | ves | Placer | PCTPA | F- Transit O\&M (BRT \& Express) | Placer County - Bus Rapid Transit O\&M | Annual operating \& maintenance ( $0 \& M$ ) costs ( $\$ 5,704,000$ ) specifically for a three route BRT system for Fiscal years 2019-2036) for a TBD transit operator. | Lump Sum or Ongoing | \$122,60,001 | \$187,394,000 |
| PLA25637 | ves | Placer | PCTPA | B- Road \& Highway Capacity | SR 65 Capacity \& Operational Improvements Phase 2 | SR 65 , from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 2: From Galleria Blvd. to Blue Oaks Blvd., widen from 4 to 7 lanes with 1 carpool lane and 1 general purpose lane southbound, and 1 general purpose lane northbound. | 2021-2036 | \$32,50,000 | \$50,828,000 |
| PLA25638 | Yes | Placer | PCTPA | B- Road \& Highway <br> Capacity | SR 65 Capacity \& Operational Improvements Phase 3 | SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 3: From Blue Oaks Blvd. to Lincoln Blvd., construct auxiliary lanes both northbound and southbound. | 2021-2036 | \$12,000,000 | \$18,767,000 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan reauirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SSS following a technical analysis and consistency with plan requirements. While total costs are shown for these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | lead agency | category | TITLE | PROJECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | PCTPA | B- Road \& Highway Capacity | SR 65 Capacity \& Operational Improvements Phase 4 | SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 4: From Lincoln Blvd. to Blue Oaks Blvd., widen southbound in median to add lane; and from north of Galleria Blvd. (end of the I-80/SR 65 Interchange project) to Lincoln Blvd., widen northbound in median to add lane. Future environmental document will be completed to determine if widening in median will be carpool or general purpose lanes. | Completion after 2036 | \$57,000,000 |  |
| PLA25631 | ves | Placer | PCTPA | F-Transit \& M (Bus) | Transit Operating \& Maintenance | Lump-sum annual Operating \& Maintenance costs for fiscal years 2019-2036; does not account for expansion of service | Lump Sum or Ongoing | \$224,910,000 | \$295,560,000 |
| PLA25519 | ves | Placer | PCTPA | B- Road \& Highway Capacity | I-80 Eastbound Auxiliary Lane: SR 65 to Rocklin Rd. | In Rocklin: Between SR 65 (PM 4.5) and Rocklin Rd. (PM 5.9); Construct eastbound I-80 auxiliary lane, including two-lane off-ramp, concrete barrier/retaining walls, and shoulder improvements. (Toll credits for PE, ROW, and CON) | Completion by 2020 | \$4,990,000 | \$4,99,000 |
| PLA25576 | ves | Place | PCTPA | $\begin{aligned} & \begin{array}{l} \text { B- Road \& Highway } \\ \text { Capacity } \end{array} \\ & \hline \end{aligned}$ | $1-80$ Westbound 5th Lane | In Roseville: Between east of Douglas Blvd. off-ramp to west of Riverside Ave.; Extend I-80 westbound auxiliary lane (PLA25542) to the east and west to create continuous 5th lane on westbound I-80. The Douglas Boulevard off-ramp would be reduced from a 2-lane off-ramp to a 1-lane off-ramp. | Completion by 2020 | \$3,700,000 | \$3,70,000 |
| PLA25542 | Yes | Placer | PCTPA | B- Road \& Highway Capacity | I-80 Westbound Auxiliary Lane - Douglas Blvd. to Riverside Ave. | In Roseville: Between Douglas Blvd.(PM 2.0) and Riverside Ave. (PM 0.2); Construct westbound I-80 auxiliary lane and shoulder improvements. (Toll credits for PE, ROW, and CON) | Completion by 202 | \$5,910,000 | \$5,910,00 |
| PLA25440 | ves | Placer | PCTPA | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | 1-80//SR 65 Interchange Improvements Phase 1A | Rd.; Reconfigure I-80/SR 65 interchange to widen northbound SR 65 from 2 to 3 lanes, including widening Galleria Boulevard/Stanford Ranch Road northbound off-ramp and on-ramp, and southbound on ramp (PA\&ED, PS\&E, ROW, and CON to be matched with Toll Credits) SHOPP funding (EA 03-OH260) for auxiliary lane on northbound SR 65 between 1-80 and Galleria Boulevard/Stanford Ranch Road. | 2021-2036 | \$37,099,700 | \$37,099,700 |
| PLA25648 | Yes | Placer | PCTPA | $\frac{\text { B- Road \& Highway }}{\text { Capacity }}$ | 1-80//SR 65 Interchange Improvements Phase 1 1B | In Placer County: Between Galleria Boulevard/Stanford Ranch Road <br> and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange <br> to widen northbound SR 65 from 2 to 3 lanes, and widen I-80 <br> westbound to SR 65 northbound ramp from 1 to 2 lanes. | 2022-2036 | \$17,500,000 | \$17,500,000 |
| PLA25649 | Yes | Placer | PCTPA | B- Road \& Highway <br> Capacity | 1-80/SR 65 Interchange Improvements Phase 1 IC | In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to widen southbound SR 65 from 2 to 3 lanes. | 2021-2036 | \$11,500,000 | \$11,500,00 |
| PLA25468 | ves | Placer | PCTPA | D-Programs \& Planning | Placer County Congestion Management Program | Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (KG/day ROG 54.00; NOx 60.00; PM10 39.00) | Completion by 2020 | \$955,429 | \$955,429 |
| PLA2543 | ves | Placer | PCTPA | G- System Management, Operations, and ITS | Placer County Freeway Service Patrol | In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on $\mathrm{I}-80$ (Riverside Ave to SR 49) and SR 65 ( (I-80 to Twelve Bridges Dr). (Emission Benefits in kg/day: ROG 7.35; NOx 1.10; PM10 1.16) | Completion by 2020 | \$550,000 | \$550,000 |
| PLA25413 | ves | Placer | PCTPA | D- Programs \& Planning | Plannin, Programming, Monitoring 2011-2015 | PCTPA plan, program, monitor (PPM) for RTPA related a ativities. | Completion by 2020 | \$1,45,000 | \$1,45,000 |
| PLA25529 | yes | Placer | PCTPA | B- Road \& Highway Capacity | SR 65 Capacity \& Operational Improvements Phase 1 | SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Galleria Blvd. to Pleasant Grove Blvd., construct auxiliary lanes on northbound and southbound SR 65, including widening Galleria Blvd. southbound offramp. | Completion by 2020 | \$16,520,000 | \$ ${ }_{\text {\$16,52,000 }}$ |
| PLA25479 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | Placer County | B- Road \& Highway Capacity | 16th St. | Construct New Road: 4 lanes from Sacramento/Placer County Line to Baseline Rd. | Completion after 2036 | \$12,955,800 |  |
| PLA25477 | ves | Placer | Placer County | C- Maintenance \& Rehabilitation | Alpine Meadows Rd Bridge Rehabilitation | Alpine Meadows Rd over Truckee River, 0.1 miles west of SH 89: Replace the existing structurally deficient 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for ROW \& CON) | Completion by 2020 | \$22,625,063 | \$22,625,063 |
| PLA25472 | Yes | Placer | Placer County | A- Bike \& Ped | Auburn Folsom Rd Class \|| Bike Lane | On Auburn-Folsom Rd between Douglas Blvd and Joe Rodgers Rd, construct a Class II Bike lane on both sides of the road, including signing and striping; construct sidewalk on both sides of AuburnFolsom Rd from Wilcox Place north to Joe Rodgers. (Emission benefits in kg/day: ROG 0.06, NOx 0.04, PM10 0.03) [Toll Credits for CON] | Completion by 2020 | \$1,27,674 |  |
| PLA25533 | Yes | Placer | Placer County | A- Bike \& Ped | Auburn Folsom Rd. Safety Improvements | Auburn Folsom Rd. from approximately $60^{\prime} N$ of Willow Ln. to Robin Hood Ln.: Construct sidewalks, curb ramps, curb and gutter; install mid-block crosswalk; improve pavement friction; provide dynamic speed sign.(HSIP5-03-013) | Completion by 2020 | \$746,300 | \$766,300 |
| PLA15070 | Yes | Placer | Placer County | B- Road \& Highway Capacity | Auburn Ravine Road at 1.80 Overcrossing | Auburn Ravine Road overcrossing over 1-80 between Bowman Road to Lincoln Way: widen overcrossing from 2 to 4 lanes. | 2021-2036 | \$29,000,000 | \$45,354,000 |
| PLA15080 | ves | Placer | Placer County | B- Road \& Highway Capacity | Auburn-Folsom Rd Widening | From Placer / Sacramento County line to Douglas Blvd, : Widen to 4 lanes. Install signal at Auburn-Folsom Blvd and Fuller Dr. | Completion by 2020 | \$28,300,000 | \$28,300,000 |
| PLA20680 | Yes | Placer | Placer County | B- Road \& Highway Capacity | Baseline Road Four to Six Lane Widening (East Portion) | Widen From 4 to 6 lanes from Watt Avenue to Fiddyment/Walerga Road. | 2021-2036 | \$11,270,000 | \$17,626,000 |
| PLA25127 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | Placer County | B- Road \& Highway Capacity | Baseline Road Four to Six Lane Widening (West Portion) | Placer County, Baseline Road from Watt Avenue to Sutter County Line, widen from 4 to 6 lanes. | Completion after 2036 | \$2,40,000 |  |
| PLA15105 | Yes | Pla | Placer County | B- Road \& Highway Capacity | Baseline Rood Widening Phase 1 (West Portion) | Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes. | Completion by 2020 | \$19,200,000 | \$19,200,000 |
| PLA25463 | Yes | Placer | Placer County | B- Road \& Highway Capacity | Baseline Rood Widening Phase 2 (West Portion) | Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes | 2022-2036 | \$29,000,000 | \$29,000,000 |
| PLA25447 | ves | Placer | Placer County | C- Maintenance \& Rehabilitation | Bowman Rd Bridge | Bowman Rd, over UP Railroad, BNSF RR and AMTRAK, 0.1 miles south of 19C-62: Rehabilitate the existing bridge without adding additional lanes. | Completion by 2020 | \$2,230,022 | \$2,230,022 |
| PLA25448 | Yes | Placer | Placer County | C- Maintenance \& Rehabilitation | Bowman Rd Bridge | Bowman Rd, over UP Railroad, BNSF Railyards \& AMTRAK, 0.1 miles north of 19C-61: Rehabilitate the existing bridge without adding additional lanes. | Completion by 2020 | \$2,23,002 | \$2,23,002 |
| PLA25518 | ves | Placer | Place County | C- Maintenance \& Rehabilitation | Brewer Rd. Bridge Replacement | Brewer Rd., over Pleasant Grove Creek, 4.2 miles north of Baseline Rd.: Replace 2 -lane bridge with a new 2 -lane bridge. (Toll Credits for PE, ROW, \& CON.) | Completion by 2020 | \$5,518,500 | \$5,518,500 |
| PLA2559 | ves | Placer | Placer County | C- Maintenance \& Rehabilitation | Bridge Approch and Non-HBP Partipating Costs | In Placer County, bridge approach and non-HBP participating costs at Alpine Meadows @ Truckee River and Dowd Road @ Yankee Slough (Toll Credits for CON) | Completion by 2020 | \$1,00,000 | \$1,00,000 |
| PLA25458 | ves | Placer | Placer County | C- Maintenance \& Rehabilitation | Bridge Preventive Maintenance | In various location ins Placer County, perform preventive maintenance on bridges.1. Squaw Valley Rd., over Squaw Creek, 2 m west of SH 89, Bridge Rail Replacement, Deck Rehab.2. Donner Pass Rd., over S. Yuba River, north of Yuba Dr., Bridge Rail Replacement, Deck Rehab.3. Cisco Rd., over S. Yuba River, near Hampshire Rocks Rd., Replace Joint Seals, Deck Rehab.4. Alpine Meadows Rd., over Bear Creek, 0.9 mi west of SH 89, Polyester Concrete Deck Overlay. 5 Fowler Rd., over Auburn Ravine, 0.6 mi north of SH 193, Methacrylate Deck Overlay.6. Gold Hill Rd., over Doty Ravine, 0.3 mi south of Wise Rd., Methacrylate Deck Overlay.7. Develop Bridge Preventive Maintenance Plan. | Completion by 2020 | \$1,35,000 | \$1,36,000 |
| PLA25583 | ves | Placer | Placer County | $\begin{array}{\|l} \text { E- Transit Capital } \\ \text { (Vehicles) } \end{array}$ | CNG Bus | Replace one CNG bus with one new cleaner CNG Bus for Placer County Transit. (Emissions Benefits in kg/day: NOx 0.75 .) | Completion by 2020 | \$530,00 | \$530,000 |
| PLA25665 | yes | Placer | Placer County | A- Bike \& Ped | Cook Riolo Road Pathway | Pedestrian Pathway along Cook Riolo Rd from existing sidewalk at Creekview Ranch Middle School North (Emission Benefits in kg/day: ROG 0.04, NOX 0.02, PM10 0.01) [Toll Credits for PE, ROW, CON] | Completion by 2020 | \$2,190,157 | \$2,190,157 |
| PLA25536 | ves | Placer | Placer County | C- Maintenance \& Rehabilitation | Crosby Harold Rd. Bridge | Crosby Harold Rd. Over Doty Creek, 0.9 mi N of Wise Rd.: Replace an existing 1 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, CON) | Completion by 2020 | \$2,790,000 | \$2,190,15 |
| PLA25453 | yes | Placer | Placer County | C- Maintenance \& Rehabilitation | Dowd Rd at Yanke Slough Bridge Replacement | Dowd Rd. over Yankee Slough, just south of Dalby Rd.: Replace existing structurally deficient 1 lane bridge with new 2 lane bridge. (Toll Credits for CON) | Completion by 2020 | \$4,812,511 | \$4,812,511 |
| PLA25449 | yes | Placer | Placer County | C- Maintenance \& Rehabilitation | Dowd Rd Bridge Replacement at Coon Creek | Dowd Rd over Coon Creek, 0.4 miles north of Wise Rd.: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for ROW \& CON) | Completion by 2020 | \$5,67,000 | \$5,675,00 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these proiects, for budgeting purposes no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SS following a technical analysis and consistency with plan requirements. While total costs are shown or these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | lead agency | Category | TITLE | PROJECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | year of EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PLA25474 | Yes | Placer | Placer County | C- Maintenance \& Rehabilitation | Dowd Rd Bridge Replacement at Markham Ravine | Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge. (Toll credits for CON.) | Completion by 2020 | \$5,050,000 | \$5,050,000 |
| PLA18390 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Place | Placer County | B- Road \& Highway Capacity | Dyer Lane Exte | Extend Dyer Lane west/north to Baseline Road at Brewer Road and east/north to Baseline Road west of Fiddyment Road and widen to four lanes in accordance with the Placer Vineyards Specific Plan. | Completion after 2036 | \$18,247,600 |  |
| PLA25130 | Project <br> Development <br> Only | Placer | Placer County | B- Road \& Highway Capacity | Fiddyment Road Widening | Widen Fiddyment Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road. | $\begin{aligned} & \text { Completion after } \\ & 2036 \end{aligned}$ | \$11,550,000 |  |
| PLA15220 | Project Development Only | Placer | Placer County | B- Road \& Highway Capacity | Foothills B | Foothills Blvd.: Construct as a 2 lane road from the City of Roseville to Sunset Blvd. | Completion after 2036 | \$4,062,300 |  |
| PLA25541 | yes | Placer | Placer County | C- Maintenance \& Rehabilitation | Gold hill Rd. Bridge Replacement | Gold Hill Rd. over Auburn Ravine, 0.65 mi north of SR 193: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON | Completion by 2020 | \$5,018,250 | \$5,018,250 |
| PLA25475 | Yes | Placer | Placer County | C- Maintenance \& Rehabilitation | Haines Rd Bridge Replacement | Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, \& CON) | Completion by 2020 | \$5,180,000 | \$5,180,000 |
| PLA25562 | Yes | Placer | Placer County | C- Maintenance \& Rehabilitation | HMA Overla, Various County Roads (Yr2) | In Placer County, hot mix asphalt (HMA) overlay on various County roads: (1) Douglas Boulevard from Barton to Auburn-Folsom, (2) Dry Creek Road from Joeger to HWY 49, (3) Richardson Drive from Atwood Rd to Bell Rd, (4) Nevada Street from 150' east of Nevada Way to Auburn City Limits, (5) Edgewood Road from SR49 to Edgewood Place (Toll Credits for CON). Toll Credits for CON | Completion by 2020 | \$2,809,435 | \$2,809,435 |
| PLA25563 | Yes | Placer | Placer County | C- Maintenance \& Rehabilitation | HMA Overlay, Various County Roads (Yr3) | In Placer County, hot mix asphalt (HMA) overlay on various County roads: (1) Sierra College Boulevard from Olympus Rd to Eureka Rd, (2) Old State Highway from Taylor Rd to HWY 193, (3) Fruitvale Road from Fowler Rd to Gold Hill Rd, (4) West Wise Road from HWY 65 to Lincoln-Sheridan Blvd (Toll Credits for CON) | Completion by 2020 | \$2,299,047 | \$2,299,047 |
| PLA25512 | Yes | Placer | Placer County | D- Programs \& Planning | King Rd. Safety lane Widening | King Rd. between Auburn Folsom Rd. and Sudor Ln.: Widen travel lanes; construct drainage improvements. HSIP4-03-007 [Toll Credits for CON | Completion by 2020 | \$1,200,000 | \$1,20,000 |
| PLA20350 | Yes | Placer | Placer County | B- Road \& Highway Capacity | Local Roads in Auburn | In and near Auburn - adjacent to Route 49 between 1-80 and Dry <br> Creek Road - three new local connector roads; 1) 1 Quartz Drive <br> Connector from Route 49 to Locksley Lane, 2) Willow Creek Drive <br> Connector from Route 49 to 1st Street in Dewitt Center, and <br> 3)Edgewood Road Conector from Route 49 to Alta Mesa Drive (City <br> of Auburn) - state and local funding only. LIMITS: Auburn and north <br> of Auburn, three connector roads intersecting with State Route 49. <br> (1) Quartz Drive Connector, (2) Willow Creek Drive Connector (3) <br> Edgewood Road Connector. STREET NAME: Local Roads in Auburn <br> Cow | Completion by 2020 | \$3,671,000 | \$3,851,000 |
| PLA25549 | Yes | Placer | Placer County | A- Bike \& Ped | Martis Valley Trail | Complete a 10' wide paved Class I multipurpose trail connecting Northstar Village roundabout to the southerly border of Army Corps property. (Emission Benefits in kg/day; ROG 0.02;NOx 0.01;PM10 0.01) | Completion by 2020 | S4,700,000 |  |
| PLA15270 | Project <br> Development <br> Only | Placer | Placer County | B- Road \& Highway Capacity | North Antelope Rd. | North Antelope Rd: Widen from 2 to 4 lanes from Sacramento County line to PFE Rd. | Completion after 2036 | \$1,551,000 |  |
| PLA15300 | Project Development Only | Placer | Placer County | B- Road \& Highway Capacity | Parallel Rd | In Placer County, east of Route 49, from Dry Creek Rd to Quartz Rd, construct a 2 lane road. Name of road shall be determined in the future. | Completion after 2036 | \$6,025,000 |  |
| PLA25532 | yes | Placer | Placer County | C- Maintenance \& Rehabilitation | Pavement Markings | Various locations throughout Placer County: Install pavement markings (HSIP5-03-011, HSIP5-03-012) | Completion by 2020 | \$1,251,500 | \$1,251,500 |
| PLA25564 | yes | Placer | Placer County | A- Bike \& Ped | Pedestrian Improvements along Hwy 49, Education Street, and Town Court | Along Hwy 49 on the westside from Bell Rd to Education St. South side of Education St. west to connect to existing sidewalk and improve ADA ramps \& crosswalks along Town Court (Emissions Benefits in kg/day: ROG 0.07 , NOx 0.04, PM10 0.02) (Toll Credits for PE, ROW, CON) | Completion by 2020 | \$925,000 | \$925,000 |
| PLA20690 | Project Development | Placer | Placer County | B- Road \& Highway Capacity | PFE Rd. | Widen: 4 lanes from North Antelope Rd. to Roseville City Limits. | Completion after 2036 | \$2,215,100 |  |
| PLA18490 | Yes | Pla | acer County | B- Road \& Highway Capacity | PFE Rd. Widening | PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign. | Completion by 2020 | \$13,08, 000 | \$13,085,000 |
| PLA25299 | yes | Placer | Placer County | B- Road \& Highway Capacity | Placer Parkway Phase 1 | In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR $65 /$ Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65 , and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard. | Completion by 2020 | 570,00,000 | \$70,000,000 |
| PLA25567 | yes | Placer | Placer County | G- System Management, Operations, and ITS | Safety Surface Treatme | At 18 various locations throughout Placer County: install high friction surface treatment. (HSIP6-03-010) | Completion by 2020 | \$1,537,600 | \$1,537,600 |
| PLA15390 | Project Development Only | Place | Placer C | B- Road \& Highway Capacity | Sierra College Blu | Widen Sierra College Blvd. from 2 to 4 lanes from Route 193 to Loomis Town Limits. | Completion after 2036 | \$13,000,000 |  |
| PLA25568 | yes | Placer | Placer County | G- System Management, Operations, and ITS | Signage Upgrades | Various corridors throughout Placer County: Conduct a Roadway Safety Signing Audit and upgrade signs. (HSIP6-03-011) | Completion by 2020 | \$1,658,522 | \$1,658,522 |
| PLA25598 | Project <br> Development <br> Only | Placer | Placer County | B- Road \& Highway Capacity | SR 49 | Widen from Bell Road to Dry Creek Road (total construction cost is $\$ 10,000,000$ ) | Completion after 2036 | \$1,00,000 |  |
| PLA25628 | Yes | Placer | Placer County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | R 49 | Widen from 4 lanes to 6 lanes from Luther Road to Nevada Street. | 2021-2036 | \$1,00,000 | \$1,220,000 |
| PLA25630 | yes | Placer | Placer County | G- System Management, Operations, and ITS | SR49 Signalizations/ Improvements | Signalizations and Improvements along SR 49 in Auburn/North Auburn. | Completion by 2020 | \$13,000,000 | \$13,636,000 |
| PLA25170 | Yes | Placer | Placer County | B- Road \& Highway Capacity | Sunset Blvd Phase 2 | Sunset Blvd, from Foothills Boulevard to Fiddyment Rd: Construct a 2 lane road extension [PLA15410 is Phase 1] | Completion by 2020 | 56,36,000 | \$6,365,000 |
| PLA25044 | Yes | Placer | Placer County | B- Road \& Highway Capacity | Sunset Blva. Widening | Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 4 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 4 lanes. | Completion by 2020 | \$8,675,000 | \$8,675,000 |
| PLA25584 | Yes | Placer | Placer County | A- Bike \& Ped | Truckee River Trail | Along SR89, from Squaw Valley Road to the USFS Silver Creek Campground: construct 1.4 miles of multi-use trail . (Emission Benefits in kg/day; ROG 0.01; NOx 0.01) | Completion by 2020 | \$4,500,000 | \$4,500,000 |
| PLA25506 | Yes | Placer | Placer County | C- Maintenance \& Rehabilitation | Walerga R//Ory Creek Bridge Replacement | Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Rehabilitate the existing 2 lane bridge without adding additional lanes. High Cost Project agreement required. | Completion by 2020 | \$21,870,000 | \$4,50,000 $\$ 21,870,000$ |
| PLA15420 | Yes | Placer | Placer County | $\begin{aligned} & \begin{array}{l} \text { B- Road \& Highway } \\ \text { Capacity } \end{array} \\ & \hline \end{aligned}$ | Walerga Road | Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line. | Completion by 2020 | \$13,781,700 | \$13,781,700 |
| PLA25535 | Yes | Placer | Placer County | B- Road \& Highway Capacity | Watt Ave. Bridge Replacement | Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge | Completion by 2020 | \$19,892,750 | \$19,892,750 |
| PLA20700 | ves | Placer | Placer County | B- Road \& Highway Capacity | Watt Avenue | Watt Avenue, from Baseline Rd. to Sacramento County Line: Widen from 2 to 4 lanes. | 2021-2036 | \$13,270,800 | \$16,194,000 |
| PLA25513 | yes | Placer | Placer County | C- Maintenance \& Rehabilitation | Wise Rd Bridge Replacement | Wise Rd, over Doty Creek, 0.5 miles east of Garden Bar: Replace existing 1 -lane functionally obsolete bridge with a new 2 -lane bridge. | Completion by 2020 | \$4,759,200 | \$4,759,200 |
| PLA25505 | yes | Placer | Placer County | B- Road \& Highway Capacity Capacity | Yankee Jim's Rd Bridge at North Fork American River | Bridge No. 19C0002, Yankee Jim's Rd over North Fork American River, 1.5MI W of Shirttail Cyn Rd, Replace structurally deficient 1 lane bridge with a new 2 lane bridge. (Toll credits programmed for PE, ROW \& CON.) | Completion by 2020 | \$14,999,400 | \$14,999,400 |
| PCT10494 | ves | Placer | Placer County Transit | E-Transit Capital (Minor) | CNG Station Upgrade Phase 2 | Dewitt Center in Auburn: Increase of CNG compressor capacity at Placer County CNG fueling station in Auburn. (Emissions Benefits in kg/day: 3.46 NOx, 0.12 PM10.) *Local Funds are Air District Funds* | Completion by 2020 | \$576,809 | \$576,809 |
| PLA25550 | ves | Placer | Placer County Transit | F-Transit 0 \& ( (Bus) | Lincoln Transit (Subrecipient) Operating Assistance | Lincoln Transit (Subrecipient)- Operating assistance and preventive maintenance for transit services within the City of Lincoln. Sacramento Urbanized Area.FFY 2014 operating assistance: \$149,108FFY 2014 preventive maintenance: $\$ 12,281$ | Completion by 2020 | \$1,61,076 | \$1,616,076 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | LeAd Agency | CATEGORY | TITLE | PROJECT description | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCT10501 | yes | Pla | Placer County Transit | E-Transit Capital (Vehicles) | Placer County CNG Replacement Buses | Replace four CNG powered buses currently in use by Placer County Transit. The new CNG buses will be used on regional transit routes connecting Rocklin, Lincoln, Loomis, Auburn and Placer County to Roseville and the Watt/l-80 Light Rail Station. (Emission Benefits in $\mathrm{kg} /$ day: 3.16 NOx ) | Completion by 2020 | \$2,05,528 | \$2,05, 528 |
| РCT10491 | res | Placer | Placer County Transit | F-Transit O\&M (Bus) | Placer County Non-Urbanized Transit Operations | Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized Area.FFY 2015: \$291,197FFY 2016: \$291,197 | Completion by 2020 | \$7,35,0017 | \$7,357,017 |
| РCT10493 | Yes | Placer | Placer County Transit | F- Transit O\&M (Demand Response) | Preventive Maintenance, ADA Operations, and Operating Assistance 2009-2016 | Operating assistance, preventive maintenance, and ADA operations for transit services for urban transit services within El Dorado County as well as commuter service to / from Sacramento. Sacramento Urbanized Area.FFY 2009 preventive maintenance: $\$ 324,890$ FFY 2009 ADA operations: $\$ 281,700$ FFY 2010 preventive maintenance: $\$ 300,000$ FFY 2010 ADA operations: $\$ 200,000$ FFY 2011 preventive maintenance: \$324,890FFY 2011 ADA operations: \$206,700FFY 2012 preventive maintenance: $\$ 32,890$ FFY 2012 ADA operations: \$217,000FFY 2012 Fuel: $\$ 84,429$ FFY 2013 Operating assistance: \$539,341FFY 2014 Operating assistance: \$563,744FFY 2014 preventive maintenance: $\$ 56,696 F F Y 2015$ preventive maintenance: \$341,000FFY 2015 ADA operations: $\$ 217,000$ FFY 2016 preventive maintenance: $\$ 341,000$ FFY 2016 ADA operations: $\$ 217,000$ | Completion by 2020 | \$8,821,325 | \$8,821,325 |
| РСт10488 | Yes | Placer | Placer County Transit | $\begin{aligned} & \begin{array}{l} \text { E- Transit Capital } \\ \text { (Vehicles) } \end{array} \\ & \hline \end{aligned}$ | Purchase 2 Replacement Buses | Purchase of two (2) $35^{\prime}$ ' CNG replacement buses for Placer County Transit. (Emission Benefits: $0.5 \mathrm{~kg} /$ day NOx) | Completion by 2020 | \$1,00,000 | \$1,000,000 |
| PCT10504 | Yes | Placer | Placer County Transit | E- Transit Capital (Vehicles) | T.A.R.T Bus Purchase | one 35 -foot bus for Tahoe Area Reginal Transit. | Completion by 2020 | \$525,000 | \$525,000 |
| РCT10505 | Yes | Placer | Placer County Transit | F-Transit \& M (Bus) | TART Operations | TART operations (lump sum) on SR89 amd SR267 corridors within Placer County/SACOG region. | Lump Sum or Ongoing | \$22,000,000 | \$28,911,000 |
| VAR56123 | Yes | Placer | Pride Industries/CTSA | $\begin{array}{\|l} \begin{array}{l} \text { E- Transit Capital } \\ \text { (Vehicles) } \end{array} \\ \hline \end{array}$ | Pride Industries One, Inc. 5310 Replacement Bus and Cameras | FTA 5310 funds will be used to purchase one (1) Medium Bus that accommodates up to 14 passengers (incl. 2 wheelchair positions) \& a driver and thirty-eight (38) cameras for Pride Industries. (Uses Toll Credits for local match). | Completion by 202 | \$105,989 | \$105,989 |
| VAR56109 | Yes | Place | SACOG | F-Transit O\&M (Bus) | Roseville Transit ARC Operating Assistance | Use FY 2011 \& 2012 Urbanized Area JARC funds to operate two fixed route buses to extend routes A \& B from 6:30 to 9:30 PM M-F, and 1 DAR bus to extend service from 7:00 to 9:30 PM. | Completion by 2020 | \$371,680 | \$371,680 |
| PLA20721 | $\begin{array}{\|c\|} \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | South Placer Regional Transportation Authority | B- Road \& Highway Capacity | Placer Parkway | New 4 lane connector (ultimate 6 lanes freeway) in 500'- to 1,000'wide corridor connecting SR 70/99 (between Riego Road \& Sankey Road) to Watt Avenue. (Note: as the project proceeds, Parkway segments will be administered by different lead agencies depending upon location of the segment. In Placer County, it will be SPRTA or Roseville and/or Placer County; in Sutter County it will be Sutter County.) | $\begin{aligned} & \text { Completion after } \\ & 2036 \end{aligned}$ | \$295,000,000 |  |
| PLA25592 | Yes | Placer | South Placer Regional Transportation Authority | B- Road \& Highway Capacity | Placer Parkway Phase 3 | Construct New Road: 4 lane divided Hwy. between Fiddyment Rd and Watt Avenue. Includes signalized intersections at Watt Avenue. | 2021-2036 | \$85,000,000 | \$132,934,000 |
| PLA25579 | Yes | Placer | Town of Loomis | C- Maintenance \& Rehabilitation | 2017 CIP Road Maintenance Project | Asphalt overlay and reconstruction repair of various streets in the Loomis Downtown Core Area covered under the Capital Improvement Program Schedule for 2017. | Completion by 2020 | \$500,000 | \$500,000 |
| PLA25264 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | Town of Loomis | A- Bike \& Ped | Antelope Creek | Bikeway Facilities: In Loomis along Antelope Creek, construct Class I bike and pedestrian facility. Federal permitting may be required as part of this project. | Completion after 2036 | \$50,000 |  |
| PLA25278 | Project Development Only | Placer | Town of Loomis | G- System Management, Operations, and ITS | Antelope Creek | Roadway Operational Improvements: Expand/ replace culvert along Antelope Creek at King Rd. from Sierra College Blvd. to Vet Clinic. Includes: ancillary road work. | Completion after | \$60,000 |  |
| PLA25260 | Project Development Only | lace | Town of Loom | $\begin{array}{l}\text { B- Road \& Highway } \\ \text { Capacity }\end{array}$ | Barton Rd. Widening | Widen: from Brace Rd. to S. Town limits to standard lane widths. Includes: bike lanes. | Completion after 2036 | \$210,000 |  |
| PLA25259 | Project Development Only Projer | Placer | Town of Loomis | B- Road \& Highway Capacity | Brace Rd. | Widen from Sierra College Blvd. to Horseshoe Bar Rd. to standard lane widths. Includes: bike lanes. | Completion after 2036 | \$100,000 |  |
| PLA25258 | $\begin{array}{c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | Town of Loomis | B- Road \& Highway Capacity | Brace Rd. / Horseshoe Bar Rd. | Road Realignment: two existing intersections into one intersection. Includes: related signalization improvements. | Completion after 2036 | \$60,000 |  |
| PLA25277 | $\begin{array}{\|c} \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | Town of Loomis | C- Maintenance \& Rehabilitation | Brace Rd. Bridge Improvements | Replace Bridge: at Secret Ravine creek. Includes: ancillary road work. | Completion after | \$50,000 |  |
| PLA15290 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \\ \hline \end{array}$ | Placer | Town of Loomis | B- Road \& Highway Capacity | Doc Barnes Dr. | Road Extension: 2 lanes, landscaped median and bike lanes from Horseshoe Bar Rd. to King Rd. | Completion after 2036 | \$200,000 |  |
| PLA16350 | Project Development Only | Placer | Town of Loomis | B- Road \& Highway Capacity | Horseshoe Bar Road at I-80 Overcrossing Widening | Widen Horseshoe Bar Rd. @ $1-80$ overcrossing 2 to 4 lanes and improve ramps. | Completion after 2036 | \$15,000,000 |  |
| PLA25597 | $\begin{array}{\|c} \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | Town of Loomis | B- Road \& Highway Capacity | Horseshoe Bar Road Widening | Widen from Taylor Rd. to Highway 80 Interchange 2000 feet of twoway left turn lanes/landscaped median, bike lanes, sidewalk, curb, gutter \& underground Drainage system | Completion after | \$800,000 |  |
| PLA25261 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | Town of Loomis | C- Maintenance \& Rehabilitation | 1.80 | Modify Bridge: Brace Red. Bridge to Caltran standards. | $\begin{aligned} & \text { Completion after } \\ & 2036 \\ & \hline \end{aligned}$ | 1,000,000 |  |
| PLA25262 | Project Development Only | Placer | Town of Loomis | G- System Management, Operations, and ITS | King Rd. | Interchange Modification: existing King Rd. overcrossing to accommodate freeway access for traffic from King Rd. onto WB I-80. Includes: a transition auxiliary lane on I-80 from King Rd. to Horseshoe Bar interchange. | Completion after 2036 | \$500,000 |  |
| PLA25279 | $\begin{array}{\|c} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | Town of Loomis | G- System Management, Operations, and ITS | King Rd. | Roadway Operational Improvements: at Sucker Ravine and King Rd. expand culvert. Includes: ancillary road work. Federal permitting may also be required as part of this project. | Completion after 2036 | \$10,000 |  |
| PLA15350 | Project Development Only | Placer | Town of Loomis | B- Road \& Highway | Rocklin Rd. Widening | In Loomis, Rocklin Rd. from Barton Rd. to west town limits: widen from 2 to 4 lanes. | Completion after 2036 | \$1,20,000 |  |
| PLA25274 | $\begin{array}{\|c} \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | Town of Loomis | G- System Management, Operations, and ITS | s. Holly Area | Roadway Operational Improvements: Storm drain extension in the South Holly area. Includes: ancillary road work. Federal permitting may also be required as part of this project. | Completion after 2036 | \$40,000 |  |
| PLA25263 | $\begin{array}{\|c} \hline \text { Project } \\ \text { Development } \\ \text { Only } \\ \hline \end{array}$ | Placer | Tov | A- Bike \& Ped | Secr | Bikeway Facilities: Along Secret Ravine creek system from north Loomis town limits to south Loomis town limits, construct Class I bike and pedestrian facility. | Completion after 2036 | \$60,000 |  |
| PLA25280 | Project Development Only | acer | Town of Loomis | G- System Management, Operations, and ITS | Sierra College Blvd. | Roadway Operational Improvements: Culvert expansion at Loomis Tributary and Sierra College Blvd. Includes: ancillary road work. | Completion after 2036 | \$40,000 |  |
| PLA20510 | Project Development Only | Placer | Town of Loomis | B- Road \& Highway Capacity | Sierra College Blvd. Railroad Crossing Improvements | Construct 4 lane overcrossing/undercrossing at UPRR Track. | Completion after 2036 | \$3,000,00 |  |
| PLA20890 | $\begin{array}{\|c} \hline \text { Project } \\ \text { Development } \\ \text { Only } \\ \hline \end{array}$ | Placer | Town of Loomi | B- Road \& Highway Capacity | Sierra College Blvd. Widening | In Loomis, Sierra College Blvd. from railroad tracks (Taylor Rd.) to the north town limits: widen from 2 to 4 lanes and construct turn lanes, bike lanes, and landscaped median. | Completion after 2036 | \$5,89, 180 |  |
| PLA20960 | $\begin{array}{\|c} \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Placer | Town of Loomis | B- Road \& Highway Capacity | Sierra College Boulevard Widening | In Loomis, Sierra College Blvd. from Granite Drive to Taylor Road: widen from 4 to 6 lanes. | Completion after 2036 | \$3,60,000 |  |
| PLA25276 | Project Development Only | Placer | Town of Loomis | G- System Management, Operations, and ITS | Sunrise-Loomis subdivision | Roadway Operational Improvements: Upgrade storm drain facilities in the Sunrise-Loomis subdivision. Includes: ancillary road work. | Completion after | \$50,000 |  |
| PLA25269 | Project Development Only | Placer | Town of Loomis | G- System Management, Operations, and ITS | Taylor Rd. | Roadway Operational Improvements: Construct storm drain facility from King Rd. to Sierra College Blvd. Includes: ancillary road work. Federal permitting may also be required as part of this project. Phase 1 is King Rd. to Walnut Street, $\$ 800,000$. | Completion after 2036 | \$230,000 |  |
| PLA15940 | Yes | Placer | Town of Loomis | A - Bike \& Ped | Taylor Road Complete Streets | Taylor Rd. complete streets improvements from Horseshoe Bar Road to King Road | 2021-2036 | \$425,000 | \$519,000 |
| PLA25530 | Yes | Placer | Town of Loomis | C- Maintenance \& Rehabilitation | Taylor Road Overlay Maintenance Project | Taylor Road: Asphalt overlay | Completion by 2020 | \$460,000 | \$460,000 |
| PLA25548 | Yes | Placer | Town of Loomis | D- Programs \& Planning | Town Center Implementation Plan Improvements Phase 2 | Taylor Road, Horseshoe Bar Road to Walnut Street: streetscape improvements. (Emissions in kg/day: 0.06 ROG, 0.04 NOx, 0.02 PM10) | Completion by 2020 | \$460,000 \$791,000 | 5400,000 \$791,000 |
| PLA25600 | Project Development Only | Placer | Town of Loomis | B- Road \& Highway Capacity | Webb St. Extension | Extend from Laird St. to future Doc Barnes Dr. 1800 feet of two-way left turn lanes/landscaped median, bike lanes, sidewalk, curb, gutter \& underground Drainage system | $\begin{aligned} & \text { Completion after } \\ & 2036 \end{aligned}$ | \$1,000,000 |  |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become avilable to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP expenditure costs are not provided since construction of these projects is is not part of the financially constrained project list.
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| Project ID | Included in DPS | COUNTY | LeAD Agencr | Category | TITLE | PROEECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PLA25556 | Yes | Placer | USFS Tahoe National Forest | G- System Management, Operations, and ITS | Sugar Pine OHV Staging Area | Outside of Foresthill, Sugar Pine Off Highway Vehicle (OHV) Staging Area: Renovation of an existing staging area, including parking, accessible restrooms, and picnic facilities. (RM-13-016) | Completion by 2020 | \$325,95 | \$325,95 |
| PLA25594 | Yes | Placer | Western Placer Consolidated Transportation Service Agency | E-Transit Capital (Major) | Placer County - CTSA Capital | Capital costs for CTSA Article 4.5 \& complementary ADA dial-a-ride services for designated CTSA operating in Placer County, including vehicles, miscellaneous capital items \& facilities expansion. | Lump Sum or Ongoing | \$55,490,317 | \$72,921,000 |
| PLA25593 | Yes | Pla | Western Placer Consolidated Transportation Service Agency | F- Transit O\&M (Demand Response) | Placer County - CTSA O\&M | Annual operation \& maintenance (O\&M) costs for Article 4.5 Community Transit Services \& complimentary Transit Services \& complimentary ADA dial-a-ride services for designated CTSA of Placer County servicing Placer County \& Cities | Lump Sum or Ongoing | \$28,233,907 | \$37,103,000 |
| SAC24771 | yes | Sacramento | Arcade Park D | A- Bike \& Ped | Jo Smith Trail Pedestrian Bridge | Sacramento, near American River College Campus, Jo Smith Nature Trail: Extend by approximately .7 miles and construct a pedestrian bridge across Arcade Creek. (RT-34-022) | Completion by 2020 | \$622,828 | \$622,828 |
| CAL20625 | ves | Sacram | Caltrans D3 | G- System Management, Operations, and ITS | Caltrans District 3 Traffic Management Center (TMC) | Upgrade Caltrans District 3 TMC to manage US 50, $1-80$ and other ITS Deployments | Completion by 2020 | \$1,50,000 | \$1,573,000 |
| CAL20451 | yes | Sacramento | Caltrans 03 | C- Maintenance \& Rehabilitation | Camellia city Viaduct | In the City and County of Sacramento, on US 50, at Camellia City Viaduct \#24-0248R/L - Rehab bridge decks (PM 1.6) [CTIPS ID 107-0000-0857; EFIS ID 0300000073] (Toll Credits) | Completion by 2020 | \$46,205,000 | ¢46,205,000 |
| CAL20642 | Yes | Sacran | Caltrans D3 | B- Road \& Highway Capacity Capacity | Capital City Freeway (SR 51) widening over the American River | Bridge Widening: Widen SR51 over the American River NB and SB, to 4 lanes plus a bus carpool lane in both directions. New Class I bike path next to the freeway. | 2021-2036 | \$131,000,000 | \$204,875,000 |
| CAL20482 | Yes | Sacramento | Caltrans 03 | C- Maintenance \& Rehabilitation | Fort Sutter Viaduct Bridge | In the city and county of Sacramento, at Fort Sutter Viaduct Bridge \#24-188R (PM 0.2/1.1) (Toll Credits) - Grind asphalt concrete and place methacrylate overlay on bridge deck [EFIS ID \#03-1200-0055] | Completion by 2020 | \$9,347,000 | ¢9,347,000 |
| CAL20591 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { only } \end{gathered}$ | Sacramento | Caltrans D3 | B- Road \& Highway Capacity | 1-5/ SR 99 Interchange | I-5/SR 99 Interchange Reconstruction: includes: bus/carpool lane freeway to freeway connectors. | Completion after | \$200,000,000 |  |
| CAL17660 | Yes | Sutter | Caltrans D3 | B- Road \& Highway Capacity | Sutter SR 99 Corridor Widening | Near Yuba City, Route 99 from Nicholas Ave/Garden Highway to Sacramento Avenue: widen from 2 to 4 lanes, with a median leftturn lane, new bridge (PM 11.0/14.3) [CTIPS ID 107-0000-0688; EFIS ID 0300000206] | Completion by | \$57,811,000 | \$57,811,000 |
| SUT18872 | yes | sutter | City of Live Oak | B- Road \& Highway Capacity | Live Oak Collaborative Highway 99 Streetscape Improvements (PSR only) | In Live Oak, SR 99, from Paseo Avenue to Riviera Road: widen from 2 to 4 lanes and build streetscape improvements. (PSR_PDS Lite only) | Completion by 2020 | \$100,000 | \$100,000 |
| CAL20506 | Yes | Multiple Counties | Caltrans D3 | C- Maintenance \& Rehabilitation | I-5, SR 51, US 50 High Friction Surface Treatments | In Sacramento County, on Route 51 at PM L4.3; also in Yolo and El Dorado counties on I-5 (PM 9.3) and US 50 (PM 61.1/61.3) - Install high friction surface treatment [CTIPS ID 107-0000-0957] | Completion by 2020 | \$880,000 | \$880,000 |
| CAL20417 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Only } \end{gathered}$ | Sacramento | Caltrans D | B- Road \& Highway Capacity | 1.5 Aux Lanes, Florin to Pocket | On I-5, in the City and County of Sacramento, northbound and southbound from Florin Road to Pocket Road - construct auxiliary lanes in both directions (PM 16.1/17.2) [EFIS ID 0300001102] | Completion after 2036 | \$1,500,000 |  |
| CAL20527 | Yes | Sacramento | Caltrans 03 | B- Road \& Highway Capacity | 1.5 Airport Boulevard Aux Lane | Near Sacramento, at I-5 / Airport Boulevard northbound offramp Lengthen deceleration lane (PM 31.8/32.8) [EFIS ID 0313000316; CTIPS ID 107-0000-0984] (PE ONLY. Total Project Cost: $\$ 2,435,000)$ | Completion by 2020 | \$2,43,000 | \$2,43,000 |
| CAL20495 | ves | Sacramento | Caltrans ${ }^{\text {D3 }}$ | C- Maintenance \& Rehabilitation | 1-5 Beach Lake Bridge High Friction Surface Treatment | On I-5, near Elk Grove, at Beach Lake Bridge \#24-262R/L (PM 12.9/13.1) - Apply high friction treatment on bridge deck [CTIPS ID 107-0000-0937] | Completion by 2020 | \$1,117,000 | \$1,117,000 |
| CAL18790 |  | Sacramento | Caltrans D3 | B- Road \& Highway Capacity | $1.5 \mathrm{Bus} / \mathrm{Carpool}$ Lanes | Bus/Carpool Lanes: 1-80 to Sacramento International Airport in both directions directions | Completion after 2036 | \$100,000,000 |  |
| CAL20468 | ves | Sacramento | Caltrans $\mathrm{D}^{\text {3 }}$ | C- Maintenance \& Rehabilitation | $1-5$ Bridge Rehab | In the city of Sacramento on $1-5$, at West End Viaduct \#24-0069R/L Bridge deck rehabilitation (PM 23.6/24.2) [CTIPS ID 107-0000-0906; EFIS ID 0300000074] [Project to be combined with EA 03- <br> 2F210/CAL20469 for Design-Build under EA 03-2F21U] (Toll Credits) | Completion by 2020 | \$11,188,000 | \$11,188,000 |
| CAL20530 | Yes | Sacramento | Caltrans D3 | G- System Management, Operations, and ITS | 5 CHP Crosovers | In Sacramento and San Joaquin counties, on $1-5$, at various locations Construct paved crossovers and California Highway Patrol/Maintenance pullouts (PM 0.1/18.4) [EFIS ID 0314000145; CTIPS ID 107-0000-0986] (Toll credits for PE, ROW, CON) | Completion by 2020 | \$1,90,000 | \$1,900,000 |
| CAL20500 | yes | Sacramento | Caltrans D3 | C- Maintenance \& Rehabilitation | 1.5 High Friction Suface Treatment | In Sacramento County on Routes 5, 50 and 80 at various locations, and in Butte County on Route 191 - Place high friction surface treatment [CTIPS ID 107-0000-0938] (Toll Credits for PE, ROW, and CON) | Completion by 2020 | \$2,187,00 | \$2,187,000 |
| CAL20478 | Yes | Sacramento | Caltrans 03 | C- Maintenance \& Rehabilitation | 1-5/US 50/SR 51/SR 99 Roadside Pavement and Safe Access | In and near Sacramento, on I-5, US 50, SR 51 and SR 99 at various locations - Roadside pavement and safe access for employees (Toll Credits for PE, ROW, CON) [CTIPS ID 107-0000-0915] | Completion by 2020 | \$3,589,000 | \$3,58, 000 |
| CAL20376 | Yes | Sacramento | Caltrans D3 | C- Maintenance \& Rehabilitation | SR 99 Corrido Native Planting | In Sacramento County, from the San Joaquin County line to Mack Road - Install native planting at various locations (PM 0.0/17.7) [CTIPS ID 107-0000-0731; EFIS ID 0300020406] (Toll Credits for PE, ROW, \& CON) | Completion by 2020 | \$1,197,000 | \$1,197,000 |
| CAL20467 | Project Development Only | Sacramento | Caltrans D3 | B- Road \& Highway Capacity | 1.5 HOV Lanes - Phase 2 | In Sacramento County on I-5, from just north of Morrison Creek to south of Stone Lake Creek - Add high-occupancy vehicle (HOV) lanes (i.e., bus/carpool lanes) (PM 9.7/13.1) [EFIS ID 0312000171]; see 033C001 (CAL20466) for Phase 1 [PA\&ED being done under 03-3C000 (CAL17840)]. | Completion after 2036 | \$70,60,000 |  |
| CAL20544 | ves | Sacramento | Caltran 03 | G- System Management, Operations, and ITS | SR 99 Median Barrier Gap Closure | In Sacramento County, on SR 99, at PM 35.1/36.8; also in Sutter County, on SR 99, at PM 0.0/0.1 - Install double thrie beam median barrier [CTIPS ID 107-0000-0997] (Toll credits for PE, ROW, CON) | Completion by 2020 | \$1,596,000 | \$1,59,000 |
| CAL20517 | ves | Sacramento | Caltrans D 3 | G- System Management, Operations, and ITS | SR 99 Weigh in Motion (WIM) Facilities | Near Elk Grove on SR 99, from 0.1 to 0.2 mile south of Badger Creek Bridge - Replace Weigh in Motion (WIM) station sensors and associated electronics (PM 6.8/6.9) [EFIS ID 0313000143; CTIPS ID 107-0000-0964] (Toll Credits for PE, ROW, CON) | Completion by 2020 | \$2,098,00 | \$2,098,00 |
| SUT16950 | ves | Sutter | Caltrans D3 | B- Road \& Highway Capacity | SR 99 / Riego Road Type L-9 nterchange | In Sutter and Sacramento Counties, SR-99 at Riego Road, construct Type L-9 partial cloverleaf interchange with 8-lane overcrossing structure (Sut-99-0.0/1.6; Sac-99-36.3/36.9) (project will use tapered match funding) [ID changed from CAL16950] [CTIPS ID 107-00000494; EFIS ID 0300000614] | Completion by 2020 | \$30,790,000 | \$ 53,008000 |
| CAL20535 | yes | Yolo | Caltrans D3 | C- Maintenance \& Rehabilitation | 1-5/SR 113 Bridge Deck Rehab | In and near Woodland, on I-5 and SR 113 at various locations - Place polyester overlay or methacrylate seal [EFIS ID 0314000029; CTIPS ID 107-0000-0988 | Completion by 2020 | \$3,579,000 | \$3,579,000 |
| CAL18801 | Project <br> Development <br> Only | Sacramento | Caltrans D | B- Road \& Highway Capacity | 1-5/US 50 Riverfront Interchange Reconstruction | Reconstruct I-5/US50 Riverfront Interchange, including bus/carpool lane connectors | Completion after 2036 | \$100,000,000 |  |
| YoL19290 | Yes | Yolo | City of Woodland | B- Road \& Highway Capacity | 1-5/ CR 102 Interchange Landscaping | In Woodland, within the limits of the 15/CR102 Interchange project: Construct landscaping and irrigation associated with the I-5 / CR 102 Interchange Project (SACOG ID\# YOL17300) (Toll Credits for CON.) | Completion by 2020 | \$1,151,889 | \$1,151,889 |
| CAL18450 | yes | Sacramento | Caltrans D3 | B- Road \& Highway Capacity | 1.80 HOV Across the Top | Sacramento County, on I-80 from RT Station (Longview) to the Sacramento River - construct high occupancy vehicle lanes (Emissions Benefits: ROG 67, NOx 62, PM10 $55 \mathrm{~kg} /$ day) [Project using "tapered match," matching CMAQ funds with bond funds during later phases] (PM M0.3/M10.4) [EFIS ID 0300000434]. Project was combined with 03-0A931 (CAL20378) for construction using EA 033797U. | Completion by 2020 | \$63,037,000 | \$63,037,000 |
| CAL20378 | yes | Sacramento | Caltrans D3 | C- Maintenance \& Rehabilitation | 1.80 Rehabilitation | In Sacramento on Interstate 80, from the Sacramento River Bridge and Overhead to Norwood Avenue - Rehabilitate roadway (PM M0.3/M8.9) [CTIPS ID 107-0000-0768; EFIS ID 0300000011]. Project was combined with 03-37970 (CAL18450) for construction using EA 03-3797U. | Completion by 2020 | \$69,998,000 | \$69,998,000 |
| CAL20646 | yes | Sacramento | Caltrans D3 | G- System Management, Operations, and ITS | TSS- RTMC Video Wall Upgrade | Upgrade video wall at Regional Transportation Management Center (RTMC). | Completion by 2020 | \$1,00,000 | \$1,049,000 |
| CAL20496 | Yes | Sacramento | Caltran D | B- Road \& Highway Capacity | Natoma Overhead Widening and On-Ramp Improvements | In Folsom, Sacramento County, along US 50 at Natoma Overhead \#24-120 (PM 16.9/17.4) - Widen Natoma Overhead by two lanes to accommodate EB loop on-ramp weave and new transition lane for congestion relief [EB loop on-ramp includes an HOV bypass lane and ramp metering] (CTIPS ID 107-0000-0975) | Completion by 2020 | \$8,500,000 | \$8,50,000 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes no more to the MTP/SSS following a technical analysis and consistency with plan requirements. Whie total costs are shown for these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | lead agencr | Category | TITLE | PROJECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | yEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CAL20669 | Yes | Sacramento | Caltrans D3 | C- Maintenance \& Rehabilitation | SAC $05 / 80$ Bridge Deck Rehab and Rail Upgrade | 1-5, Florin Road OC (Br \#24-0264) and on I-80 Del Paso OH Bridges R/L (Br \#24-0193R/L) - Perform deck maintenance and rehab of three bridges | 2021-2036 | \$10,230,000 | \$12,483,000 |
| CAL20659 | Yes | Sacramento | Caltrans D3 | C- Maintenance \& Rehabilitation | Sac Roadway Rehabilitation | In Sacramento, from Florin Road OC (Br \#24-264) to American River Bridge (\#24-68) - Preserve and extend life of existing pavement and improve ride quality | 2021-2036 | \$92,000,000 | \$112,266,000 |
| CAL20505 | Yes | Sacramento | Caltrans D3 | G- System Management, Operations, and ITS | Sac/Ge ITS Safety Improvements | In Sacramento and Glenn counties on various routes/locations. Install and/or modify signals and signs ( 6 locations in Sacramento county and 1 location in Glenn county) [CTIPS ID 107-0000-0958] | Completion by 2020 | \$1,18,000 | \$1,118,000 |
| CAL20512 | yes | Sacramento | Caltrans D3 | C- Maintenance \& Rehabilitation | Sac-50 Roadside Safety Improvement | Near Sacramento on US 50, from Watt Avenue overcrossing to Sacramento/El Dorado county line - Pave narrow areas, install vegetation control and construct roadside signs (PM R5.3/23.1) [EFIS ID 0313000240; CTIPS ID 107-0000-0962] (Toll Credits for PE) | Completion by 2020 | \$1,651,000 | \$1,651,000 |
| CAL20471 | yes | Sacramento | Caltran D3 | C- Maintenance \& Rehabilitation | Sacramento Seismic Retrofit on 4 Bridges | In the city of Sacramento, on Sac-160, at Sacramento River Bridge \#24-0053 and North Sacramento Undercrossing \#24-0111L; also in San Joaquin County, at Mokelumne River Bridge \#29-0197R/L Seismic retrofit (PM 20.9) [CTIPS ID 107-0000-0908] (Toll Credits) | Completion by 2020 | \$10,463,000 | \$10,463,000 |
| CAL20507 | yes | Sacramento | Caltrans D3 | C- Maintenance \& Rehabilitation | SR 12 Bridge Rehab Near Rio Vista | In Sacramento and Solano counties, near Rio Vista, at Sacramento River Bridge \#23-0024 - Clean and repaint steel surfaces (PM 0.0/0.4 [EFIS ID 0313000139; CTIPS ID 107-0000-0961] [Total Project Cost $\$ 22,705,000$ in $16 / 17$ FY] (Toll Credits for PE) | Completion by 2020 | \$22,705,000 | \$22,705,000 |
| CAL20427 | yes | Sacramento | Caltrans D3 | G- System Management Operations, and ITS | Operational Improvements | SR 12 Roadway Operational and Safety Improvements: Rio Vista to San Joaquin County line. Improvements will be coordinated with San Joaquin and Solano counties and anticipated corridor improvements. | 2021-2036 | \$10,000,000 | \$12,203,000 |
| CAL20498 | yes | Sacramento | Caltran ${ }^{\text {D3 }}$ | C- Maintenance \& Rehabilitation | SR 160 at Sherman Island Levee Repair |  | Completion by 2020 | \$435,000 | 435,000 |
| CAL20540 | Yes | Sacramento | Caltran D3 | C- Maintenance \& Rehabilitation | SR 160 in IIseton AC Overlay | On SR 160, in Isleton, from 1.4 miles south of Sherman Island Road to SR 12 - Rehabilitate pavement (PM L4.2/L10.8)[CTIPS ID 107-00000993; EFIS ID 0300020595] (Toll Credits for PE, ROW, CON) | Completion by 2020 | \$6,85,000 | \$6,85,000 |
| CAL20490 | Yes | Sacramento | Caltran D3 | C- Maintenance \& Rehabilitation | SR 160 Pavement Rehab | In Sacramento County, near Rio Vista, SR 160, from SR 12 to 0.5 mile north of SR 220 in Ryde - Pavement rehabilitation (PM R0.0/12.0) [Toll Credits] (CTIPS ID 107-0000-0933) | Completion by 2020 | \$8,34,000 | \$8,30,000 |
| CAL20657 | yes | Sacramento | Caltran 03 | C- Maintenance \& Rehabilitation | SR 160 Slab replacement | SR 160 from American Grind PCC pavement | 2021-2036 | \$11,500,000 | \$14,033,000 |
| CAL20992 | yes | Sacramento | Caltran D3 | C- Maintenance \& Rehabilitation | SR 160 South of Rio Vista HMA Overlay | In Sacramento County on SR 160, near Rio Vista, from Antioch Bridge (No. 28-0009) to Sherman Island Road - Pavement preservation (PM L1.2/L4.4) [Toll Credits] (CTIPS ID 107-0000-0934) | Completion by 2020 | \$4,24,000 | \$4,24,000 |
| CAL20481 | Yes | Sacramento | Caltrans D3 | C- Maintenance \& Rehabilitation | SR 160 Three Mile Slough bridge | SR 160, near Isleton, at Three Mile Slough Bridge \#24-121 - Paint entire bridge (PM L7.0) (Toll Credits for PE, ROW, CON) [EFIS ID 03-1200-0219] | Completion by 2020 | \$12,475,000 | \$12,475,000 |
| CAL20595 | yes | Sacramento | Caltran D3 | B- Road \& Highway Capacity | SR 51 Auxiliary Lane | SR 51 Auxiliary Lane: SB, from Exposition Blvd. to E St. Includes bridge replacements for the following locations: B Street Underpass (\#24-0023), A Street Overcrossing (\#24-0131) and Elvas Underpass (\#24-0031). The project cost includes temporary bridge costs for the B Street and Elvas Underpasses. | 2021-2036 | \$88,200,000 | \$102,78,000 |
| CAL20597 | Project Development Only | Sacramento | Caltrans D3 | $\begin{array}{\|l} \text { B- Road \& Highway } \\ \text { Capacity } \\ \hline \end{array}$ | 1 Transition | Construct a transition lane on SR 51 SB from Exposition Blvd. slip off ramp to Exposition Blvd. loop on-ramp. | $\begin{aligned} & \text { f- Completion after } \\ & 2036 \\ & \hline \end{aligned}$ | \$12,500,000 |  |
| CAL20594 | yes | Sacramento | Caltran D3 | B- Road \& Highway Capacity | SR 51 Auxiliary Lane | SR 51: Widen structure over Arden Way to 8 lanes plus 2 bus/carpool lanes and construct a Transition Lane: NB, from SR160 off ramp to Arden Way on ramp | 2021-2036 | \$46,000,000 | \$56,133,000 |
|  | Project Development Only | Sacramento | Caltrans D3 | B- Road \& Highway Capacity | SR 51 Bus/Carpool Lanes: Arden to -80 | Bus/Carpool Lanes: Arden to -80 in both directions | Completion after 2036 | \$265,000,000 |  |
| CAL20632 | Yes | Sacramento | Caltran D3 | B- Road \& Highway Capacity | SR 51 Bus/Carpool Lanes: J Street to Arden | Bus/Carpool Lanes: J Street to Arden in both directions | 2021-2036 | \$100,000,000 | \$156,393,000 |
| CAL20545 | yes | Sacramento | Caltrans D3 | C- Maintenance \& Rehabilitation | SR 51 Cuvert Repair | In the City of Sacramento on SR 51 (Capital City Freeway), at Arden Way - Repair failed culvert and sinkhole (PM 4.0) [CTIPS ID 107-0000 0998] | Completion by 2020 | \$925,000 | \$925,000 |
| CAL20543 | Yes | Sacramento | Caltrans D3 | G- System Management, Operations, and ITS | SR 51 Median Barrier | In Sacramento on SR 51 (Capital City Freeway) at 0.1 mile north of Arden Way undercrossing - Construct concrete median barrier (PM 4.1/4.4) [CTIPS ID 107-0000-0996] (Toll credits for PE, ROW, CON) | Completion by 2020 | \$2,73,000 | \$2,730,000 |
| CAL20501 | yes | Sacramen | Caltran 03 | B- Road \& Highway Capacity | SR 51 NB Transition Lane and Local Roadway | On SR 51 (Capital City Freeway), close E Street northbound onramp and extend the northbound transition lane from near E Street onramp to just south of Elvas Underpass near the American River. Modify intersection at E Street and 30 th Street. Also build local roadway improvements on 30th St. (Toll Credits for PA\&ED.) $\$ 900 \mathrm{k}$ STIP for PA\&ED [CTIPS ID 107-0000-0940]. PS\&E is not yet funded. | 2021-2036 | \$8,30,000 | \$8,30,000 |
| CAL20592 | Yes | Sacramento | Caltran $\mathrm{D}^{\text {3 }}$ | B- Road \& Highway | SR 51 Transition lane | SR 51 Transition Lane: NB, from the Elvas Underpass to Exposition Blvd. | 2021-2036 | 57500,000 | \$11,730,000 |
| CAL20596 | Yes | Sacramento | Caltrans D3 | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | SR 51 Transition Lanes | SR 51 Transition Lanes: NB from Marconi Ave. to Fulton Ave.and SB from Fulton Ave. to Watt Ave. | 2021-2036 | \$88,700,000 | \$103,358,000 |
| CAL20513 | yes | Sacramento | Caltrans D3 | G- System Management, Operations, and ITS Operations, and ITS | SR 99 Roadside Safety Improvement | In Sacramento on SR 99, from Cosumnes River Bridge to Fruitridge Road overcrossing - Pave narrow areas, install vegetation control, construct pullouts and construct roadside signs (PM 8.5/22.4) [EFIS ID 0313000241; CTIPS ID 107-0000-0965] (Toll Credits for PE) | Completion by 2020 | \$2,310,000 | \$2,310,000 |
| CAL20470 | yes | Sacramento | Caltran ${ }^{\text {D3 }}$ | C- Maintenance \& Rehabilitation | SR 99 Seismic Retrofit and Bridge Rail Upgrade | Near Elk Grove, at Dillard Road Overcrossing Bridge \#24-0163, Cosumnes River Overflow Bridge \#24-0021R/L and Cosumnes River Overflow Bridge \#24-0020R/L - Bridge seismic retrofit and replace non-standard bridge rail (PM 7.4/8.4) [CTIPS ID 107-0000-0904] (Toll Credits) | Completion by 2020 | \$19,035,000 | \$19,035,00 |
| CAL20572 | Project <br> Development <br> Only | sacramento | Caltran D3 | B- Road \& Highway Capacity | SR 99 Auxiliar Lanes | Construct auxiliary lanes in both directions on SR 99 between Laguna/Bond Rd and Elk Grove Boulevard | Completion after 2036 | \$2,00,000 |  |
| CAL20647 | Project Development Only | Sacramento | Caltrans D3 | $\begin{array}{\|l\|l} \text { B- Road \& Highway } \\ \text { Capacity } \end{array}$ | SR 99 Bus/Carpool Lanes | Bus/Carpool Lanes and auxiliary lanes in both directions from Elk Grove Boulevard to San Joaquin County Line Kammerer Road/Grant Line Road. | $\begin{array}{\|l} \text { Completion after } \\ 2036 \\ \hline \end{array}$ | \$36,000,000 |  |
| SAC18150 | ves | Sacramento | Sacramento County | B- Road \& Highway Capacity | Metro Air Parkway Interchange at -5 | In Sacramento County, 1-5 @ Metro Air Parkway near Sacramento International Airport: Construct the first phase of a five-lane partial clover Type L-9 interchange for Metro Air Parkway at Interstate 5 (I5). Construct a three lane overcrossing facility with a median, bike lanes and a sidewalk on the west side. Metro Air Parkway will connect on the north of the interchange and terminate south of I-5 with a cul-de-sac. South Bayou Rd will realigned to provide the r/w for partial completion of two-quadrant partial cloverleaf interchange. Project also includes a one-lane northbound I-5 exit ramp and diagonal entrance ramp, one-lane southbound I-5 exit ramp, a two-lane southbound I-5 loop entrance ramp with auxiliary lane, street lighting, striping, signs, relocation of an existing drainage ditch on the south side of the freeway, construction of drainage improvements with the interchange, and relocation of utilities. | Completion by 2020 | \$19,122,000 | \$19,122,000 |
| CAL20608 | yes | Sutter | Caltrans D3 | G- System Management, Operations, and ITS | SR 99 Operational Improvements | Operational Improvements: Bogue Rd. to Pease Rd. | Completion by 2020 | \$3,000,000 | \$3,147,000 |
| CAL20508 | ves | Sacramento | Caltrans D3 | C- Maintenance \& Rehabilitation | SR 99/160 Scour Mitigation | In Sacramento County, on SR 99 at Lagoon Creek Bridge \#24-0054L (PM 4.9), and on SR 160 (PM 44.5) at American River Bridge \#24O001L - Scour mitigation [EFIS ID 0313000136; CTIPS ID 107-00000963] [Total Project Cost $\$ 6,915,000$ in $17 / 18 \mathrm{FY}$ ] | Completion by 2020 | \$6,915,000 | \$6,915,000 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and Row acquisition by 2036 . These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan reauirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SSS following a technical analysis and consistency with plan requirements. Whiie total costs are shown for theses
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|}
\hline Project ID \& Included in DPS \& countr \& lead agency \& category \& TITLE \& PROEECT DESCRIPTION \& Completion Timing \& total cost (2015 Dollars) \& YEAR OF EXPENDITURE COST \\
\hline SUT18830 \& Yes \& Sutter \& Sutter County \& G- System Management, Operations, and ITS \& SR 99 Intersection Improvements \& Intersection improvements to add turn lanes, address drainage issues and sound attenuation as needed along both sides of State Route 99 at Bogue Rd, Lincoln Rd, Richland Rd and Franklin Rd. \& Completion by 2020 \& \$3,800,000 \& \$3,98,000 \\
\hline CAL20466 \& yes \& Sacramento \& Caltrans D3 \& B- Road \& Highway Capacity \& 1-5 Hov Lanes - Phase 1 \& In Sacramento County on I-5, from US 50 to Morrison Creek - Add high-occupancy vehicle (HOV) lanes (i.e., bus/carpool lanes) and soundwalls in both directions (PM 13.1/22.5) [EFIS ID 0312000165]; see 03-3C002 (CAL20467) for Phase 2 [PA\&ED being done under 03\(3 C 000\) (CAL17840)]. (Toll Credits for PE and ROW) (Emission Benefits in kg/day: 52.9 NOx, 50.4 ROG, 10.5 PM10) [CTIPS ID 107-0000-0880] \& 2021-2036 \& \$125,200,000 \& \$125,200,000 \\
\hline SAC22530 \& Yes \& Sacramento \& City of Sacramento \& B- Road \& Highway
Capacity \& Bridging -5/Riverfront Reconnection \& Environmental clearance/PE for Riverfront Reconnection. Construct connection over I-5 between approximately Capitol Ave. to "O" St. (T15998100) Phase 1 constructed under SAC24705 \& 2021-203 \& \$7,432,709 \& 57,432,709 \\
\hline CAL20611 \& Yes \& \[
\begin{aligned}
\& \text { Multiple } \\
\& \text { Counties } \\
\& \hline
\end{aligned}
\] \& Caltrans D3 \& G- System Management, Operations, and ITS \& System Management/Traffic Operations System on l-5 between the San Joaquin County Line and SR113 \& Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer, Sacramento and Yolo Counties. \& 2021-2036 \& \$5,000,000 \& 56,101,000 \\
\hline CAL20613 \& Yes \& \[
\begin{aligned}
\& \text { Multiple } \\
\& \text { Counties } \\
\& \hline
\end{aligned}
\] \& Caltrans D3 \& G- System Management, Operations, and ITS \& System Management/Traffic Operations System on SR99 between the San Joaquin County Line and SR20 \& Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Sacramento and Sutter Counties. \& 2021-2036 \& \$5,000,000 \& \$6,101,00 \\
\hline CAL20598 \& Yes \& Sacramento \& Caltrans D3 \& G- System Management, Operations, and ITS \& System Management/Traffic Operations System on SR 51 between U.S. 50 and I-80 \& Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure. \& Completion by 2020 \& \$3,00,000 \& \$3,147,000 \\
\hline CAL20574 \& yes \& Sacramento \& Caltrans D3 \& G- System Management, Operations, and ITS \& Traveler Information System \& 110 locations thtoughout Sacramento County. Travel time detection and notification systems. \& Completion by 2020 \& \$1,939,200 \& \$2,034,000 \\
\hline CAL20606 \& \[
\begin{array}{|c|}
\hline \text { Project } \\
\text { Development } \\
\text { Only }
\end{array}
\] \& Sacramento \& Caltran D3 \& B- Road \& Highway \& U.S. 50 / SR 99 / SR 51 Oak Park Interchange Reconstruction \& U.S. 50 / SR 99 / SR 51 Oak Park Interchange Reconstruction: includes: bus/carpool lane freeway to freeway connectors. \& Completion after 2036 \& \$10,000,000 \& \\
\hline CAL2060 \& ves \& Sacramento \& Caltrans D3 \& B- Road \& Highway
Capacity \& U.S. 50 Auxiliary Lanes \& US 50 Auxiliary Lanes: EB and WB, from Sunrise Blvd. to Zinfandel Dr. \& 2021-2036 \& \$5,000,000 \& 57,82,000 \\
\hline CAL20603 \& \[
\begin{gathered}
\text { Project } \\
\text { Development } \\
\text { Only }
\end{gathered}
\] \& Sacramento \& Caltrans D3 \& B- Road \& Highway Capacity \& U.S. 50 Transition Lane \& Westbound US 50 Transition Lane: NB, Howe Ave. on-ramp to SB Howe Ave. on-ramp. \& Completion after 2036 \& \$3,00,000 \& \\
\hline CAL2060 \& ves \& Sacramento \& Caltrans D3 \& B- Road \& Highway
Capacity \& U.S. 50 Transition Lane \& US 50 Westbound Transition Lane: from Sunrise Blvd. slip off-ramp to Sunrise Blvd. slip on-ramp. \& 2022-2036 \& \$3,00,000 \& \$4,692,00 \\
\hline CAL20379 \& yes \& Sacramento \& Caltrans D3 \& B- Road \& Highway Capacity \& US 50 Auxiliary Lanes, Bradshaw to Mather \& Near Sacramento, from Bradshaw Road OC to Mather Field OC - Add auxiliary lanes EB \& WB (PM R7.8/R9.5) [EFIS ID 0300001101] \& 2021-2036 \& \$3,700,000 \& \$5,787,00 \\
\hline CAL20551 \& Yes \& Sacramento \& Caltrans 03 \& G- System Management, Operations, and ITS \& US 50 Fiber Optics \& In Sacramento, on SR 50, from Yolo County line to 0.2 mile west of Watt Avenue Overcrossing [PM LO.0/R5.1] - Install fiber optic cable [CTIPS ID 107-0000-1005] (Toll credits for PE, ROW, CON) \& Completion by 2020 \& \$9,500,000 \& 59,50,000 \\
\hline CAL18838 \& Yes \& Sacramento \& Caltrans D3 \& B- Road \& Highway
Capacity \& US 50 HOV Lanes (SR 99 to Watt Ave.) \& In Sacramento County, on US 50, from 0.3 mile west of SR 99 to 0.8 mile east of Watt Avenue - Construct high occupancy vehicle (HOV) lanes [PM L2.2/R6.1] \& 2021-2036 \& \$68,35,000 \& \$68,315,000 \\
\hline CAL20488 \& Yes \& Sacramento \& Caltran D3 \& C- Maintenance \& Rehabilitation \& US 50 Maintenance - Watt Ave. to Sunrise Blvd. \& In Sacramento County, US 50, from Watt Ave. to Sunrise Blvd., WB Lanes - Maintenance Asphalt Overlay (Sac-50-5.3/12.8) [HM1 Pavement Preservation (Fed-Funded)] (Toll credits for CON) \& Completion by 2020 \& \$4,56,500 \& \$4,56,500 \\
\hline CAL20884 \& Yes \& Sacramento \& Caltrans D3 \& D- Programs \& Planning \& US 50 Plantings \& Sacramento County, in and near Rancho Cordova, along US 50, from Bradshaw Rd. to Sunrise Blvd.: Improve, enhance and establish planting along designated HOV lane(s) as a continuation of plant establishment period for US 50 HOV Watt Ave. to Sunrise Blvd. project. [03-44161/CAL16790] (PM R07.4/R12.2) \& Completion by 2020 \& \$1,250,000 \& \$1,250,000 \\
\hline CAL20549 \& Yes \& Sacramento \& Caltrans \& G- System Management, Operations, and ITS \& US 50 RTMC Video Display Upgrade \& In Rancho Cordova at the Regional Transportation Management Center (RTMC) [PM 12.5] - Replace and upgrade video monitor and the supporting control system for US 50 within Sacramento County. [CTIPS ID 107-0000-1002] \& comp \& \$1,820,000 \& 1,820,00 \\
\hline CAL20648 \& \[
\begin{aligned}
\& \text { Project } \\
\& \text { Development } \\
\& \text { Only }
\end{aligned}
\] \& Sacramento \& Caltrans D3 \& B- Road \& Highway Capacity \& US 50 Transition and Auxiliary lane \& In Sacramento County on US 50 , construct an eastbound transition lane from the Folsom Blvd slip off ramp to the Prairie City Rd slip off ramp, and construct an auxiliary lane from the Prairie City Rd slip on
ramp to the Folsom Blvd slip off ramp us 50 We fobo Thasitp \& Completion after 2036 \& \$5,000,000 \& \\
\hline CAL20641 \& \[
\begin{gathered}
\text { Project } \\
\text { Development } \\
\text { Only }
\end{gathered}
\] \& Sacramento \& Caltrans D3 \& B- Road \& Highway
Capacity \& US 50 Transition Lane \& US 50 Westbound Transition Lane from Stockton Blvd off-ramp to Rt 51 connector on-ramp. Realign and add acceleration taper to Stockton loop off ramp \& Completion after
2036 \& \$6,000,000 \& \\
\hline VAR56138 \& Yes \& Sacramento \& Caltrans D3, City of Rancho Cordova, Sacramento County \& B- Road \& Highway \& Auxilary Lane \& Auxiliary lane from Rancho Cordova Parkway to East of Folsom \& 2021-2036 \& \$3,00,000 \& \$4,692,000 \\
\hline CAL20435 \& Yes \& Sacramento \& Caltrans Division of Rail \& E-Transit Capital (Major) \& Sacramento Layover and Maintenance Facility \& Building Construction: new layover and servicing facility in Sacramento area for San Joaquin \& Capitol Corridor trainsets. Project will be coordinated with Sacramento Station Rail Realignment. \& Completion by 2020 \& \$110,000,000 \& \$115,379,000 \\
\hline CAL20559 \& yes \& Sacramento \& Caltrans HQ \& \[
\begin{array}{|l}
\text { E-Transit Capital } \\
\text { (Vehicles) }
\end{array}
\] \& FTA 5310 - Asian Community Center Expansion
Minivans \& Purchase four minivans to expand the ACC Rides Service that provides transportation to the ACC Rides Service client base of seniors and their caregivers to medical appointments and other activities of daily living. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund \(100 \%\) of this project.. Toll Credits for CON \& Completion by 2020 \& \$192,000 \& \$192,000 \\
\hline CAL20554 \& yes \& Sacramento \& Caltrans HQ \& F- Transit O\&M (Demand Response) \& FTA 5310 - Asian Community Center Rides Service Expansion \& Expand the ACC Rides Service hours to 6 AM to 6 PM and the Volunteer Driver Program by recruiting and training more drivers as well as adding a Volunteer Driver Coordinator. The goal of the expansion of the program it to provide additional transportation to the ACC Rides Service client base of seniors and their caregivers to medical appointments and other activities of daily living. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will
fund \(100 \%\) of this project.. Toll Credits for con \& Completion by 2020 \& \$300,000 \& \$300,000 \\
\hline CAL20557 \& yes \& Sacramento \& Caltrans HQ \& \[
\begin{aligned}
\& \text { E- Transit Capital } \\
\& \text { (Vehicles) }
\end{aligned}
\] \& FTA 5310 - Easter Seals vehicle Replacement \& Replace three existing buses and one minivan that provide transportation services to people with development and physical disabilities. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund \(100 \%\) of this project.. Toll Credits for CON \& Completion by 2020 \& \$277,500 \& \$27,500 \\
\hline SAC24992 \& yes \& Sacramento \& City of Rancho Cordova \& B- Road \& Highway
Capacity \& Rio Del Oro Pkwy \& Rio Del Oro Parkway: New 4 lane roadway from Sunrise Boulevard to Rancho Cordova Parkway. Includes intersection improvement at Sunrise (CP09-2070) \& 2022-2036 \& \$3,51,000 \& \$5,084,000 \\
\hline SAC24920 \& yes \& Sacramento \& City of Citrus Heights \& C- Maintenance \& Rehabilitation \& Antelope Road Complete Streets - Phase 2 \& construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape. \& 2021-2036 \& \$8,488,000 \& \$10,309,000 \\
\hline SAC29921 \& yes \& Sacramento \& City of Citrus Heights \& C- Maintenance \& Rehabilitation \& Antelope Road Complete Streets - Phase 3 \& construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape. \& 2021-2036 \& \$10,50,000 \& \$12,813,000 \\
\hline SAC29922 \& ves \& Sacramento \& City of Citrus Heights \& C- Maintenance \& Rehabilitation \& Auburn Blvd Complete Streets - Phase 2 \& construction; ADA, Ped, Bicycle, and Transit Improvements, new street light installations, hardscape, landscape, full road reconstruction. \& 2021-2036 \& \$9,80,000 \& \$11,959,000 \\
\hline SAC29923 \& ves \& Sacramento \& City of Citrus Heights \& C- Maintenance \& Rehabilitation \& Auburn Blvd Complete Streets-Phase 3 \& Design, ROW acquisition and construction; utility undergrounding, ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape. \& 2021-2036 \& \$32,000,000 \& \$39,049,000 \\
\hline SAC2924 \& Yes \& Sacramento \& City of Citrus Heights \& C- Maintenance \& Rehabilitation \& Auburn Blvd Complete Streets - Phase 4 \& Design and construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape. \& 2021-2036 \& \$20,00,000 \& \$31,279,000 \\
\hline SAC24925 \& yes \& sacramento \& City of Citrus Heights \& \begin{tabular}{l}
\(\square\) \\
C- Maintenance \& Rehabilitation
\end{tabular} \& Auburn Blvd Complete Streets - Phase 5 \& Design, ROW, and construction; utility undergrounding, ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape. \& 2021-2036 \& 22,000,000

$528,000,000$ \& S3,27,000

$\$ 43,790,000$ <br>
\hline
\end{tabular}

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | lead agencr | CATEGORY | TITLE | PROJECT description | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SAC24732 | ves | Sacramento | City of Citrus Heights | A- Bike \& Ped | Auburn Blvd. Complete Streets - Phase 2 (Rusch Park to Northern City Limits) | Rebuild and revitalize Auburn Blvd. from the northern city limits to as far south as Rusch Park by upgrading infrastructure to support mixed land uses and improving bicycle and pedestrian safety. (Emission Benefits in kg/day: 0.03 ROG, 0.02 NOx, 0.01 PM10) | 2021-2036 | \$17,122,761 | \$17,122,761 |
| SAC24929 | Yes | Sacramento | City of Citrus Heights | C- Maintenance \& Rehabilitation | Fair Oaks Blvd Complete Streets Phase 1 | Design and construction; ADA, Pedestrian and Bicycle improvements, LED street light conversion, road resurfacing | 2021-2036 | \$2,70,000 | \$3,25,000 |
| SAC24930 | Yes | Sacramento | City of Citrus Heights | C- Maintenance \& Rehabilitation | Fair Oaks Blvd Complete Streets Phase 2 | Design and construction; ADA and Pedestrian improvements including sidewalk infill, Bicycle improvements, LED street light conversion, road resurfacing | 2021-2036 | \$3,20,000 | \$3,905,000 |
| SAC29931 | Yes | Sacramento | City of Citrus Heights | C- Maintenance \& Rehabilitation | Fair Oaks Blvd Complete Streets Phase 3 | Design and construction; ADA and Pedestrian improvements including sidewalk infill, Bicycle improvements, LED street light conversion, road resurfacing. | 2021-2036 | \$8,50,000 | \$13,293,000 |
| SAC24919 | Yes | Sacramento | City of Citrus Heights | C- Maintenance \& Rehabilitation | Greenback Lane Complete Streets | construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal modifications, full road reconstruction, LED street light conversion. | 2021-2036 | \$4,20,000 | \$5,125,000 |
| SAC24733 | Yes | Sacramento | City of Citrus Heights | A- Bike \& Ped | Mariposa Safe Routes to School Phase 3 | Construct one half mile of curb, gutters, sidewalks, bicycle lanes (Class III), curb access ramps and add street lighting along the east side of Mariposa Ave. from Northridge Drive to Eastgate Ave. (Emission Benefits in kg/day: 01 ROG) | Completion by 2020 | \$1,18,223 | \$1,188,23 |
| SAC24932 | Yes | Sacramento | City of Citrus Heights | A- Bike \& Ped | Oak Avenue Complete Streets Phase 1 | Design and construction; ADA and Pedestrian improvements including sidewalk infill, Bicycle improvements, installation of new LED street lights, road resurfacing. | 2021-2036 | \$3,80,000 | \$4,637,00 |
| SAC24933 | res | Sacra | City of Citrus Heights | A- Bik \& Ped | Oak Avenue Complete Streets Phase 2 | Design and construction; ADA and Pedestrian improvements including sidewalk infill, Bicycle improvements, installation of new LED street lights, road resurfacing. | 2021-2036 | \$3,50,000 | \$4,27, 000 |
| SAC24927 | ves | Sacramento | City of Citrus Heights | C- Maintenance \& Rehabilitation | Old Auburn Road Complete Streets Phase 1 | Design, ROW and construction; ADA, Pedestrian and Bicycle improvements (major sw infill for accessibility), traffic signal upgrades, installation of new LED street lights, full road reconstruction. | 2021-2036 | \$15,000,000 | \$18,304,000 |
| SAC24928 | ves | Sacramento | City of Citrus Heights | C- Maintenance \& Rehabilitation | Old Auburn Road Complete Streets Phase 2 | Design and construction ; ADA, Pedestrian and Bicycle improvements (major sw infill for accessibility), traffic signal upgrades, installation of new LED street lights, full road reconstruction | 2021-2036 | \$12,000,000 | \$14,643,000 |
| SAC24926 | Yes | Sacramento | City of Citrus Heights | C- Maintenance \& Rehabilitation | San Juan Ave Complete Streets | Design, ROW and construction; utility undergrounding, ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape. | 2021-2036 | \$22,000,000 | \$26,446,00 |
| SAC24934 | Yes | Sacrament | City of Citrus Heights | A- Bik \& Ped | Saybrook/Misty Creek 1-80 Pedestrian/bicycle overpass | Design and construction; ADA compliant Pedestrian and Bicycle bridge/overpass connecting west side at Saybrook with east side at Misty Creek. | 2021-2036 | \$15,000,000 | \$23,459,000 |
| SAC24917 | Yes | Sacramento | City of Citrus Heights | C- Maintenance \& Rehabilitation | Sunrise Blvd Complete Streets - Phase 2 | construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape. | 2021-2036 | \$7,500,000 | \$9,152,000 |
| SAC24918 | ves | Sacramento | City of Citrus Heights | C- Maintenance \& Rehabilitation | Sunrise Blvd Complete Streets - Phase 3 | construction; ADA, Pedestrian, Bicycle and Transit Improvements on east side of road including installation of new sw/c\&g, LED street light conversion, full road reconstruction, hardscape and landscape. | 2021-2036 | \$5,02,000 | \$7,82,000 |
| SAC24996 | Yes | Sacramento | City of Citrus Heights |  <br> Rehabilitation | Sunrise Blvd. Complete Streets | Sunrise Blvd., from Antelope Rd to North City Limits: rehabilitate road, infill sidewalks, enhance bike lanes, and other upgrades. (Emission Benefits in kg/day: 1.01 ROG, 0.77 NOx, 0.41 PM10) | Completion by 2020 | \$3,651,998 | \$3,651,988 |
| SAC24708 | res | Sacramento | City of Citrus Heights | A- Bike \& Ped | Sunrise Blva. Safety Improvements | On Sunrise Blvd between Woodmore Oaks Dr and Sayonara Dr: Pavement overlay; Construct curb ramp, sidewalk, curb, gutter, drain inlet; Install lighting, traffic signals (interconnect), storm drain, striping, and pavement markings (HSIPG-03-001) | Completion by 2020 | \$934,222 | \$934,222 |
| SAC24611 | Yes | Sacramento | City of Citrus Heights | A- Bike \& Ped | Sunrise Blvd./Sungarden Dr. Safety Improvements | At Sunrise Blvd. and Sungarden Dr.: Install traffic signals and sidewalks. HSIP4-03-003 | Completion by 2020 | \$1,13,900 | \$1,113,900 |
| SAC24094 | Yes | Sacramento | City of Elk Grove | B- Road \& Highway Capacity | Kammerer Rd Extension | Construct new 4 lane Kammerer Rd extension from Bruceville Rd to I5 (at Hood Franklin Rd), modifying the I-5/Hood Franklin interchange, and construction of a railroad grade separation at UP railroad tracks. (Toll Credits for PA\&ED, $11.47 \%$ of $\$ 1,164,000$ ) Environmental Studies (NEPA and CEQA) also include the following scope, planned in the MTP/SCS for SAC24114, Kammerer Road Extension: In Elk Grove, from approximately 6000' west of SR 99 to Bruceville Road: Widen from 2 to 4 lanes. | npletion by 2020 | \$37,581,000 | \$37,581,000 |
| SAC24118 | ves | Sacramento | City of Elk Grove | B- Road \& Highway | Grant Line Road Widening (Capital Southeast Connector - Segment B1) | In Elk Grove, from East Stockton Blvd to Waterman Road: Widen Grant Line Road from 2 to 4 lanes, including grade separation over the UP Railroad Tracks. | Completion by 2020 | \$31,978,000 | \$31,978,00 |
| SAC24114 | Yes | Sacramento | City of Elk Grove | B- Road \& Highway Capacity | Kammerer Road Widening | In Elk Grove, from approximately 6000' west of SR 99 to Bruceville Road: Widen from 2 to 4 lanes. This Project is included in the Environmental Studies (NEPA and CEQA) for SAC24094, Kammerer Road Extension. | Completion by 2020 | \$18,822,000 | \$18,862,000 |
| SAC24795 | Yes | Sacramento | City of Elk Grove | G- System Management, Operations, and ITS | Grant Line Two-Way-Left-Turn-Lane | Widen Grant Line Road, between Bond Road and Calvine Road, to provide a two-way left turn lane. | Completion by 2020 | \$12,200,000 | \$12,997,00 |
| SAC24700 | ves | Sacramento | City of Elk Grove | B- Road \& Highway Capacity | Grant Line Road Widening Phase 3 (Capital SouthEast Connector - Segment B2 | In Elk Grove, Grant Line Road; from Mosher Road to Bradshaw: Widen from 2 to 4 lanes and preserve right of way for 6 lanes. | 2021-2036 | \$12,021,000 | \$12,021,000 |
| SAC24983 | Yes | Sacramento | City of Elk Grove | B- Road \& Highway Capacity | Big Horn Blvd. | Widen to 4 -lanes | 2021-2036 | \$12,000,000 | \$18,767,000 |
| SAC24072 | Yes | Sacramento | City of Elk Grove | B- Road \& Highway Capacity | Brashaw / Sheldon Intersection \& Bridge | In Elk Grove, at the intersection of Bradshaw and Sheldon Roads, over east branch of Laguna Creek: Intersection improvements. Replace and widen existing 2 lane bridge spanning East Branch of Laguna Creek with a 4 lane bridge. | Completion by 2020 | \$10,388,000 | \$10,388,000 |
| SAC24987 | ves | Sacramento | City of Elk Grove | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | Lotz Parkway | In Elk Grove, Lotz Pkwy. from Whitelock Pkwy to Kammerer Rd: widen to 4 -lanes | 2021-2036 | \$10,000,000 | \$15,639,000 |
| CAL20370 | ves | Sacramento | City of Elk Grove | E-Transit Capital (Major) | Elk Grove Intercity Rail Station | In Elk Grove, San Joaquin Rail Corridor, construct 100 -space parking lot, 800 foot platform, and passenger shelter area for intercity passenger rail station. | 2021-2036 | \$8,50,000 | \$8,50,000 |
| SAC24961 | Yes | Sacramento | City of Elk Grove | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | Wilton Rd | Full 2 lane improvements from Grant Line Rd. to C City Limit | 2021-2036 | \$7,78,900 | \$12,183,000 |
| SAC24169 | ves | Sacramento | City of Elk Grove | A- Bike \& Ped | Old Town Elk Grove Improvement Project Phase <br> 2 | Elk Grove Boulevard, from School St. to Waterman Rd.: street frontage improvements, including: expanded decorative sidewalks \& landscape strips, corner bulb-outs,landscaped median islands at intersections/pedestrian crossings, crosswalks, bike lanes/routes, signs and striping, bus shelters, related frontage improvement features and potential utility undergrounding. | Completion by 2020 | \$6,37,000 | \$6,37,000 |
| SAC24073 | ves | Sacramento | City of Elk Grove | B- Road \& Highway | Bradshaw Rd. | Widen: 4 lanes from Sheldon Rd. to Calvine Rd. | 2021-2036 | 56,200,200 | 59.697 |
| SAC24111 | yes | Sacramento | City of Elk Grove | B- Road \& Highway Capacity | Lotz Parkway | In Elk Grove, Lotz Parkway from Whitelock Parkway to Poppy Ridge Road: Construct new 4-lane roadway; and Lotz Parkway from Poppy Ridge Road to 0.5 miles south of Whitelock Pkwy at the northern boundary of the Sterling Meadows development area: Construct new 2-lane roadway. | Completion by 2020 | \$6,162,500 | \$6,162,500 |
| SAC24119 | Yes | Sacramento | City of Elk Grove | B- Road \& Highway Capacity | Grant Line Road Widening Phase 2 (Capital Southeast Connector - Segment B2) | In Elk Grove, Grant Line Road; from New Waterman Road to Mosher Road: Widen from 2 to 4 lanes and preserve right of way for 6 lanes; design and clear environmental from New Waterman to Bradshaw. Part of Capital Southeast Connector - Segment B2. | Completion by 2020 | \$6,15,000 | \$6,152,000 |
| SAC2982 | Yes | sa | Citrofak Gre | ${ }^{\text {B- Road \& Highway }}$ | Sif | In Elik Grove, Big Horn Blvd. from Bilby Rd. to Kammerer Rd.: |  |  |  |
|  |  |  | chyoter | B- Road \& Highway | Sighorn | In Elk Grove, Lotz Pkevy. from Biliby Rd to Kammerer Rd: Construct | 2021-2036 | \$5,69,500 | \$8,86,000 |
| SAC24775 | Yes | Sacramento | City of Elk Grove | Capacity | Lotz Parkway | new 2-lane roadway | Completion by 2020 | \$5,64,500 | \$5,64,500 |
| SAC24952 | Yes | Sacramento | City of Elk Grove | B- Road \& Highway | Excelsior Rd | Full 2 lane Improvement from Sheldon Rd. to Calvine Rd. | 2021-2036 | \$5,00,000 | \$7,820,000 |
| SAC24097 | yes | Sacramento | City of Elk Grove | $\begin{aligned} & \text { Copacty } \\ & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | Waterman Rd. | Widen: 4 lanes from Elk Grove Blvd. to Bond Rd. | 2021-2036 | \$4,800,000 | \$5,85,000 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SSS following a technical analysis and consistency with plan requirements. While total costs are shown for these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|}
\hline Project ID \& Included in DPS \& countr \& lead agency \& category \& TITLE \& PROEECT DESCRIPTION \& Completion Timing \& total cost (2015 Dollars) \& YEAR OF EXPENDITURE COST <br>
\hline SAC24418 \& Yes \& Sacr \& City of Elk Grove \& $$
\begin{array}{|l}
\begin{array}{l}
\text { E- Transit Capital } \\
\text { (Vehicles) }
\end{array} \\
\hline
\end{array}
$$ \& Replacement CNG Buses for E-Tran Including Automatic Passenger Counters \& Purchase eight CNG replacement buses for the City of Elk Grove's ETran bus transit buses. The CNG buses replace six CNG buses that are beyond their useful life and adds two buses as spares because the current spare ratio is below $15 \%$. Includes automatic passenger counters for buses. Emission Benefits in kg/day: ( 0.16 NOx, 0.01 PM10). The FTA 5307 funds are comprised of the following amounts: 6 Buses $\$ 1,249,705 ; 2$ Buses $\$ 864,000$; Automatic Passenger Counters $\$ 186,088$ \& Completion by 2020 \& \$4,174,576 \& 54,174,576 <br>
\hline SAC2477 \& ves \& Sarramente \& City fellegrove \& B-Road \& Highway Gapzeity \& Lotz Pkwy. Extension - 0.5 miles south of Whitelock Pkwy (Sterling Meadows) to Bilby Road \& In Ek Grove, Lotz Parkway from 0.5 miles south of Whiteleck Pkwy (Sterling Meadows) to Bilby Road: Construct new 2 lane roadway \& 20272036 \& \$3,962,008 \& \$6,96,000 <br>
\hline SAC19010 \& Yes \& Sacramento \& City of Elk Grove \& B- Road \& Highway Capacity \& Brucevill R \& In Elk Grove, from Whitelock Parkway to Bilby Road: Widen from 2 to 4 lanes. \& 221-2036 \& \$3,71,000 \& 00 <br>
\hline SAC24110 \& Yes \& Sacramento \& City of Elk Grove \& -3-Road \& Highway \& Lot Parkwa \& In El G Grove, from Laguna Springs Drive to Whitelock Parkway: \& \& \$3,70,000 \& <br>
\hline \& \& \& OtikGove \& ${ }_{\text {B-apacity }}$ R Highway \& \& Construct new lane roadway. Construct New Road: 2 lanes from Bruceville Rd. to McMillan \& npletion by 2020 \& \$3,700,000 \& <br>
\hline SAC24551 \& Yes \& Sacramento \& City of Elk Grove \& Capacity \& Bilby Rd. \& Rd./Future Big Horn Blvd. extension (parallel to Kammerer). \& 2021-2036 \& \$3,500,000 \& \$4,271,000 <br>
\hline SAC24984 \& Yes \& Sacramento \& City of Elk Grove \& B- Road \& Highway
Capacity \& Bilby Rd. \& Widen to 4 -lanes \& 2021-2036 \& \$3,500,000 \& \$5,47,000 <br>
\hline SAC24985 \& Yes \& Sacramento \& City of Elk Grove \& B- Road \& Highway \& Bilby Rd. \& Widen to 0 -lanes \& 2021-2036 \& \$3,500,000 \& 55,47,000 <br>
\hline SAC2980 \& Yes \& Sacram \& City of Elk Grove \& B- Road \& Highway \& Lotz \& In Elk Grove, from Laguna Springs Drive to Whitelock Parkway: widen \& 2021-2036 \& \$3,500,00 \& ,74,000 <br>
\hline SAC24972 \& Yes \& Sacramento \& City of Elk Grove \& B- Road \& Highway Capacity \& Bilby Rd. \& Construct New Road: 4 lanes from McMillan Rd./Future Big Horn Blvd. extension to Lotz Pkwy. \& 2021-2036 \& \$3,495,600 \& \$4,26,000 <br>
\hline SAC24790 \& ves \& Sacramento \& City of Elk Grove \& $$
\begin{aligned}
& \text { B- Road \& Highway } \\
& \text { Capacity }
\end{aligned}
$$ \& Bilby Rd. \& Construct New Road: 4 lanes from Lotz Pkwy. To West Stockton Blvd. \& 2021-2036 \& \$3,484,150 \& \$5,49,000 <br>
\hline SAC24720 \& Yes \& Sacramento \& City of Elk Grove \& C- Maintenance \& Rehabilitation \& Waterman Road Complete Streets Reconstruction \& Waterman Rd., from Bond Rd. to Sheldon Rd.: pavement reconstruction with bicycle and pedestrian path improvements. \& Completion by 2020 \& \$3,27,726 \& \$3,275,726 <br>
\hline SAC24695 \& yes \& Sacramento \& City of Elk Grove \& F-Transit O\&M (Bus) \& Elk Grove Operating Assistance \& Operating assistance for transit services within the City of Elk Grove as well as commuter service to / from Sacramento. Sacramento Urbanized Area.FFY 2013 operating assistance: $\$ 98,063$ (MAP21)FFY 2014 operating assistance: $\$ 882,559$ (MAP-21) \& Completion by 2020 \& 53,22,460 \& \$3,22,460 <br>
\hline SAC24099 \& Yes \& Sacramento \& City of Elk Grove \& $$
\begin{aligned}
& \begin{array}{l}
\text { B- Road \& Highway } \\
\text { Capacity }
\end{array} \\
& \hline
\end{aligned}
$$ \& Big Horn Blvd. \& In Elk Grove, Big Horn Blvd. from Whitelock Pkwy to Spoonwood Dr. Construct new 2 -lane roadway \& Completion by 2020 \& \$3,212,000 \& \$3,212,00 <br>
\hline SAC24798 \& yes \& Sacramento \& City of Elk Grove \& G- System Management, Operations, and ITS \& Sheldon/Waterman Rd. Intersection Improvements \& In Elk Grove; Construct a roundabout intersection at Sheldon Rd. and Waterman Rd. \& Completion by 2020 \& \$2,80,000 \& \$2,937,000 <br>
\hline SAC24706 \& ves \& Sacram \& Ik Grove \& B- Road \& Highway Capacity \& ITS Master Plan - Phase 4 Implementation \& In Elk Grove, at intersections along Elk Grove-Florin Road, Big Horn Blvd., Franklin Blvd, Bruceville Rd., West Stockton Blvd, Elk Grove Blvd., and Grant Line Rd.: Install new traffic signal controllers and interconnect cable. Provide integration of the new signal controllers into the City's existing Transportation Management Center. Closed circuit television cameras will be installed at key intersections to help monitor, coordinate, and maintain traffic flow. (Emission Benefits in kg/day: 0.36 ROG, 0.24 NOx, 0.01 PM 2.5.) \& Completion by 202 \& 975 \& \$2,693,97 <br>
\hline SAC24312 \& yes \& Sacramento \& City of Elk Grove \& E-Transit Capital (Minor) \& telligent Transportation Systems \& Transit Capital/Operations: Purchase fareboxes that integrate with other transit operators. Purchase software and hardware for an automated dispatch, vehicle locator system and other intelligent transportation systems. \& 2021-2036 \& \$2,40,000 \& \$2,929,000 <br>
\hline SAC24981 \& Yes \& Sacramento \& City of Elk Grove \& B- Road \& Highway
Capacity \& Big Horn Blvd. \& In Elk Grove, Big Horn Blvd. from Spoonwood Dr. to Billyy Rd.: Construct new 2 -lane roadway \& 2021-2036 \& \$2,362,407 \& \$3,69,000 <br>
\hline SAC24773 \& Yes \& Sacramento \& City of Elk Grove \& B- Road \& Highway Capacity \& Big Horn Blvd. Extension - Bilby to Kammerer \& Construct extension of Big Horn Blvd. (4-lanes) from Bilby Rd. to Kammerer Rd. \& Completion by 2020 \& \$2,283,000 \& \$2,28, 000 <br>
\hline SAC24105 \& yes \& Sacramento \& City of Elk Grove \& B- Road \& Highway Capacity \& Bruceville Road Widening \& In Elk Grove, Bruceville Road from Bilby Road to Kammerer Road: Widen from 2 to 4 lanes. \& 2021-2036 \& \$2,200,000 \& \$3,41, 000 <br>
\hline SAC24699 \& Yes \& Sacramento \& City of Elk Grove \& A- Bike \& Ped \& Laguna Creek Triil - Camden South Spur \& Construct trail segment from Bond Road to Camden Park/Lake and the existing Laguna Creek Trail. Includes a trail crossing and weir over Laguna Creek at Camden Lake. (Emission Benefits in kg/day:) \& Completion by 2020 \& ,026 \& \$2,097,026 <br>
\hline SAC24759 \& yes \& Sacramento \& City of Elk Grove \& A- Bike \& Ped \& Lower Laguna Creek Open Space Preserve Trail \& In EIk Grove: across the Lower Laguna Creek Open Space Preserve from Elk Spring Way to Laguna Creek near Fieldale Dr.; Construct Class I Bikeway/multi-use trail and 60,000 square foot educational area with $8^{\prime}$ wide decomposed granite paths and interpretive sign stations. \& Completion by 2020 \& \$1,778,000 \& \$1,778,000 <br>
\hline SAC24735 \& yes \& Sacramento \& City of Elk Grove \& $$
\begin{array}{|l}
\begin{array}{l}
\text { E- Transit Capital } \\
\text { (Vehicles) }
\end{array} \\
\hline
\end{array}
$$ \& $40^{\prime}$ Bus Replacements \& Replace three 40' bluebird buses operated since 2000 with three new CNG 40' buses. (Emission Benefits in kg/day: 1.3 NOx, 0.03 PM10) \& Completion by 2020 \& ,65,000 \& \$1,605,000 <br>
\hline SAC24960 \& yes \& Sacramento \& City of Elk Grove \& B- Road \& Highway Capacity \& West Stockton Blvd \& On West Stockton north of Promenade to Whitelock Pkwy, construct full 2 lane improvements and realign road to intersect with Lotz Pkwy south of Whitelock. Rename to Promenade. \& 2021-2036 \& 39 \& 00 <br>
\hline SAC24966 \& Yes \& Sacramento \& City of Elk Grove \& B- Road \& Highway Capacity \& Elk Grove Blvd \& Right Turn pocket from EB Elk Grove Blvd to SB SR99 \& 2021-2036 \& 5875,000 \& \$1,36,000 <br>
\hline SAC24696 \& yes \& Sacramento \& City of Elk Grove \& E- Transit Capital (Vehicles) \& Bus Rehab \& Rehabilitate ten (10) Orion V transit buses with new CNG tanks, engine and transmission, and other improvements as needed. \& Completion by 2020 \& \$859,683 \& \$859,683 <br>
\hline SAC20510 \& Yes \& Sacramento \& City of Elk Grove \& D- Programs \& Planning \& Grant Line Road \& In Sacramento County, Grant Line Road from Bond Road to Calvine Road: alignment study. \& Completion by 2020 \& \$800,000 \& \$1,25,000 <br>
\hline SAC24640 \& yes \& Sacramento \& city of Elk Grove \& A- Bike \& Ped \& Laguna Creek Trail - Camden North Spur \& This project is a combination class I bike trail and class II bike lane project, connecting Camden neighborhoods to existing and future trails in Elk Grove. (Emission Benefits in kg/day: 0.14 ROG, 0.12 NOX, 0.03 PM10) (Toll credits for CON) \& Completion by 2 ar \& 000 \& \$791,000 <br>
\hline CAL20589 \& yes \& Sacramento \& Caltrans D \& B- Road \& Highway Capacity \& 1-5 Connector Ramp Extension \& I-5: Extend Southbound connector ramp from U.S. 50 connectorramp to the Sutterville Rd. off-ramp (PM 20.726 to 21.55). \& 2021-2036 \& 54,746,000 \& 55,791,0 <br>
\hline SAC20320 \& Yes \& Sacramento \& City of Elk Grove \& B- Road \& Highway Capacity \& Whitelock Parkway Widening \& In Elk Grove, from Big Horn Blvd to West Stockton Blvd: Widen to 4 lane roadway. \& 2021-2036 \& \$520,280 \& \$814,000 <br>
\hline SAC20320 \& yes \& Sacramento \& City of Elk Grove \& A-apactiv ${ }_{\text {A-Be } \& \text { Ped }}$ \& Elk Grove Schools AWARE SRTS Program \& Multiple Schools in the Elk Grove Unified School District: Implement Project AWARE (Advancing Walk and Roll Environments); needs assessment for each school/community through parent surveys and walk audits; hire a full-time SRTS Coordinator to train staff and parents. SRTS3-03-004 \& ${ }_{\text {Completion by } 2020}$ \& 520,280

$\$ 472,837$ \& \$814,000

$\$ 472,837$ <br>
\hline SAC24096 \& Yes \& Sacramento \& City of Elk Grove \& B- Road \& Highway Capacity \& Waterman Road \& Widen Waterman Road from Sheldon Road to Bond Road from 2 to 4 lanes. \& 2021-2036 \& \$357,540 \& \$559,000 <br>
\hline SAC24792 \& yes \& Sacramento \& City of Elk Grove \& G- System Management, Operations, and ITS \& Bruceville Rd. and Poppy Ridge/Quail Run Intersection \& Install a trafic signal at the Bruceville Rd. and Poppy Ridge/Quail Run intersection. \& Completion by 2020 \& \$338,10 \& \$355,00 <br>
\hline SAC24685 \& yes \& Sacramento \& City of Elk Grove \& C- Maintenance \& Rehabilitation \& Elk Grove Bridge Preventive Maintenance Program \& Various bridges in the City of Elk Grove: perform preventive
maintenance. See Caltrans Local Assistance HBP website for backup
list of projects:
http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_MPO.htm/\#S
ACOG \& Completion by 2020 \& \$330,000 \& \$330,000 <br>
\hline SAC24791 \& ves \& Sacramento \& City of Elk Grove \& G- System Management, Operations, and ITS \& Bond Rd./Bader Rd. Intersection \& Install a traic signal at the Bond Rd./Bader Rd. intersection \& Completion by 2020 \& \$295,000 \& \$309,000 <br>
\hline SAC24675 \& ves \& Sacramento \& City of Elk Grove \& G- System Management, Operations, and ITS \& Signal Upgrades \& Franklin Blvd. between Elk Grove Blvd. and Big Horn Blvd.; Bruceville Rd. between Elk Grove Blvd. and Big Horn Blvd.: Upgrade traffic signals. (HSIP5-03-005) \& Completion by 2020 \& \$150,000 \& \$150,000 <br>
\hline SAC24709 \& yes \& Sacramento \& City of Elk Grove \& G- System Management, Operations, and ITS \& Shoulder Safety Improvements - Various Locations \& Various locations on Grant Line Rd, Bradshaw Rd., Kammerer Rd., and Waterman Rd.: Modify shoulders. (HSIP6-03-002) \& Completion by 2020 \& \$130,000 \& \$130,000 <br>
\hline VAR56132 \& Project Development Only \& Multiple Counties \& Capital SouthEast Connector JPA, City of Elk Grove, Rancho Cordova, Folsom, Sacarmento County, El Dorado County \& B- Road \& Highway Capacity \& Capital Southeast Connector-Phase 2 \& Capital SouthEast Connector Phase 2 will include adding HOV lanes as needed and constructing interchanges at various locations. \& Completion after \& \$209,300,000 \& <br>
\hline SAC24955 \& Project
Development
Only \& Sacramento \& City of Elk Grove \& B- Road \& Highway Capacity \& Willard Parkway \& Center Lanes \& Widen Median from South Bilby Rd. to New Kammerer Rd. \& Completion after \& \$26,187,200 \& <br>
\hline SAC20340 \& Project
Development
Only \& Sacramento \& City of Elk Grove \& B- Road \& Highway Capacity \& Willard Parkway Extension \& In EIk Grove, Willard Parkway from Bilby Road to Kammerer Road, construct new four lane roadway. \& Completion after
2036 \& \$15,000,000 \& <br>
\hline
\end{tabular}

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for proiecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan reauirements. While total costs are shown for these proiects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SS following a technical analysis and consistency with plan requirements. While total costs are shown of these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | LEAD AgENCY | category | TITLE | PROJECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SAC24084 | Project Development Only | Sacrame | City of Elk Grove | B- Road \& Highway Capacity | Calvine Road | Widen Calvine Road from Vineyard Road to Grant Line Road from 2 to 4 lanes | $\begin{aligned} & \text { Completion after } \\ & 2036 \\ & \hline \end{aligned}$ | \$14,00,000 |  |
| SAC24086 | Project Development Only | Sacramento | City of Elk Grove | B- Road \& Highway Capacity | Elk Grove-Florin Road | Widen Elk Grove-Florin Road from 4 to 6 lanes from Calvine Road to Bond Road | Completion after 2036 | \$7,900,000 |  |
| SAC19160 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sacramento | City of Elk Grove | B- Road \& Highway Capacity | Sheldon Road Widening | Widen Sheldon Road from Elk Grove-Florin Road to Waterman Road: widen from 2 to 4 lanes. | Completion after 2036 | \$7,651,500 |  |
| SAC24112 | Project Development Only | Sacramento | City of Elk Grove | B- Road \& Highway Capacity | Waterman Road | In Elk Grove, from Elk Grove Blvd to Grant Line Road: Widen from 2 to 4 lanes. | Completion after 2036 | \$7,500,000 |  |
| SAC24098 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sacram | City of Elk Grove | B- Road \& Highway Capacity | Whitelock Pkwv./SR99 Interchange | Construct New Interchange: Hwy 99 / Whitelock Pkwy, including pedestrian bridge over SR99 | Completion after 2036 | \$4,000,000 |  |
| SAC24095 | Project Development Only | Sacram | City of Elk Grove | B- Road \& Highway Capacity | Waterman Road | Widen Waterman Road from Calvine Road to Sheldon Road: Widen from 2 to 4 lanes | Completion after 2036 | \$3,000,000 |  |
| SAC24951 | Project Development Only | Sacramento | City of Elk Grove | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Ekk Grove Blvd | Center 2 lanes \& median; Frontage imp. Allowance from Bradshaw Rd. to Grant Line Rd. | Completion after 2036 | \$2,661,500 |  |
| SAC24954 | Project Development Only | Sacramento | City of Elk Grove | B- Road \& Highway Capacity | Willard Parkway | Widen from 4 to 6 lanes from Whitelock Pkwy. to South Bilby Rd. | $\begin{aligned} & \text { Completion after } \\ & 2036 \end{aligned}$ | \$1,854,100 |  |
| SAC24081 | Project <br> Development <br> Only <br> Pro | Sacramento | City of Elk Grove | B- Road \& Highway Capacity | Bruceville Rd. | Widen: 6 lanes from Whitelock Pkwy. to Bilby Rd. | Completion after 2036 | \$1,845,900 |  |
| SAC24949 | Project Development Only | Sacramento | City of Elk Grove | B- Road \& Highway Capacity | Brucevill Rd. | Widen from 4 to 6 lanes from Elk Grove Blvd. to Whitelock Parkway | Completion after | \$1,683,600 |  |
| SAC24103 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \\ \hline \end{array}$ | Sacr | City of Elk Grove | B- Road \& Highway Capacity | Bradshaw Road Widening | In Elk Grove, from Grant Line Road to Bond Road, widen from 2 to 4 lanes. | Completion after 2036 | \$1,043,550 |  |
| SAC24788 | $\begin{array}{\|c\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sacramento | City of Elk Grove | $\begin{array}{\|l} \begin{array}{l} \text { B- Road \& Highway } \\ \text { Capacity } \end{array} \\ \hline \end{array}$ | Hi Bus from 1-5 to Bradshaw Rd | Develop an East-West enhanced bus corridor in Elk Grove along Elk Grove Blvd. from I-5 to Bradshaw Road. | Completion after 2036 2036 | \$1,000,000 |  |
| SAC24963 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Only } \end{gathered}$ | Sacramento | City of Elk Grove | B- Road \& Highway Capacity | State Route 99 Auxillary Lanes | Northbound Auxilary Lane on SR99 from Northbound On Ramp to SRg9 SR99 | Completion after 2036 | \$724,600 |  |
| SAC24102 | $\begin{array}{\|c\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sacramento | City of Elk Grove | B- Road \& Highway Capacity | Brashaw Road Widening | In Elk Grove, between Bond Road and Sheldon Road: Widen from 2 to 4 lanes. | $\begin{aligned} & \text { Completion after } \\ & 2036 \\ & \hline \end{aligned}$ | \$696,120 |  |
| SAC24101 | Project Development Only | Sacramento | City of Elk Grove | B- Road \& Highway | Bond Road Widening | In Elk Grove, between Bradshaw Road and Grant Line Road: Widen from 2 to 4 lanes | Completion after 2036 | \$648,170 |  |
| SAC24076 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sacramen | City of Elk Grove | B- Road \& Highway Capacity | Brashaw | Widen: 4 to 6 lanes from Grant Line Rd. to Bond | Completion after 2036 | S620,000 |  |
| SAC24120 | Project Development Only | Sacramento | City of Elk Grove | B- Road \& Highway Capacity | Sheldon Road Widening | In Elk Grove, from Waterman Road to Bradshaw Road: Widen from 2 to 4 lanes. | Completion after 2036 $2036$ | \$572,930 |  |
| SAC24074 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sacramento | City of Elk Grove | B- Road \& Highway Capacity | Bradshaw Rd. | Widen: 4 to 6 lanes from Sheldon Rd. to Calvine Rd. | Completion after | \$380,000 |  |
| SAC24088 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sacramento | City of Elk Grove | $\begin{aligned} & \begin{array}{l} \text { B- Road \& Highway } \\ \text { Capacity } \end{array} \\ & \hline \end{aligned}$ | Willard Pkwy. | Widen: 6 lanes from Billy Rd. to Kammerer Rd. | Completion after 2036 | \$370,800 |  |
| SAC24075 | Project Development Only | Sacramento | City of Elk Grove | B- Road \& Highway Capacity | Bradshaw Rd. | Widen: 4 to 6 lanes from Bond Rd. to Sheldon Rd. | Completion after 2036 | \$370,000 |  |
| SAC24082 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \\ \hline \end{array}$ | Sacra | City of Elk Grove | B- Road \& Highway Capacity | Bruceville Rd. | Widen: 6 lanes from Billy Rd. to Kammerer Rd. | Completion after <br> 2036 | \$83,420 |  |
| SAC22060 | Yes | Sacramento | City of folsom | B- Road \& Highway Capacity | East Natoma Street Widening | In Folsom, East Natoma St from Fargo Way to Folsom Lake Crossing: widen from 2 to 4 lanes and construct bicycle trail undercrossing. | 2021-2036 | \$3,150,000 | \$3,84, 000 |
| SAC24331 | Yes | Sacramento | City of Folsom | B- Road \& Highway | Easton Valley Pkwy. | Construct New Road: 4 lanes from Prairie City Rd. to Empire Ranch Rd. Extension south of U.S. 50 . | 2021-2036 | \$45,000,000 | \$54,913,000 |
| SAC24327 | Yes | cramento | City of Folsom | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Empire Ranch Rd. | Road Extension: 4 lanes from U.S. 50 to White Rock Rd. | 2021-2036 | \$18,00,000 | \$28,151,000 |
| SAC24616 | ves | Sacramento | City of Folsom | A- Bike \& Ped | Empire Ranch Road Interchange Bikeway Connection Project | Project includes the construction of a Class I bikeway adjacent to Empire Ranch Road and Highway 50 from Saratoga Road in El Dorado Hills to Iron Point Road. (Toll Credits for PE, ROW, CON.) | Completion by 2020 | \$1,440,000 | \$1,40,000 |
| SAC24400 | Yes | Sacramento | City of Folsom | A- Bike \& Ped | Folsom Blvd. Bike/Ped Overcrossing | In Folsom, at Folsom Blvd. and Humbug-Willow Creek Parkway, construct a bicycle and pedestrian overcrossing of Folsom Blvd. Includes connections to existing trails on both sides of Folsom Blvd. | Completion by 2020 | 500,000 | \$2,622,00 |
| SAC24686 | yes | Sacramento | City of Folsom | C- Maintenance \& Rehabilitation | Folsom Bridge Preventive Maintenance Program | Various bridges in the City of Folsom: perform preventive maintenance. See Caltrans Local Assistance HBP website for backup list of projects. <br> http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_MPO.htmI\#S ACOG | Completion by 2020 | 0,000 | \$1,110,000 |
| SAC24399 | yes | Sacramento | City of Folsom | A- Bik \& Ped | Folsom Lake Bicycle/Pedestrian Trail \& Overcrossing | In Folsom, along the Folsom Lake Trail corridor from the main Folsom Prison Road to the existing trail along Folsom Lake Crossing Road. Project includes the construction of approximately 1 mile of Class I Bike Trail, including a bike/pedestrian overcrossing at Folsom Dam Road. (Other State funds are State EEM and BTA Grant funds.) (Emission Benefits: $0.1 \mathrm{~kg} /$ day ROG) | Completion by 2020 | \$4,610,650 | \$4,610,650 |
| SAC24324 | Yes | Sacramento | City of Folsom | A- Bike \& Ped | Folsom Lake Trail | In Folsom, along the Folsom Lake Trail corridor from the Folsom Lake Crossing Bike/Pedestrian overcrossing to Green Valley Road, construct approx 2-miles of class 1 bike trail. | Completion by 2020 | \$2,500,000 | \$2,622,000 |
| SAC24542 | Yes | Sacramento | City of folsom | $\begin{array}{\|l} \hline \text { B- Road \& Highway } \\ \text { Capacity } \\ \hline \end{array}$ | Folsom Plan Area Street A | Construct New Road: 4 lanes, East-West arterial for SOI development. | 2021-2036 | \$11,50,000 | \$14,033,000 |
| SAC22930 | Yes | Sacramento | City of Folsom | B- Road \& Highway Capacity | Folsom-Auburn Rd. | Add Turn Lanes: Folsom-Auburn Rd. / Oak Ave. Includes: left and right turn lanes and intersection signal modifications. | Completion by 2020 | \$2,000,000 | \$2,098,000 |
| SAC21280 | yes | Sacramento | City of Folsom | B- Road \& Highway Capacity | Green Vally Road Widening | On Green Valley Road, from East Natoma Street to Sophia Parkway: widen from 2 lanes to 4 lanes and provide Class II bicycle paths. (Toll Credits for PE and CON.) | Completion by 2020 | \$3,600,000 | \$3,600,000 |
| SAC24506 | Yes | Sacramento | City of Folsom | C- Maintenance \& Rehabilitation | Greenback Lane Bridge Rehabilitation | Greenback Lane, over the American River, 0.2 miles east of FolsomAuburn Rd.: Structural rehabilitation of the 2 lane bridge. | Completion by 2020 | \$8,644,000 | \$9,067,000 |
| SAC22920 | Yes | Sacramento | City of folsom | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Greenback Ln. and Folsom-Auburn Rd. | Add Turn Lanes: left and right turn lanes at Folsom-Auburn Rd. and Greenback Ln. Includes: signal inprovements. | 2021-2036 | \$1,200,000 | \$1,46,000 |
| SAC20220 | yes | Sacramento | City of Folsom | G- System Management, Operations, and ITS | Historic District Parking | Provide parking within the Folsom Historic District bounded by Leidesdorff Street, Sutter Street, Riley Street, and Folsom Boulevard | Completion by 2020 | \$555,000 | \$555,00 |
| SAC24483 | Yes | Sacramento | City of folsom | A- Bike \& Ped | Historic Powerhouse/Folsom Lake Regional Trail | In Folsom, construct class I bike/ped trail from existing terminus of the Historic Powerhouse Trail near the Historic Truss Bridge to the soon to be constructed bike/ped overcrossing at the new Folsom Lake Crossing Rd. Also construct class I trail connection from the main trail to the Folsom State Prison employee entrance. (Emission Benefits in kg/day: 0.03 ROG, 0.02 NOx, 0.01 PM10) | Completion by 2020 | \$3,428,000 | \$3,428,000 |
| SAC24692 | ves | Sacramento | City of Folsom | A- Bike \& Ped | Humbug-Willow Creek Trail/Lake Natoma Trail Connection | Approximately 1,000 linear feet south of the intersection of Blue Ravine Road and Folsom Blvd. to the intersection with the existing Lake Natoma Trail: Construct approximtely 2,200 linear feet of Class I trail connecting the Humbug-Willow Creek (HBWC) Trail with the Lake Natoma Trail. | Completion by 2020 | \$344,000 | \$344,000 |
| SAC21210 | Yes | Sacramento | City of folsom | B- Road \& Highway Capacity | \|ron Point Rd. | Widen: 6 lanes from Black Diamond Dr. to Prairie City and Outcropping to Broadstone Pkwy. | 2021-2036 | \$5,000,000 | \$7,82,000 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP//CS following a technical analysis and consistency with plan requirements. While total costs are shown for these prope
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | lead agency | CATEGORY | TITLE | PROJECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SAC24641 | yes | Sacramento | City of Folsom | A- Bike \& Ped | Lake Natoma Trail - Gap Closure | City of Folsom, From the terminus of the class I trail from behind the Lake Natoma Inn to the Scott Street/Riley Street Intersection: Construct upgrades to the existing Scott St./Riley St. at-grade signalized intersection. Extend a class I trail (cycle-track) along a portion of Leidesdorf St. from Gold Lakes Dr. to just past the driveway entrance to the Lake Natoma Inn. Also make minor pavement striping improvements along Gold Lakes Dr. to connect the class I trail from the Lake Natoma Crossing Bridge to Leidesdorf St. (Emission Benefits in $\mathrm{kg} /$ day: 0.01 ROG, 0.01 NOx) | Completion by 2020 | \$1,510,000 | \$1,51,000 |
| SAC24697 | Yes | Sacramento | City of Folsom | A- Bike \& Ped | Lake Natoma Waterfront Trail Access | Construction of approximatly 2,000 linear feet of trail along the shoreline of Lake Natoma with fully accessible access from the Folsom Historic District to the shoreline of Lake Natoma. | Completion by 202 | \$1,282,800 | \$1,282,800 |
| SAC22880 | Project Development Only | Sacramento | City of Folsom | B- Road \& Highway Capacity | Oak Ave. Pkwy. | Widen: 4 lanes from Folsom-Auburn Rd. to Baldwin Dam Rd. with Class I trail and ped facilities | Completion after 2036 | \$3,00,000 |  |
| SAC24543 | ves | Sacramento | City of Folsom | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Oak Ave. Pkwy. | Construct new road: 4 lanes from U.S. 50 to White Rock Rd. | 2021-2036 | \$14,400,000 | \$22,521,000 |
| SAC24761 | yes | Sacramento | City of Folsom | A- Bike \& Ped | Oak Parkway Trail Undercrossing and Johnny Cash Trail Connection | Oak Parkway Trail at Natoma Street: Between the Oak Parkway Trail and Johnny Cash Trail: Construct a bike trail undercrossing. | Completion by 2020 | \$1,121,000 | \$1,121,000 |
| SAC24515 | yes | Sacramento | City of Folsom | C- Maintenance \& Rehabilitation | Orangevale Ave Bridge Replacement | Orangevale Ave over Gold Creek, 0.1 mile west of American River Canyon: Replace 1 lane bridge with new 2 lane bridge. Does not qualify for lump sum programming. | Completion by 2020 | \$2,50,000 | \$2,500,000 |
| SAC24328 | Yes | Sacramento | City of Folsom | B- Road \& Highway | Scott Road Widening | Widen existing Scott Road from 2 to 4 lanes between US 50 and White Rock Road | 2021-2036 | \$16,000,000 | \$19,524,000 |
| SAC21270 | yes | Sacramento | City of Folsom | $\begin{aligned} & \text { B- Rooad \& Highway } \\ & \text { Capacity } \end{aligned}$ | Sibley Street | In Folsom, Sibley Street from Glenn Drive to Blue Ravine Road: widen from 2 to 4 lanes. | Completion by 2020 | \$1,80,000 | \$1,800,000 |
| SAC19890 | Yes | Sacramento | City of Folsom | B- Road \& Highway Capacity | US 50 at Empire Ranch Road | US 50 at Empire Ranch Road: Construct 4 lane interchange with US 50 at Empire Ranch Road (formerly Russell Ranch Road). HPP \#337 | 2021-2036 | \$37,652,000 | \$58,885,000 |
| SAC24969 | Project <br> Development <br> Only | Sacramento | City of Folsom | B- Road \& Highway Capacity | US 50 at Oak Avenue Parkway | Construct New Interchange: 4 lanes at US 50 at Oak Avenue Parkway | Completion after 2036 | \$50,500,000 |  |
| SAC24663 | Yes | Sacramento | City of Folsom | B- Road \& Highway Capacity | US 50 at Scott Road | Ramp modifications and overpass widening for US 50/East Bidwell/Scott Road Interchange to improve access to development south of US 50 . | 2021-2036 | \$3,180,000 | \$3,880,00 |
| SAC24888 | Yes | Sacramento | City of Folsom | B- Road \& Highway | US 50 Auxilary Lane Prairie City to Oak Avenue | EB Auxiliary lane from Prairie City Road to Oak Avenue | 2021-2036 | \$3,00,000 | \$4,692,000 |
| SAC28891 | Yes | Sacramento | City of Folsom | B- Road \& Highway Capacity | US 50 Auxiliary Lane Empire Ranch to Latrobe Road | EB Auxiliary lane from Empire Ranch to Latrobe Road | 2021-2036 | \$3,00,000 | \$4,692,000 |
| SAC24889 | Yes | Sacramento | city of Folsom | B- Road \& Highway | US 50 Auxiliary Lane Oak Avenue to Scott Road | EB Auxiliary lane from Oak Avenue to Scott Road | 2021-2036 | \$3,000,000 | \$4,692,000 |
| SAC24890 | Yes | Sacramento | City of Folsom | B- Road \& Highway | US 50 Auxiliary Lane Scott Road to Empire Ranch | B Auxiliary lane from Scott Road to Empire Ranch | 2021-2036 | \$3,00,000 | \$4,692,000 |
| SAC24970 | Yes | Sacramento | City of Folsom | B- Road \& Highway Capacity | U550 Rowberry Overcrossing | Construct New Overcrossing: 4 lanes between Iron Point Road and Easton Valley Parkway over US50 | 2021-2036 | \$3,00,000 | \$4,692,000 |
| SAC24737 | Yes | Sacramento | City of Folsom | D- Programs \& Planning | West Leidesdorff St. Master Plan | On West Leidesdorff St., develop land use plan after City Corp Yard relocation. | Completion by 2020 | \$110,000 | \$110,000 |
| SAC24642 | Yes | Sacramento | City of Galt | A- Bike \& Ped | C St./Central Galt Complete Streets | Complete street improvements on 4th Street and C Street in Historic Old Town and Downtown; Improvements consist of enhanced pedestrian, landscaping and drainage improvements. | Completion by 2020 | \$2,51, 600 | \$2,551,600 |
| SAC24337 | Yes | Sacramento | City of Galt | B- Road \& Highway Capacity | Carilion Extension | new 4 lane road from Simmerhorn to A Street / Boessow | 2021-2036 | \$2,50,000 | \$3,910,000 |
| SAC24341 | Project Development Only | Sacramento | City of Galt | B- Road \& Highway Capacity | Highway 99 / Ayers Ln. | On/Off Ramp Improvement: widen 1,280 linear feet of Hwy. 99 on/off ramps at Ayers Lane. | Completion after | \$500,000 |  |
| SAC24770 | Yes | Sacramen | City of Galt | C- Maintenance \& Rehabilitation | Lincoln Wy. Rehab | Lincoln Wy. from Elm Ave. to Meladee Ln.: Rehabilitate pavement. (PE programmed separately on SAC24767) | Completion b | \$400,000 | \$400,000 |
| SAC24829 | Project Development Only | Sacramento | City of Galt | B- Road \& Highway Capacity | Marengo Extension | new 4 lane road (Simmerhorn to A Street @ Crystal) | Completion after 2036 | \$2,50,000 |  |
| SAC28830 | Project Development Only | Sacramento | City of Galt | B- Road \& Highway Capacity | Mingo I/C | new interchange at Mingo Road on / off ramps | Completion after | \$20,000,000 |  |
| SAC28831 | Project Development Only | Sacramento | City of Galt | B- Road \& Highway Capacity | New Road | New 4 Lane Road (Mingo //C to Twin Cilies @ Carillion) | Completion after | \$15,300,000 |  |
| SAC24832 | Project Development Only | Sacramento | City of Galt | B- Road \& Highway Capacity | New Road | New 4 Lane Road (Mingo I/C to Twin Cities [west sr99]) | $\begin{aligned} & \text { Completion after } \\ & 2036 \end{aligned}$ | \$8,500,000 |  |
| SAC24671 | Yes | Sacramento | City of Galt | F-Transit O\&M (Bus) | Operating Assistance 2015-2016 | Operating assistance for transit services within the City of Galt. Urban area under 50,000 population.FFY 2015: \$100,000FFY 2016: \$100,000 | Completion by 2020 | \$300,000 | \$300,000 |
| SAC24165 | Project Development Only | Sacramento | City of Galt | B- Road \& Highway Capacity | Simmerhorn Road Overcrossing Replacement | In Galt: Simmerhorn Road overcrossing of SR 99; Construct realigned overcrossing. | Completion after | \$4,45,000 |  |
| SAC2465 | Only | Sacramento | City of Galt | A-apacity ${ }^{\text {A Bike \& Ped }}$ | Simmerhorn Road Overcrossing Replacement | Lincoln Wy. from Elm Ave. to Meladee Ln.: Do PE work, but no CON. (CON is programmed separately on SAC24770). A St from Central Galt Interchange to City Limits: Rehabilitate pavement. On 2nd Street between D St. and F. St.: Install infill concrete sidewalks, curb, gutter, and ADA improvements. Greer Elementary, Valley Oaks Elementary and Galt High School: pedestrian, bicycle and ADA improvements. (Toll Credits for CON of the RSTP and ATP components) | ${ }_{\text {completion by } 2020}$ | \$4,450,000 | \$3,560,000 |
| SAC2883 | Project Development Only | Sacramento | City of Galt | B- Road \& Highway Capacity | Twin Cities | widening 2 to 4 lanes (Carillion to Cherokee) | Completion after 2036 | \$10,000,000 |  |
| SAC28834 | Project Development Only | Sacramento | City of Galt | B- Road \& Highway Capacity | Twin Cities | widening 4 to 6 lanes (Carilion to Marengo) | Completion after 2036 | \$5,00,000 |  |
| SAC28835 | Project Development Only | Sacramento | City of Galt | B- Road \& Highway Capacity | Twin Cities | widening 2 to 4 lanes (Fermoy to Carilion) | Completion after <br> 2036 | \$3,00,000 |  |
| SAC24836 | Project Development Only | Sacramento | City of Galt | B- Road \& Highway Capacity | Twin Cities | widening 4 to 6 lanes (Fermoy to Carilion) | Completion after | \$2,00,000 |  |
| SAC28837 | Project Development Only | Sacramento | City of Galt | B- Road \& Highway Capacity | Twin Cities I/C | new interchange at Twin Cities Road | Completion after | \$15,300,000 |  |
| SAC25990 | Project <br> Development <br> Only | Sacramento | City of Galt | B- Road \& Highway Capacity | Twin Cities Rd. | Twin Cities Rd. Interchange on Hwy. 99: widen 4 lanes. Includes: bicycle lanes. | Completion after 2036 | \$5,105,100 |  |
| SAC24288 | Project Development Only | Sacramento | City of Galt | B- Road \& Highway Capacity | Walnut Ave. / Highway 99 | Construct New Interchange: Project Development for eventual Hwy 99 / Walnut Ave. Includes full access freeway interchange and overcrossing. | Completion after 2036 | \$3,64, 000 |  |
| SAC24838 | Project <br> Development <br> Only | Sacramento | City of Galt | B- Road \& Highway Capacity | Walnut 1/C | new interchange at Wallut Avenue on / off ramps | Completion after 2036 | \$25,200,000 |  |
| SAC24739 | Yes | Sacramento | City of Galt | A- Bike \& Ped | Westside Bike Lanes/Routes | West of the Union Pacific railroad tracks and south of West Elm St., on various streets, install class II and class III bicycle routes | Completion by 2020 | \$302,270 | \$302, 270 |
| SAC24740 | Yes | Sacramento | City of Iseton | D- Programs \& Planning | General Plan and Housing Element Updates | Update the City of Isleton's 2000 General Plan and incomplete 2006 Housing Element | Completion by 2020 | \$110,000 | \$110,000 |
| SAC24946 | Yes | Sacramento | City of Iseton | C- Maintenance \& Rehabilitation | Historic District Parking lot paving and landscaping | Pave existing parking lot, add shade trees, landscaping and parking lot lighting | Completion by 2020 | \$125,000 |  |
| SAC24945 | Yes | Sacramento | city of sleton | A- Bike \& Ped | Main Street Landscaping \& Beautification | Street Trees, curb-gutter \& sidewalk repairs | Completion by 2020 | \$1850,000 | \$183,000 |
| SAC2947 | yes | Sacramento | City of Iseton | G- System Management, Operations, and ITS | Main Street Solar street lights | Install Solar Powered Street Lights as part of City's Green Program | Completion by 2020 | \$150,000 | \$157,000 |
| SAC29944 | yes | Sacramento | City of Iseton | C- Maintenance \& Rehabilitation | Street Repairs | Remove \& replace existing street surface \& subgrade due to degradation | Completion by 2020 | \$1,00,000 | \$1,049,000 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan reauirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | LeAD Agency | CATEGORY | TITLE | PROJECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SAC24316 | ves | Sacramento | City of Rancho Cordova | A- Bike \& Ped | ADA Transition Plan | In Rancho Cordova: Continue ADA Transition Plan project delivery including reconstructing curb ramps, repairing sidewalks, installing new curb ramps and new sidewalks, sidewalk bus pad modifications, removal of walkway barriers and traffic signal retrofits. | Lump Sum or Ongoing | \$2,300,000 | \$3,022,000 |
| SAC24185 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \\ \hline \end{array}$ | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | Americanos Rd. | Construct New Road: 2 lanes from Kiefer Blvd. to Chrysanthy Blvd. Includes: intersection improvements at Keifer Blvd. and Chrysanthy Blvd. | Completion after 2036 | \$3,276,000 |  |
| SAC24376 | Project Development Only | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | Americanos Rd. | Construct New Road: 2 lanes from Douglas Rd. to International Dr. Includes: intersection improvements at International Dr. and Villagio (Phase III) | Completion after 2036 | 58,89,000 |  |
| SAC24375 | Yes | Sacramento | City of Rancho Cordova | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | Americanos Road, Phase I | New 4 lane roadway from Chrysanthy to North of Douglas Road. (Phase 1) | 2021-2036 | \$2,96,000 | \$3,623,000 |
| SAC24676 | yes | Sacramento | City of Rancho Cordova | G- System Management, Operations, and ITS | Aramon Dr./Coloma Rd. Signals | Aramon Dr. (Studarus Dr.)/Coloma Rd.: Install traffic signals. (HSIP5-03-014) | pletion b | \$532,200 | \$532,200 |
| SAC24971 | Project Development Only | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | Centennial Drive | New 2 lane road off International Drive South connecting to Grant Line Road including intersection improvements at International, Americanos and Grant Line Rd. | Completion after 2036 | \$9,903,710 |  |
| SAC24187 | Yes | Sacramento | City of Rancho Cordova | $\begin{aligned} & \begin{array}{l} \text { B- Road \& Highway } \\ \text { Capacity } \end{array} \\ & \hline \end{aligned}$ | Chrysanthy Blvd | Construct New Road: 4 lanes from Sunrise Blvd. to Rancho Cordova Parkway. | Completion by 2020 | \$3,60,000 | \$3,870,00 |
| SAC24988 | Yes | Sacra | City of Rancho Cordova | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Chrysanthy Blvd | Construct New Road: 4 lanes from Rancho Cordova Parkway to Americanos and new 2 lanes from Americanos to Grant Line Rd. Includes: intersection improvements at Rancho Cordova Pkwy., Americanos, and Grant Line Rd. | 2021-2036 | \$10,091,000 | \$12,314,00 |
| SAC24996 | Yes | Sacramento | City of Rancho Cordova | A- Bike \& Ped | Class I Bike Trails | Add new Class l bike trails consistent with the City Bike Master P | Completion by 202 | \$5,000,000 | \$5,24,000 |
| SAC24677 | yes | Sacramento | City of Rancho Cordova | G- System Management, Operations, and ITS | Coloma Rd. Signals | Coloma Rd. between Folsom Blvd. and Sunrise Blvd.: Upgrade traffic signals (interconnect) and install traffic cameras. (HSIP5-03-015) | Completion by 2020 | \$935,500 | 5933,50 |
| SAC24824 | Yes | Sacramento | City of Rancho Cordova | C- Maintenance \& Rehabilitation | Complete Streets Rehabilitation - Sunrise Blvd | Rehabilitate Sunrise Blvd. from Folsom Blvd. to Douglas Rd. And construct bicycle and pedestrian improvements. | Completion by 2020 | \$5,45,000 | \$5,764,00 |
| SAC2473 | Yes | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | Douglas Rd. Widening | Widen Douglas Rd. from 2 to 4 lanes from Sunrise Blvd. to the West City Limit. Includes the addition of a new bridge over the Folsom South Canal adjacent to the existing bridge. (See SAC20240) | Completion by 2020 | \$13,000,000 | \$13,000,000 |
| SAC24678 | Yes | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | Douglas Rd./Grant Line Rd. Safety Improvements | Douglas Rd./Grant Line Rd.: Install traffic signal; widen roadway (to accommodate left-turn and right-turn pockets and bike lanes)(HSIP5-03-016) | Completion by 2020 | \$1,040,600 | \$1,040,600 |
| SAC24628 | yes | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | Douglas Road Phase 2 | Douglas Rd, from Rancho Cordova Parkway to Americanos Blvd.: Widen from 2 to 5 lanes with striping for three eastbound lanes and two westbound lanes. New signals will be installed at the intersections of Rancho Cordova Parkway, Timberlands Drive and an interim signal at Americanos Blvd. | Completion by 2020 | \$2,600,000 | \$2,60,000 |
| SAC24629 | yes | Sacrame | City of Rancho Cordova | B- Road \& Highway Capacity | Douglas Road Phase 3 | Widen Douglas Road from 2 to 4 lanes from Americanos Blvd to Grant Line Rd and intersection improvements at Grant Line Road. | 2021-2036 | \$6,488,000 | \$7,917,000 |
| SAC24183 | yes | Sacramento | City of Rancho Cordova | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Easton Valley Pkwy Phase 1 | Construct Easton Valley Parkway as a new 4 -lane road from Rancho Cordova Parkway to the City Limits including intersection improvements at Rancho Cordova Parkway. | Completion by 2020 | \$9,75,000 | \$9,758,000 |
| SAC24372 | Project Development Only | Sacramento | City of Rancho Cordova | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | Easton Valley Pkwy. | Widen: from 4 to 6 lanes from Rancho Cordova Pkwy. to Hazel Ave. with enhanced intersection improvements at Rancho Cordova Pkwy. and Hazel Ave. (Phase II) | Completion after 2036 | \$47,090,000 |  |
| SAC24717 | yes | Sacramento | City of Rancho Cordova | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Folsom Blvd. Complete Streets (Phase 4) | Folsom Blvd., from Horn to Rod Beaudry, and from Sunrise Blvd. to Kilgore Rd.: provide streetscape improvements by installing new and bifurcated sidewalks and landscaped medians. | Completion by 2020 | \$5,095,135 | \$5,09, 135 |
| SAC24825 | Project Development Only | Sacramento | City of Rancho Cordova | A- Bik \& Ped | Folsom Blvd. Enhancements Phase 5 | Streetscape Project: On Folsom Blvd from Bradshaw Rd. to Sunrise Blvd. Includes: landscape and safety improvements for bicycle and pedestrian access to transit. (Phase IV) | Completion after 2036 | \$34,703,000 |  |
| SAC24993 | Yes | Sacramento | City of Rancho Cordova | A- Bike \& Ped | Folsom South Canal Bike Trail Amenities | Amenities including, but not limited ot, way finding signs, bike repair stations, shade strictures, striping, and other amenities as appropriate | Completion by 202 | \$300,000 | 5315,000 |
| SAC24243 | Project Development Only | sacramen | City of Rancho Cordova | G- System Management, Operations, and ITS | Grade Separate RT Gold Line At Bradshaw Road | Rail Crossing Project: at Bradshaw Road, plan and construct a rail grade seperation for RT $s$ Gold line. | Completion after 2036 | \$12,50,000 |  |
| SAC24245 | Project Development Only | Sacramento | City of Rancho Cordova | G- System Management, Operations, and ITS | Grade Separate RT Gold Line At Mather Field Road | Rail Crossing Project: at Mather Field Road, plan and Construct a Rail Grade Seperation for RT s Gold line. | Completion after 2036 | \$25,000,000 |  |
| SAC24244 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | acramento | City of Rancho Cordova | G- System Management, Operations, and ITS | Grade Separate RT Gold Line | Rail Crossing Project: at Routier Road, plan and Construct a Rail Grade Seperation for RT s Gold line. | Completion after 2036 | \$25,000,000 |  |
| SAC24247 | yes | Sacramento | City of Rancho Cordova | G- System Management, Operations, and ITS | Grade Separate RT Gold Line At Zinfandel Drive | Rail Crossing Project: at Zinfandel Drive plan and Construct a Rail Grade Seperation for RT s Gold line. | 2021-2036 | \$25,000,000 | \$33,098,000 |
| SAC24276 | Project Development Only | Sacramento | City of Rancho Cordova | B- Road \& Highway | International Dr. | Construct New Road: 4 lanes from Sunrise Blvd. to Rancho Cordova Parkway Includes: intersection improvements at Sunrise Blvd. | Completion after 2036 | \$31,289,000 |  |
| SAC24471 | Yes | Sac | City of Rancho Cordova | B- Road \& Highway Capacity | Int | Construct New Road: 4-lanes from Luyung Drive (western Rio Del Oro Specific Plan Boundary) to White Rock Rd. Includes: intersection improvements at Rancho Cordova Parkway, and White Rock Road. | 2021-2036 | \$7,513,341 | \$11,75 |
| SAC24989 | $\begin{aligned} & \text { Project } \\ & \text { Development } \\ & \text { Only } \end{aligned}$ | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | International Dr. | Construct New Road: International Drive northern 4-lane loop from White Rock Road back to Rancho Cordova Parkway. Includes: intersection improvements at Rancho Cordova Parkway. | Completion after 2036 | \$5,025,000 |  |
| SAC24707 | yes | Sacramento | City of Rancho Cordova | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Kiefer Blvd Extension | In Rancho Cordova, extend Kiefer Blvd from Rancho Cordova Pkwy to Grant Line as 4 lane road. Includes intersection improvements at Americanos and Grant Line. Developer will deliver project | 2021-2036 | \$5,62,000 | \$5,621,000 |
| SAC24374 | Yes | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | Kiefer Boulevard, Phase 2 | Widen Kiefer Blvd. from 2-4 lanes from Sunrise Blvd. to Rancho Cordova Parkway. | Completion by 2020 | \$3,510,000 | \$3,51,000 |
| SAC24201 | yes | Sacramento | City of Rancho Cordova | G- System Management, Operations, and ITS | kilgore Rd. | Roadway enhancements from International Dr. to White Rock Rd. | 2021-2036 | \$693,000 | \$1,084,000 |
| SAC24202 | Yes | Sacramento | City of Rancho Cordova | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | Mather Blvd. | Construct New Road:4 lanes from Rockingham Rd. to Zinfandel Dr. Includes: widening existing roadway to 4 lanes. | 2021-2036 | \$17,266,000 | \$27,003,000 |
| SAC24204 | Project Development Only | Sacramento | City of Rancho Cordova | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Mather Field Rd. | Widen: 6 lanes from Rockingham Rd. to Folsom Blvd. Includes: intersection improvements at Rockingham Rd. | Completion after 2036 | \$2,514,000 |  |
| SAC24219 | Project Development Only | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | Mather Field Rd./U.S. 50 Interchange | Interchange Modification: at U.S. 50/Mather Fied Rd. | Completion after 2036 | \$20,000,000 |  |
| SAC24990 | yes | mento | City of Rancho Cordova | B- Road \& Highway Capacity | Mather Fied Rd./U.S. 50 Interchange | Construct intersection modification at Mather Field Road., modify on and off ramp configuration and turn pockets, and improve pedestrian connectivity | 2022-2036 | \$2,00,000 | \$2,441,000 |
| SAC24455 | yes | Sacramento | City of Rancho Cordova | A- Bike \& Ped | Mather Railroad Spur Rails to Trails | This project will provide a Class 1 bike trail along the rail corridor between Folsom and Rockingham Drive. This project will add sidewalks and enhance pedestrian and disabled access on the west side of Mather Field Road, between Folsom Boulevard and Rockingham Drive. This will allow for greater access to the historic "Mills Station" Light Rail Station and enhance access to both bus transit. (2010 Demo ID CA859) | Completion by 2020 | \$2,777,715 | \$2,777,71 |
| SAC24550 | Project Development Only | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | Old Placerville Rd. International Drive | Widen to 4 lanes from Bradshaw Rd. to Peter McCuen Blvd. Includes: intersection improvements at Routier Rd. \& Mather Blvd. | Completion after 2036 | 59,39,000 |  |
| SAC24991 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Olv } \end{gathered}$ | Sacramen | City of Rancho Cordova | B- Road \& Highway | Old Placerville Rd. IIternational Drive | Widen to 6 lanes from Bradshaw Rd. to Peter McCuen Blvd. Includes: intersection improvements at Routier Rd. \& Mather Blvd, | Completion after | \$30,886,000 |  |
| SAC24317 | yes | Sacramento | City of Rancho Cordova | A- Bike \& Ped | Pedestrian Facilitie and Sidewalk Gap program | Pedestrian Improvements: Throughout Rancho Cordova, construct new pedestrian facilities based on Pedestrian Master Plan. Continue Sidewalk Gap project delivery. Includes: grade separations at key locations. |  | \$30,886,000 | \$16,032,000 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and Row acquisition by 2036 . These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan reauirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SSS following a technical analysis and consistency with plan requirements. While total costs are shown for these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in D | COUNTY | LeAd Agency | CATEGORY | TITLE | PROEECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SAC24997 | yes | Sacram | City of Rancho Cordova | A- Bik \& Ped | Pedestrian Overcrossing at Folsom Lake College | Bicycle and pedestrian overcrossing of Folsom Bouleard connecting the Mather Field/Mills SACRT Lght Rail Station to the Bicycle and pedestrian overcrossing of Folsom Bouleard connecting the new Folsom Lake College campus to the Mather Field/Mills SACRT Lght Rail Station to the new | Completion by 2020 | \$4,00,000 | \$4,196,000 |
| SAC24180 | ves | Sacramento | City of Rancho Cordova | A- Bike \& Ped | Pedestrian Promenade | Bicycle and pedestrian overcrossing of U.S. 50 connecting Olsen Drive to Prospect Park Drive as defined in The Promenade: Connecting and Revitalizing Rancho Cordova Planning Study (reference SAC24157). | Completion by 2020 | 58,50,000 | \$8,916,000 |
| SAC24586 | Yes | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | Peter A. McCuen Blvd. | Widen to 4 lanes from Mather Blvd. to International Dr. (including Femoyer St). Includes: intersection improvements at Mather Boulevard, Mather Field Road, Femoyer Street/Air Park Dr. and International Dr. | 2021-2036 | \$17,571,000 | \$21,42, 000 |
| SAC24826 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Only } \end{gathered}$ | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | Promenade Stage 2, Transit rridges | This project consists of constructing two Bridge structures directly adjacent to the bike/ped Bridge (Pedestrian Promenade). Each of these new Bridge structures will accommodate a transit way (rubber tired or fixed guideway streetcar) in addition to bike and pedestrian movements if desired. The project would provide directl transit linkage between the town center and the employment and residential areas south of Hwy 50 . | Completion after 2036 | \$22,600,000 |  |
| SAC24239 | Yes | Sacramento | City of Rancho Cordova | E- Transit Capital (Vehicles) | Purchase or Lease 23 Shutt | Replace contracted shuttle fleet with city owned or leased fleet, including three back-up vehicles ( 23 shuttles total) | 2021-2036 | \$5,750,000 | 57,017,000 |
| SAC24718 | ves | Sacram | City of Rancho Cordova | A- Bike \& Ped | Rancho Cordova Elementary School Bicycle and Pedestrian Improvements | Along Chasella Wy. and Pedro Wy. between Malvasia Dr. and Zinfandel Dr., on Malaga Wy. and Sarda Wy. between Vernaccia Wy. and Furmint $\mathrm{W} y$., and on Furmint Wy . between Malaga W y . and north of Saltana Wy .: Fill in gaps in sidewalks, crosswalks, and bicycle routes. (Emission Benefits in kg/day: 0.02 ROG, 0.01 NOx, 0.01 PM10, 0.01 PM2.5) | Completion by 2020 | \$1,848,456 | \$1,848,456 |
| SAC22980 | yes | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | Rancho Cordova Parkway - Douglas to White Rock | Construct Rancho Cordova Parkway as a six lane roadway from White Rock to Villagio and a 4 lane roadway from Villagio to Douglas Road, including intersection improvements at Villagio and White Rock Road. | 2021-2036 | \$17,000,000 | \$20,745,000 |
| SAC263 | Yes | sacramento | city of Rancho Cordova | B- Road \& Highway | Rancho Cordova Parkway, Chrysanthy Blvd to Kiefer Road | Rancho Cordova Parkway: Widen existing road $2-4$ lanes from Chrysanthy Blyd to Kiefer Road | $2021-236$ | \$3654348 | 54.45900 |
| SAC24511 | Yes | Sacramento | City of Rancho Cordova | ${ }_{\text {B }}^{\text {B-Road \& Highway }}$ | Rancho Cordova Parkway, Douglas Road to Chrsanthy Bouluvard | Construct a new 4 lane road Rancho Cordova Parkway, from Douglas Road to Chrysanty Boulvard. | Completion by 2020 | \$3,426,000 | 3,426,000 |
| SAC24295 | Yes | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | Rancho Cordova Pkwy, Grant Line to Kiefer | Construct New Road: 4 lanes from Grant Line Rd. to kiefer Blvd. Includes intersection impovement at Grant Line pd. | 2021-2036 | \$3,709,000 | \$4,526,000 |
| SAC24181 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Only } \end{gathered}$ | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | Rio Del Oro Pkwy | Rio Del Oro Parkway: New 2 lane road from Rancho Cordova Parkway to White Rock Road including intersection improvements at Rancho Cordova Parkway, Americanos Blvd., and White Rock Road (CP09-2070) | Completion after 2036 | \$8,211,000 |  |
| SAC24371 | Project Development Only | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | Rio Del Oro Pkw. | Widen: from 2 to 4 lanes from Rancho Cordova Pkwy. to White Rock Rd. (Phase III) | Completion after 2036 | \$3,000,000 |  |
| SAC24995 | Yes | Sacramento | City of Rancho Cordova | A- Bile \& Ped | Rod Beaudry Cycl Track mprovements | Projects includes a raised barrier to protec t cyclists from traffic, painted bike lane or other identifier | Completion by 2020 | \$250,000 | \$262,00 |
| SAC24221 | Yes | Sacramento | City of Rancho Cordova | B- Road \& Highway | Routier Rd. | Widen: from Old Placerville Rd. to Folsom Blvd. including structure over U.S. Hwy. 50 . | 2021-2036 | \$8,743,000 | \$13,67,000 |
| SAC24994 | Yes | Sacramento | City of Rancho Cordova | A- Bike \& Ped | Routier Road Cycle Track lmprovements | Projects includes a raised barrier to protec t cyclistsf from traffic, painted bike lane or other identifier | Completion by 2020 | \$500,000 | \$524,00 |
| SAC24468 | ves | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | Sunrise Blvd - Kiefer Blvd to SR16 | Widen Sunrise Boulevard: 2 to 4 -lanes from Kiefer Boulevard to State Route 16 (Jackson Highway) and construct partial intersection improvements at Sunrise Boulevard and State Route 16. The project includes modifications to the bridge on Sunrise Boulevard over Laguna Creek. (The $\$ 5,227,000$ of local agency funds is Sac County funding. City will advance costs and enter into MOU with County for reimbursement for County share.) | Completion by 2020 | \$12,000,000 | \$12,000,000 |
| SAC23349 | Yes | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | Sunrise Blvd. and Jackson Hwy. Intersection | Construct $6 \times 6$ intersection with two bridge sections over the creek at Sunrise Boulevard and Jackson Highway. | 2021-2036 | \$10,35,460 | \$16,195,000 |
| SAC24635 | ves | Sacramento | City of Rancho Cordova | C- Maintenance \& Rehabilitation | Sunrise Blv. Complete Streets Rehabilitation | Sunrise Blvd., from Coloma to 762 feet north of Gold Express Drive: rehabilitate northbound and southbound lanes with a minimum of 2 inches of asphalt. Complete streets improvements include new crosswalks as well as other bike and pedestrian improvements. | Completion by 2020 | \$3,35,000 | 53,55,000 |
| SAC24210 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Only } \end{gathered}$ | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | Sunrise Complex Improvements | On Sunrise Blvd, construction intersection modifications and pedestrian improvements and include road widening along Sunrise or capacity increasing improvements and modifications at US 50 . | Completion after 2036 | \$50,000,000 |  |
| SAC24710 | Yes | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | Traffic Management Center \& ITS Upgrades | In the City of Rancho Cordova: install a traffic management center. At various locations on Sunrise Blvd, Folsom Blvd, Zinfandel Dr, Mather Field and Rockingham and White Rock Rd.: Install new traffic signal controllers, expand the existing coordinated signal system, and install fiber to connect to traffic operations center. Intelligent Transportation System (ITS).(HSIP6-03-013, Toll credits for PE and CON) | Completion by 2020 | \$4,000,000 | \$4,000,00 |
| SAC24220 | ves | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | US 50 / Rancho Cordova Parkway Interchange | At US 50 and Rancho Cordova Pkwy:: Construct new interchange including auxiliary lanes on U.S. 50 between Hazel Ave. and Sunrise Blvd. and a four lane arterial connection to US 50 of Rancho Cordova Pkwy. to White Rock Rd. (CP05-2003) | Completion by 2020 | \$100,000,000 | \$100,000,000 |
| SAC24182 |  | nto | City of Rancho Cordova | B- Road \& Highway Capacity | villagio | Construct New Road: 2 lanes from Douglas Rd. to White Rock Rd. Includes: intersection improvements at Douglas Rd., Rancho Cordova Pkwy., International Dr., Americanos Rd., and White Rock Rd. | Completion after 2036 | \$2,496,000 |  |
| SAC24470 | yes | Sacramento | City of Rancho Cordova | B- Road \& Highway Capacity | White Rock Rd. - Construct Sunrise Blvd. to City Limits; Environmental Sunrise to Grant Line | Environmental will be for both this project and the County of Sacramento project SAC24249. Enviornmental will be done for White Rock Road Sunrise Blvd to Grant Line Road. Construction will include: On existing 6 -lane White Rock Rd., from Sunrise Blvd. to Luyung Dr.: construct improvements, including Class II bikeway. On White Rock Rd from Luyung Dr. to eastern City Limits: widen and reconstruct from 2 to 4 lanes and construct Class II bikeway. (CMAQ funds only to be used for new bicycle facilities.) (Emission Benefits in $\mathrm{kg} /$ day: 0.03 ROG, 0.03 NOx, 0.02 PM10). Additional construction will be completed under the Sacramento County project SAC24662. | Completion by 2020 | \$18,366,000 | \$18,366,000 |
| SAC24703 | Yes | Sacramento | City of Rancho Cordova | G- System Management, Operations, and ITS | Zinfandel Complex Improvements | On Zinfandel Blvd, modify US 50 ramp intersections, lengthen turn pockets, add additional overhead signage, and build pedestrian refuge islands. | Completion by 2020 | \$5,410,000 | \$5,410,00 |
| SAC24828 | ves | Sacramento | City of Rancho Cordova | A- Bike \& Ped | Zinfandel Complex Improvements - Phase2 | Construct intersection and pedestrian improvements on Zinfandel Drive between White Rock Road and Folsom Blvd, including modifications at US 50/Zinfandel to improve safety and ease congestion along the corridor, including bridge widenings, ramp and intersection reconstruction and reconstruction of intersections. | 2021-2036 | \$45,968,000 | 571,891,000 |
| SAC24500 | res | Sacramento | City of Sacr | G- System Management Operations, and ITS | St. Signal Upgrades | 12th St. between Richards Blvd. and LSt.: Upgrade traffic signal system; repair conduit infrastructure between signals; provide dynamic train and vehicle signs; improve signing and striping. HSIP3-03-001 (T15115000) | Completion by 2020 | \$1,300,000 | \$1,300,000 |
| SAC24610 | ves | Sacramento | City of Scramento | B- Road \& Highway Capacity | 14th Ave. Extension Phase 1 | Sacramento. Extension of 14th Avenue from Power Inn Rd to FlorinPerkins. Phase I includes environmental/PE for four lane roadway and construction of two-lane roadway with class II bicycle lanes and landscape planter/sidewalks on the south side of the roadway. Also includes new water and drainage facilities, new streetlights, new traffic signal at 14th Ave/Florin Perkins Rd, and modification to existing traffic signal. (Phase 2 SAC24656, Phase 3 SAC24657) | Completion by 2020 | \$7,058,000 | \$7,058,000 |
| SAC24656 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Only } \end{gathered}$ | Sacramento | City of Sacramento | B- Road \& Highway Capacity | 14th Ave. Extension Phase 2 | Sacramento. 14th Ave., from Power Inn Road to Florin Perkins, widen from 2 to 4 lanes. Construction includes bike lanes, landscaped center median, landscaping and sidewalk on north side of street. Retaining wall along north side of project. (PE/ENV included in Phase 1, SAC24610) | Completion after 2036 | \$3,750,000 |  |
| SAC24657 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sacramento | City of Sacramento | B- Road \& Highway Capacity | 14th Ave. Extension Phase 3 | Sacramento. 14th Avenue from Florin-Perkins Rd to Watt Ave: extend as a four lane road. | Completion after 2036 | \$8,500,000 |  |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for theses
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | Lead Agencr | category | TITLE | PROEECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | year of EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SAC24623 | yes | Sacramento | City of Sacramento | A- Bike \& Ped | 16th Stree Stree | On 16th Street from S Street to N Street, pedestrian improvements including bulb-outs, landscaping and trees, banners, pavement treatments, bike racks, and street furniture, and street lights. | letion by 2020 | 52,660,000 | \$2,60, |
| SAC24758 | Yes | Sacramento | City of Sacramento | B- Road \& Highway Capacity | 5th Stree and Railyards Blvd | In Downtown Sacramento Railyards, extension of 5th Street from H Street to Railyards Boulevard, including bridge over relocated mainline railroad tracks, and construction of four lane Railyards Boulevard from east of Bercut to 7th Street, including frontage improvements and utilities. (See MTP Project SAC24537, Downtown Sacramento Circulation) | Completion by 2020 | \$32,000,000 | \$32,000,000 |
| SAC23630 | yes | Sacramento | City of Sacramento | B- Road \& Highway Capacity | 65t 5t. | Widen: 5 lanes from Hwy. 50 to Broadway. | 2021-2036 | \$4,000,000 | \$4,88, ,00 |
| SAC24757 | Yes | Sacramento | City of Sacramento | B- Road \& Highway Capacity | 6th Street Extension | In Downtown Sacramento Railyards, from H Street to Railyards Blvd. Construct 3-lane roadway with frontage improvements and utilities, including bridges over relocated mainline railroad tracks. (See MTP Project SAC24537, Downtown Sacramento Circulation) | Completion by 2020 | \$20,040,000 | \$20,040,000 |
| SAC2693 | Yes | Sacramento | City of Sacramento |  <br> Rehabilitation | Auburn Blvd. Bridge Replace | Auburn Blvd. over Arcade Creek, at Winding Way: Replace existing | Completion by 2020 | 55917000 | \$5917000 |
| SAC22840 | Yes | Sacramento | City of Sacramento | B- Road \& Highway Capacity | Bell Ave. | Widen: 3 lanes from Norwood Ave. to Raley Blvd. | 2021-2036 | \$20,000,000 | \$31,279,000 |
| SAC2850 | Project Development Only | Sacramento | City of Sacramento | B- Road \& Highway Capacity | Bell Ave. | en: 3 lanes from Raley livd. to Winters St. | Completion after 2036 | \$1,200,00 |  |
| SAC24633 | yes | Sacramento | City of Sacramento | C- Maintenance \& Rehabilitation | Bridge Preventive Maintenance Program | Various Locations in the City of Sacramento: rehabilitate bridges. For locations and detail, see <br> www.dot.ca.gov/ha/LocalPrograms/hbrr99/2011_10_20_hbp_lists/P <br> M $00063 \% 20$ City $\% 200$ of $\% 20$ Sacramento.pdf | Completion by 202 | \$962,881 | 5962,881 |
| SAC18670 | Yes | Sacramento | City of Sacramento | B- Road \& Highway Capacity | 1-5/ / Highway 99 | On/Off Ramp Improvement: Add 2nd on-ramp at 1-5 / Hwy. 99 Interchange. | 2021-2036 | \$216,000 | \$264,00 |
| SAC24712 | yes | Sacramento | City of Sacramento | A- Bike \& Ped | Carson Dr. Safety Improvements | On Carlson Dr between approx. 250' north of HSt and 250' south of J St; On H ST between Camilla Ave and Carlson Dr: Upgrade traffic signals, signs, and striping; Construct curb ramps and crosswalks. (HSIP6-03-015) | Completion by 2020 | \$1,314,695 | \$1,314,695 |
| SAC24723 | Yes | Sacramento | City of Sacramento | C- Maintenance \& Rehabilitation | Complete Street Rehabilitation - Power In Rd. | Power Inn Rd., from Folsom Blvd. to Alpine Ave.: Pavement rehabilitation and complete streets improvements. (Toll Credits for PE and CON) T15145400 | Completion by 2020 | \$2,59,989 | \$2,59,989 |
| SAC24719 | ves | Sacramento | City of Sacramento | C- Maintenance \& Rehabilitation | Complete Streets Rehabilitation - Bell Ave. | Bell Ave. from Bollenbacher Ave. to Astoria St.,: rehabilitate pavement, fill in sidewalk gaps, add new bicycle lanes, add two-way left turn lanes, and add bus pullouts. (Toll Credits for PE and CON)T15145600 | Completion by 2020 | 55,75,968 | \$5,75,968 |
| SAC24722 | Yes | Scram | City of Sacramento | C- Maintenance \& Rehabilitation | cmplete Streets Rehabilitation - Fruitridge Rd. | Fruitridge Rd., from 65th St. to Power Inn Rd.,: rehabilitate sidewalks up to standard, and add bicycle lanes, actuated crosswalks, and new crosswalks. (Toll Credits for PE and CON). T15036300 | Completion by 2020 | \$3,100,00 | \$3,100,000 |
| SAC24139 | ves | Sacramento | City of Sacramento | B- Road \& Highway Capacity Capacity | Del Paso Rd | In Sacramento,from I-5 N/B offramp to East Commerce (north side only, widen Del Paso Road. | 2021-2036 | \$516,000 | \$807,00 |
| SAC24499 | yes | Sacramento | City of Sacramento | A- Bike \& Ped | Docks Riverfront Promena | In Sacramento, extend pedestrian/bicycle riverfront promenade from R St to Pioneer Bridge. Relocation and reconstruction of main rail line. Pedestrian/bicycle paths, benches, lighting, interpretative signs, rail crossings, and on-street bicycle lanes. | Completion by 202 | \$12,518,290 | \$13,130,000 |
| SAC24557 | yes | sacr | City of Sacramento | G- System Management Operations, and ITS | own | Roadway Operational Improvements: Unspecified funding for future operational improvements to accommodate increased bus and rail traffic, auto, trucks, in downtown Sacramento. | Lump Sum or Ongoing | \$100,000,000 | \$131,41,000 |
| SAC24497 | Yes | Sacramento | City of Sacramento | D- Programs \& Planning | Downtown Sacramento Transportation Study | Downtown Sacramento, bounded by Broadway, Sacramento River, American River, and Alhambra Blva.: Study the cost and priority of the $\$ 100$ million in improvements planned in the MTP2035. | Completion by 2020 | \$1,20,000 | \$1,200,000 |
| SAC18460 | Yes | Sacramento | City of Sacramento | B- Road \& Highway Capacity | East Commerce Way | In Sacramento, East Commerce Way from Club Center Drive to Del Paso Rd, extend as a 6 -lane facility. | 2021-2036 | \$8,14,225 | \$12,734,000 |
| SAC18570 | Yes | Sacramento | City of Sacramento | B- Road \& Highway Capacity | East Commerce Way | In Sacramento, extend East Commerce Way from Arena Blvd. to Natomas Crossing Drive, as a 6 lane road. | 2021-2036 | \$3,329,000 | \$5,206,000 |
| SAC18580 | Yes | Sacramen | City of sacramento | B- Road \& Highway Capacity | East Commerce W | Extend East Commerce Way from planned Natomas Crossing Drive to San Juan Rd. as a 4 lane road. | 2021-2036 | 54,00,000 | \$4,881, |
| SAC18740 | Yes | Sacramento | City of Sacramento | B- Road \& Highway Capacity | El Centro Rd. | New Overcrossing: El centro Rd. overcrossing. | 2021-2036 | \$11,000,000 | \$13,423,000 |
| SAC23690 | Project Development Only | Sacramento | City of Sacramento | B- Road \& Highway Capacity | Elder Creek Rd. | Widen: 4 lanes from Power Inn Rd. and Florin Perkins Rd. | Completion after 2036 | \$1,900,000 |  |
| SAC23680 | Yes | Sacramento | City of Sacramento | B- Road \& Highway Capacity | Elder Creek Rd. | Widen: 4 lanes from Florin Perkins Rd. to South Watt Ave. | 2021-2036 | \$7,000,000 | \$10,948,000 |
| SAC18510 | yes | Sacramento | City of Sacramento | $\begin{array}{\|l} \hline \text { B- Road \& Highway } \\ \text { Capacity } \\ \hline \end{array}$ | Ekhorn Boulevard | In Sacramento, Elkhorn Boulevard from SR 99 to east city limits: widen from 2 to 6 lanes. | 2021-2036 | \$7,07, 566 | \$11,063,000 |
| SAC24711 | Yes | Sarr | City of Sacramento | G- System Management Operations, and ITS | Flashing Beacons | 9 locations throughout the City of Sacramento: Install flashing beacon. (HSIP6-03-014) T15145800 | Completion by 202 | \$1,665,667 | \$1,665,9 |
| SAC2402 | ves | Sacramento | City of Sacramento | A- Bike \& Ped | Folsom Blvd Operations and Ma | Folsom Blvd. from Power Inn Road to Watt Avenue; streetscape project including pedestrian and bicycle improvements, a raised landscaped median, landscaped planters, improvements to signal operations, frontage landscaping, and enhanced connections to transit facilities. | Completion by 2020 | \$19,500,000 |  |
| SAC24535 | Yes | Sacramento | City of Sacramento | A- Bike \& Ped | Folsom Blvd. | Streetscape Project: Folsom Blvd from Power Inn. to 65 th St. | 2021-2036 | \$18,500,000 | \$28,933,000 |
| SAC24636 | yes | Sacramento | City of Sacramento | C- Maintenance \& Rehabilitation | Folsom Blvd. Complete Streets Rehabilitation | Folsom Blvd., from 65th St. to the Union Pacific Railroad underpass: rehabilitate roadway. Complete streets features include new bicycle lanes and new sidewalks to fill in missing sections. (Emission Benefits in kg/day: 0.13 ROG, 0.1 NOx, 0.06 PM10) - T15135100 | Completion by 2020 | \$1,997,00 | \$1,997,000 |
| SAC22610 | ves | Sacramento | City of Sacramento | B- Road \& Highway Capacity | Folsom Blvd./Power Inn Rd. Intersection (Ramona Ave Phase I) | Near intersection of Folsom Blvd. and Power Inn: Ramona Ave., extend northward from Brighton Ave. to connect to Folsom Blvd. This will improve the operations of the Folsom Blvd./Power Inn Intersection. (Phase 2, SAC24654) | Completion by 2020 | \$8,62,889 | \$8,62,889 |
| SAC24704 | yes | Sacramento | City of Sacramento | C- Maintenance \& Rehabilitation | Freeport Blva. Road Diet | On Freeport Blvd., from Sutterville Rd. to 4th Ave.//21st St.: reduce travel lanes from 4 to 2 with median turn pockets, add Class II bike paths, install transit turnouts, and rehabilitate pavement. (Emission Benefits in kg/day: $0.02 \mathrm{ROG}, 0.01 \mathrm{NO}$ ) K K 15125100 | Completion by 2020 | \$2,059,200 | \$2,059,200 |
| YoL19286 | Yes | Yolo | City of Woodland | C- Maintenance \& Rehabilitation | 1-5 / CR 102 Interchange (Phase 2) | Interchange Reconstruction: on I-5 at County Rd. 102 including overcrossing of $1-5$. | 2021-2036 | 57,000,000 | 58,542,000 |
| SAC24683 | ves | Sacramento | City of Sacramento | C- Maintenance \& Rehabilitation | ist. Bridge Replacement | I Street Bridge, over Sacramento River and complex of bridge approach structures. Replace existing 2 lane bridge with a 2 lane bridge on a new alignment. Project includes bridge approaches 22C0154, 24C0006, 24C0364L, 24C0364R, 24C0351J. | Completion by 2020 | \$86,620,900 | \$86,620,900 |
| CAL20586 | yes | Sacramento | Caltran D3 | B- Road \& Highway Capacity | 1.5 Bus/ Carpool lanes | Bus/Carpool Lanes: J St. to I-80 in both directions, including a new Class I bike path over the American River | 2021-2036 | \$116,00,000 | \$141,552,000 |
| CAL2060 | yes | Sacrame | Caltrans | B- Road \& Highway Capacity | SR 99 Auxiliary Lane | SR 99 auxiliary lane: NB from WB Florin Rd. slip on ramp to EB 47th Ave. slip off ramp. Right-of-way aquisition required. Soundwall relocation required. | 2021-2036 | \$3,000,000 | \$3,661,000 |
| CAL20601 | ves | Sacramento | Caltran D3 | B- Road \& Highway Capacity | SR 99 Auxiliary Lane | SR 99 Auxiliary Lane extension: SB, from Martin Luther King Blvd on ramp. to WB 47th Ave. slip off ramp. Right-of-way aquisition required. Soundwall relocation required. | 2021-2036 | \$3,000,000 | \$3,61,000 |
| CAL20599 | ves | Sacramento | Caltran D3 | B- Road \& Highway Capacity | SR 99 Transition Lane | SR 99 Transition Lane: NB, from WB 47th Ave. slip on ramp to EB Fruitridge Rd. slip on ramp, and from WB Fruitridge Rd. loop off ramp to WB Fruitridge Rd. slip on ramp. Right-of-way aquisition required. Soundwall relocation required. | 2021-2036 | \$3,000,000 | \$3,661,00 |
| SAC18650 | Yes | Sacramento | City of Sacramento | B- Road \& Highway Capacity | $1-80$ @ West E1 Camino Interchange | Expand the West El Camino interchange on I-80 from 2 to 4 lanes and modify ramps. | 2021-2036 | \$22,000,000 | \$34,407,000 |
| SAC16040 | yes | Sacramento | city of Sacramento | B- Road \& Highway Capacity | Jackson Hwy. (SR 16) | Road Realignment: 4 lane Rd. from Power Inn Rd. to South Watt Ave. | 2021-2036 | \$25,000,000 | \$39,098,000 |
| SAC24886 | Yes | Sacramento | City of Sacramento | G- System Management, Operations, and ITS | Street Streetcaping | Streetscape improvements along K Street | Completion by 2020 | \$2,00,000 | \$2,098,00 |
| SAC23410 | Project Development Only | Sacramento | City of Sacramento | B- Road \& Highway Capacity | kiefer Blvd. | Widen: 4 lanes from Florin-Perkins Rd. to s. Watt Ave. | $\begin{aligned} & \text { Completion after } \\ & 2036 \end{aligned}$ | \$1,00,000 |  |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SS following a tecchnical analysis and consistency with plan requirements. While total costs are shown of these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | LeAD AgEncr | CATEGORY | TTLLE | PROJECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | yEAR of EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SAC24539 | Yes | Sacramento | City of Sacramento | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Lower American River Crossing | New all-modal Bridge: between downtown Sacramento and South Natomas across the Lower American River. Includes: Auto, transit, bicycle, and pedestrian facilties. Scale and features to be determined through need and purpose study anticipated to begin in 2012. | 2021-2036 | \$150,000,000 | \$183,042,000 |
| SAC24679 | yes | Sacramento | City of Sacramento | G- System Management, Operations, and ITS | Mack Rd./Nalley Hi dr. Signal Upgrade | Mack Rd./Valley Hi Dr. (La Mancha Way): Upgrade traffic signals; install right-turn lane. (HSIP5-03-018) T15146400 | Completion by 2020 | \$550,955 | \$550,955 |
| SAC23430 | Yes | Sacramento | City of Sacramento | B- Road \& Highway | Main Ave. | Widen: 4 lanes from Norwood Ave. to Rio Linda Blva. | 2021-2036 | 57,000,000 | \$10,948,000 |
| SAC24536 | Yes | Sacramento | City of Sacramento | B- Road \& Highway Capacity | Main Ave. | Road Extension: 2 lanes from Rio Linda Blva .to Marssille Blvd. | 2021-2036 | \$2,000,000 | \$3,128,000 |
| SAC24541 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sacramento | City of Sacramento | B- Road \& Highway Capacity | Main A | Widen: 4 lanes from Norwood Ave to Marsville Blvd. | Completion after 2036 | \$4,000,000 |  |
| SAC2340 | yes | Sacramento | City of Sacramento | A- Bike \& Ped | Mangan Park | Bikeway Facilities: 0.6 mile in City of Sacramento Mangen Park from 24th St. to Freeport Blvd. Bike trail south in Executive Airport right-of-way. | 2021-2036 | \$800,000 | 5976, |
| SAC24742 | Yes | Sacramento | City of Sacramento | A- Bile \& Ped | Meadowwiew Rd. Streetcape Project | Meadowview Rd. from the light rail station to I-5 and along 24th St from Meadowview Rd. to Florin Rd. including medians, sidewalk treatments, and crosswalks. T15145500 | Completion by 2020 | \$3,700,395 | \$3,700,395 |
| SAC18720 | Yes | Sacramento | City of Sacramento | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | Natomas Crossing Dr. | New Overcrossing: Natomas Crossing Dr. at -5. | 2021-2036 | 511,000,000 | 13,423 |
| SAC18560 | Yes | Sacramento | City of Sacramento | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | Natomas Crossing Drive | In City of Sacramento, build new Natomas Crossing Drive as 2 lane road from Duckhorn Drive to EI Centro Rd. | 2021-2036 | \$4,340,715 | \$6,789,000 |
| SAC2474 | yes | Sacramento | City of Sacramento | A- Bike \& Ped | North 12th St. Streetscape Project | North 12th St. between North B St. and Richards Blvd., construct six to eight feet sidewalks, drainage, and adding wrought iron fencing to separate pedestrians from light rail tracks. T15136200 | Completion by 2020 | \$1,355,473 | \$1,35, 473 |
| SAC18700 | Yes | Sacramento | City of Sacramento | B- Road \& Highway Capacity | Northgate Blvd. | On/Off Ramp Improvement: Extend existing I-5 WB off-ramp at Northgate Blvd. / I-80 Interchange. Includes: auxiliary lane to WB on ramp. | 2021-2036 | \$10,000,000 | \$12,203,000 |
| SAC16070 | ves | Sacramento | City of Scramento | B- Road \& Highway Capacity | Power Inn Rd. | Widen: 6 lanes from Fruitridge Rd. to 14th. | 2021-2036 | \$25,000,000 | \$39,098,000 |
| SAC24 | yes | Sacram | Sacramento | A- Bike \& Ped | reet Market Plaza (16th to 18th St) | Sacramento, R Street between 16th \& 18th Streets, develop pedestrian pathway, streetscape improvements, community gathering place, and reconstruct roadway. T15068300 (Emission Benefits in kg/day: 0.03 ROG, 0.02 NOx, 0.01 PM10) | Completion by 202 | 54,21,000 | \$4,215,000 |
| SAC24673 | Yes | Sacramento | City of Sacramento | A- Bile \& Ped | R Street Phase 3 | Sacramento, construct streetscape improvements, streetlighting, landscaping, hardscaping, and pedestrian enhancements on R Street between 13th Street and 16th Street T15135900 | Completion by 2 | \$4,82, 250 | \$4,82,950 |
| SAC24615 | Yes | Sacramento | City of Sacramento | B- Road \& Highway | Railyard Boulevard Extension | Railyard Boulevard, between Jibboom Street and Bercut Street: construct approximately 200 feet of new roadway (one lane each direction) to provide access to Downtown Railyards. (See MTP Project SAC24537.) | Completion by 2 | \$1,000,000 | \$1,000,0 |
| SAC24537 | Yes | Sacramento | City of Sacramento | B- Road \& Highway | Railyard streets | Construct New Road: various roads in the Railyards Redevelopment Area. | 2021-2036 | \$154, 200,000 | 5188,167,000 |
| SAC19550 | Project Development Only | Sacrament | City of Sacramento | B- Road \& Highway Capacity | Raley Blva. | Widen: 4 lanes from Santa Ana Ave. to Ascot Ave. | Completion after 2036 | \$1,200,000 |  |
| SAC24654 | Yes | Sacramento | City of Sacramento | B- Road \& Highway Capacity | Ramona Avenue Phase II | Ramona Avenue: Widen and add new frontage improvements from Cucamonga to Brighton. Environmental review completed under SAC22610. (No new travel lanes.) | 2021-2036 | \$3,000,000 | \$4,692,000 |
| SAC24538 | yes | Sacramento | City of Sacramento | G- System Management, Operations, and ITS | Rio Linda \& Main Intersection Improvements | Intersection Improvements: at Rio Linda Blvd. and Main Ave. Includes: traffic signal installation and intersection re-configuration. | Completion by 2020 | \$4,500,000 | \$4,720,000 |
| SAC24517 | Yes | Sacramento | City of Sacramento | C- Maintenance \& Rehabilitation | Rio Linda Blva. Bridge Rehab | Rio Linda Blvd., Over Magpie Creek, 0.92 miles north of FAI 880: Rehabilitate the existing 2 lane bridge. | Completion by 2020 | \$4,000,000 | \$4,000,000 |
| SAC24705 | ves | Sacramento | City of Sacramento | B- Road \& Highway | Riverfront Reconnection Project-Phase I | At Capitol Mall and Second St,. build a new ramp to Old Sacramento On Capitol Mall, build a new traffic signal at Second St., build new sidewalks and add Class II bicycle paths. Extend design phase to accommodate potential Streetcar Transit Service. (Toll Credits for CON, CMAQ funds for new bike/ped facilities only. Emissions in $\mathrm{kg} /$ day: 0.04 ROG, 0.03 NOX, 0.02 PM10. See delivered project SAC24497 for PE work. Project included in the MTP/SCS as SAC22530, Bridging l-5.) T15998100 | Completion by 2020 | \$10,225,400 | \$10,225,400 |
| SAC23530 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sacramento | City of Sacramento | B- Road \& Highway Capacity | Roseville Rd. | Widen: 4 lanes from Connie Dr. to Sacramento limits. | Completion after 2036 | \$3,000,000 |  |
| SAC24516 | ves | Sacramento | City of Sacramento | C- Maintenance \& Rehabilitation | Roseville Rd. Bridge Replacement | Roseville Rd. Over Arcade Creek, 0.4 miles south of S.R 80.: Replace existing structurally deficient 2 lane bridge with new 2 lane bridge. T15068500 | Completion by 2020 | \$6,710,029 | \$6,710,029 |
| SAC24461 | ves | Sacramento | City of Sacramento | A- Bike \& Ped | Sacramento City College Bike/Ped Overcrossing | Sacramento, Sacramento City College/UPRR line. Bike/ped overcrossing of railroad to provide access to Sacramento City College Light Rail Station from existing and future development to the east.(T15065700) (Toll Credits for CON) | Completion by 2020 | \$11,107,958 | \$11,107,958 |
| SAC24658 | Yes | Sacrament | City of Sacramento | B- Road \& Highway | Sacramento Intermodal Circulation Phase 2 (3rd \& I) | Design and construct access improvements at 3rd \& I (HPP \#2788 and \#3784). Feasibility Studies, preliminary design included in Phase 1. | 2021-2036 | 2, 417,165 | \$2,417,165 |
| SAC20350 | ves | Sacramento | City of Sacramento | E-Transit Capital (Major) | Sacramento Intermodal Trans. Facility - Phase 2 | Sacramento Intermodal Transportation Facility Valley Station: Improvements to the existing station including: relocating the existing LRT station to a north-south alignment; relocating (repave/restripe) the existing RT and Amtrak bus berths; providing enhanced passenger connections; relocating passenger vehicle and bicycle parking; upgrading the Depot's electrical system; providing a transit way. | Completion by 2020 | \$40,663,140 | \$40,663,140 |
| SAC24883 | ves | Sacramento | City of Sacrame | E-Transit Capital (Major) | Sacramento Intermodal Trans. Facility - Phase 2b | Sacramento Intermodal Transportation Facility Valley Station: Intermodal Facility Phase 2B project is a complete makeover and rehabilitation of the historic Depot to make the facility fully usable and attractive, arrest deterioration and meet code. The project elements will consist of repair and upgrade to the interior and exterior sections of the building including architectural, structural, plumbing, mechanical, electrical, energy, internal circulation, access and other work. Historic rehabilitation will involve features such as façades, canopies, openings, windows, doors, the mural and decorative treatments, finishes and other items. | 2021-2036 | \$27,000,000 | \$32,94,000 |
| SAC24414 | yes | Sacramento | City of Sacramento | E-Transit Capital (Major) | Sacramento Intermodal Transportation Facility Phase 1 | Sacramento Intermodal Transportation Facility: Realign and straighten the existing mainline UPRR freight and passenger rail tracks, provide passenger facilities that connect the Depot to the relocated platforms. (Project includes Prelim. Engineering for both Phase 1 and Phase 2 of the Sac. Intermodal Transp. Facility). Between Old Sacramento, the Central Business District, and the Railyards Development and River District: Construct a 247 -foot pedestrian/bicycle tunnel beneath the re-aligned mainline Union Pacific tracks. (Other Fed-Project of National \& Regional Significance is Section 1301 and are Earmarked funds from SAFETEA-LU. CMAQ funds are being used for straightening and realigning a 3,300 -footlong section of the UPRR mainline. The project will allow UPRR's trains to operate at higher speeds and reduce train idling. Emission Benefits in $\mathrm{kg} /$ day: NOx 1.2, CO 0.1, PM10 0.1) | Completion by 2020 | \$97,348,821 | \$97,348,821 |
| SAC24898 | ves | Sacramento | City of Sacramento | E-Transit Capital (Major) | Sacramento Intermodal Transportation Facility Phase 3 | Intermodal Facility Phase 3 project is the creation of a larger multimodal transportation center that can meet the region's expanded transportation needs and accommodate high speed trains, commuter rail, light rail, streetcars, transit bus lines, and intercity buses. It will involve expansion of the terminal facilities including passenger amenities and spaces, transportation operations areas, site and circulation improvements and joint development | 2021-2036 | \$225,000,000 | \$351,885,00 |
| SAC18710 | ves | Sacramento | City of Sacramento | B- Road \& Highway Capacity | Snowey Egret WY. | New Overcrossing: for the planned Snowey Egret Wy. that will run east-west from El Centro Rd. to Commerce Wy. crossing over I-5. | 2021-2036 | \$11,000,000 | \$17,203,000 |

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but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these $p$
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | county | Lead agency | category | TITLE | Project description | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SAC24745 | Yes | Sacramento | City of Sacramento | A- Bike \& Ped | South Sacramento Parkway Trail - West | Adjacent to $\mathrm{I}-5$, south of Pocket Road/Meadowview Road and Freeport Boulevard, build Class I bike trail connecting the Freeport Shores Bike Trail to the existing North Delta Shores Bike Trail. (Emission Benefits in kg/day: 0.12 ROG, 0.07 NOX, 0.02 PM 2.5, 0.02 PM10) | Completion by 2020 | \$914,000 | \$914,000 |
| SAC18170 | ves | Sacramento | City of Sacramento | C- Maintenance \& Rehabilitation | 1-5 at Richards Blvd. Interchange | Sacramento, Richards Blvd. and I-5; reconstruct interchange (ult). (HPP \#3784)(T15088200) | 2021-2036 | \$40,535,000 | \$40,535,000 |
| SAC23890 | yes | Sacramento | City of Sacramento | A- Bike \& Ped | Sutter's Landing Bridge | Multi-Use Crossing: Sacramento, Sutter's Landing Bridge, between American River Pkwy. and Sutter Landing Park. Construct bike/ped Bridge over American River. | Completion by 2020 | \$30,000,000 | \$31,467,000 |
| SAC24600 | $\begin{aligned} & \text { Project } \\ & \text { Development } \\ & \text { Only } \end{aligned}$ | cramento | City of Sacramento | B- Road \& Highway Capacity | Sutter's Landing Parkway | Construct New Road: 1.6 mile 4-lane arterial on new alignment between Hwy. 160 and Hwy. 51. Includes: sidewalks and bike lanes in both directions, a grade separation with the railroad, and a full interchange at the connection with Hwy. 51 . | Completion after 2036 | \$100,000,000 |  |
| SAC24755 | yes | Sacramento | City of Sacramento | A- Bike \& Ped | Two Rivers Trail Phase 3 | On the American River Parkway, construct a new Class I Western segment between Sutter's Landing and the California State University of Sacramento (CSUS) campus. PE for Phase 2 and 3 was completed as part of SAC24486. | Completion by 2020 | \$672,800 | \$706,000 |
| SAC24486 | Yes | Sacramento | City of Sacramento | A- Bike \& Ped | Two Rivers Trail Phase II | Study and design bike/ped connections between the Northern Bicycle Trail and Sutter's Landing Park (Phase 2 and 3). Build Phase 2 , construct the eastern segment of the multi-use path, connecting the American River Parkway at H St. in East Sacramento to the trail at Sutter's Landing Park in Midtown. Additional study future bicycle trial connections across the American River, Crossing the Capitol City Freeway, and extending east along the American River towards California State University at Sacramento. Phase 3 construction scope shown in SAC24755. (Emission Benefits in kg/day: 0.02 ROG, 0.02 NOx, 0.02 PM10) K15125000 | Completion by 2020 | \$2,515,638 | \$2,515,638 |
| SAC16130 | Ves | Sacramento | City of Sacramento | B- Road \& Highway Capacity | W. El Camino Ave. | Widen: 6 lanes West EI Camino Interchange. Includes: bike lanes at I80 / Natomas Main Drainage Canal. | 2021-2036 | \$24,000,000 | \$37,534,000 |
| VAR56124 | Yes | Sacramento | Easter Seals | $\begin{array}{\|l} \text { E-Transit Capital } \\ \text { (Vehicles) } \end{array}$ | Easter Seals Superior CA 5310 Large Bus Replacement | FTA 5310 funds to replace one (1) Large Bus that can accommodate 16 passengers (incl. two wheelchair positions) and a driver. (Toll Credits for CON). | Completion by 2020 | \$73,000 | \$73,000 |
| PAR10020 | Yes | Sacramento | Paratransit Inc. | $\begin{array}{\|l} \hline \text { E-Transit Capital } \\ \text { (Vehicles) } \end{array}$ | Bus Expansion | Purchase up to fourteen CNG powered large buses for fleet expansion. (Uses Toll Credits for local match). | Completion by 2020 | \$980,000 | \$980,000 |
| PAR10027 | Yes | Sacramento | Paratransit Inc. | $\begin{aligned} & \text { E-Transit Capital } \\ & \text { (Vehicles) } \end{aligned}$ | CTSA Vehicle Purchase | Purchase of three CTSA vehicles for Paratransit, Inc. Included in the project cost shall be purchase of the vehicles, radios, cameras, zonar and other necessary equipment to put the vehicle into service. Costs shall also include vehicle tine assembly inspection. | Completion by 2020 | \$161,406 | \$161,406 |
| PAR10030 | Yes | Sacramento | Paratransit Inc. | E-Transit Capital (Minor) | Paratransit, Inc. Ranger 4 Implementation Project | Purchase and Installation of 150 Personal/Mobile Data Terminals (Ranger 4) and associated wiring, hardware, software and administrative costs | Completion by 2020 | \$592,500 | \$592,500 |
| PAR10029 | yes | Sacramento | Paratransit | $\begin{array}{\|l} \text { E-Transit Capital } \\ \text { (Vehicles) } \end{array}$ | Purchase of 6 CNG Buses (including data/maintenance terminal Ranger units) | Purchase up to six CNG powered buses including related equipment to include data/maintenance terminal Trapeze Ranger units. (Uses Toll Credits for local match). | Completion by 2020 | \$525,867 | \$525,867 |
| PAR10019 | Yes | Sacramento | Paratransit Inc. | E-Transit Capital (Vehicles) | Replacement Buses and Associated Equipment | Replace up to thirty-nine demand response with Type III vehicles including related equipment to include mobile data terminals, cable assembly mounts, mobile radios, and zonar systems. | Completion by 2020 | \$3,750,000 | \$3,750,000 |
| PAR10022 | ves | Sacramento | Paratransit Inc. | E- Transit Capital (Vehicles) | State of Good Repair 25 Replacement Vehicles | Replace up to twenty-five paratransit vehicles including related equipment. | Completion by 2020 | \$2,125,000 | \$2,125,000 |
| PAR10025 | Yes | Sacramento | Paratransit Inc. | E-Transit Capital (Minor) | Transit Asset Management System | Tracking system for capital assets. | Completion by 2020 | \$311,250 | \$311,25 |
| PAR10021 | Yes | Sacra | Paratransit Inc. | E-Transit Capital (Minor) | Transit Operating Equipment | Purchase transit related equipment including 14 mobile radios, Zonar, and Fleetlink software. (Uses Toll Credits for local match). | Completion by 2020 | \$76,300 | \$76,30 |
| VAR56129 | Yes | Sarr | Pride Industries/CTSA | E-Transit Capital (Vehicles) | Pride Industries CA 5310 Larger Bus Replacement | FTA 5310 funds to replace one (1) Larger Bus that can accommodate 20 passengers (incl. two wheelchair positions) and a driver. | Completion by 2020 | \$105,001 | \$105,001 |
| VAR56107 | Yes | Sacramento | sacog | F-Transit O\&M (Bus) | e-tran (Elk Grove) JARC Operating Assistance | FY 2011 \& 2012 JARC funds will allow e-tran to serve the downtow Sacramento to EIK Grove reverse commute by creating two new routes using buses that previously operated as "deadhead" or closed door from downtown to Elk Grove. | Completion by 2020 | \$304,000 | \$304,00 |
| VAR56106 | Yes | Sacramento | SACOG | F-Transit O\&M (Bus) | Paratransit, Inc. JARC Operating Assistance | Wheels to Work program providing transportation to social service, educational, and training opportunities as well as connections with fixed route transit and mobile "office resource bus." FY $2011 \& 2012$ funds will allow completion of this project. | Completion by 2020 | 500,000 | \$500,000 |
| SAC21710 | Yes | Sacramento | sacog | D- Programs \& Planning | Sacramento County PPM | Plan, program and monitor for Sacramento County. | Completion by 2020 | \$6,971,000 | \$6,971,000 |
| VAR56115 | ves | Sacramento | SACOG | E-Transit Capital (Minor) | Sacramento Regional Transit District - New Freedom Capital Assistance | Construct shelters over disabled access ramps (mini-high platforms) at light rail stations. | Completion by 2020 | \$287,500 | \$287,500 |
| VAR56037 | Yes | Sacramento | SACOG | D- Programs \& Planning | SECAT Program Phase 2 | Phase 2 of Sacramento Emergency Clean Air Transportation Program (SECAT), Heavy-Duty NOx control strategies. (Phase 1 SAC22090) (Emission Benefits in kg/day: 236 NOx, 21 PM10, 9 ROG. And in $\mathrm{kg} /$ day for each $\$ 3 \mathrm{~m}$ increment: 835 NOX, 109 ROG) | Completion by 2020 | \$33,271,133 | \$33,271,133 |
| VAR56103 | Yes | Sacramento | sacog | F- Transit O\&M (Light Rail) | SRTD JARC Operating Assistance | The requested FFY 2011 \& 2012 JARC funding would restore evening service to both of RT's light rail lines, as well as five major connecting bus routes ( $1,23,51,56, \& 80$ ) and paratransit service within three quarter miles of this service. | Completion by 2020 | \$1,820,000 | \$1,820,000 |
| SAC24389 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | 16th St. | Widen: 4 lanes from Ascot Blvd. to Sacramento/Placer County Line. | 2021-2036 | \$44,50,000 | \$54,302,000 |
| SAC21530 | Yes | Sacramento | Sacramento County | D- Programs \& Planning | ADA Transition Plan | Facilities Plan: In Sacramento County, various locations, construct ADA compliant improvements in accordance with the county DOTs ADA Transition Plan. | Lump Sum or Ongoing | \$15,000,000 | \$19,712,000 |
| SAC28839 | Yes | Sacramento | Sacramento County | $\begin{array}{\|l} \begin{array}{l} \text { B- Road \& Highway } \\ \text { Capacity } \end{array} \\ \hline \end{array}$ | Aerojet Rd | Construct New 4 lane road between Easton Valley Parkway and Folsom Blvd. | 2021-2036 | \$10,000,000 | \$12,203,000 |
| SAC24280 | Project <br> Development <br> Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Ata Florin Rd. | Construct New Road: 4 lanes from Power Inn Rd. to Florin-Perkins Rd. (Runs parallel and north of Florin Rd.) Includes: Railroad grade separation. | Completion after 2036 | \$5,000,000 |  |
| SAC24618 | yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Alta Mesa Rd Bridge Replacement | Alta Mesa Rd over Laguna Creek, 0.4 mi north of SR 104: Replace existing structurally deficient 2 -lane bridge with a new 2 -lane bridge. | Completion by 2020 | \$7,980,321 | \$7,980,321 |
| SAC22020 | ves | Sacramento | Sacramento County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Antelope North Road Widening | In Sacramento County, Antelope North Road, from Poker Ln. to Olive Ave.: Realign and widen to 4 lanes. | 2021-2036 | \$3,020,000 | \$4,723,000 |
| SAC24264 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Antelope Rd. | Widen: 4 lanes from Watt Ave. to Elverta Rd and 6 lanes from Elverta Rd. to Roseville Rd. Project addresses: congestion, safety and aesthetics, and mobility for bicycles, pedestrians and transit. | 2021-2036 | \$9,307,473 | \$14,556,000 |
| SAC19790 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Antelope Road Widening | In Sacramento County, Antelope Road from Don Julio Boulevard to Roseville Road Antelope Road North, widen from 4 to 6 lanes. | $\begin{aligned} & \text { Completion after } \\ & 2036 \\ & \hline \end{aligned}$ | \$4,000,000 |  |
| SAC24608 | Yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Apple Rd/Fruit Channel Bridge Replacement | Apple Rd, over Fruit Channel, 0.65 mi SE/O Dillard Rd. Replace the existing 2 lane functionally obsolete bridge with a new 2 lane bridge. (Toll credits for PE, ROW \& CON.) | Completion by 2020 | \$1,400,000 | \$1,400,000 |
| SAC19840 | Yes | Sacramento | Sacramento County | A- Bike \& Ped | Bike/Ped Improvements | Bikeway Facilities: In various Sacramento County locations. Includes: 2010 Bikeway Master Plan Implementation. | Lump Sum or Ongoing | \$50,000,000 | \$65,706,000 |
| SAC24840 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Birkmont Drive | Construct New 4 lane road between Easton Valley Parkway and Folsom Blvd. | 2021-2036 | \$10,000,000 | \$12,203,000 |
| SAC24224 | Yes | Sacramento | Sacramento County | $\begin{array}{\|l} \text { B- Road \& Highway } \\ \text { Capacity } \end{array}$ | Bradshaw Rd. | Widen: 6 lanes between Old Placerville Rd. and Florin. | 2021-2036 | \$37,500,000 | \$58,648,000 |
| SAC22030 | Yes | Sacramento | Sacramento County | A- Bike \& Ped | Commercial Corridor Enhancements | Safety Enhancement: in Sacramento County, various locations. Includes: streetscaping, lighting, and other safety enhancements to enhance bicycle and pedestrian use. | Lump Sum or Ongoing | \$50,000,000 | \$65,706,000 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment to the MTP/SSS following a technical analysis and consistency with plan requirements. While total costs are shown or these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | Lead Agency | category | TITLE | PROEECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SAC24729 | Yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Complete Streets Rehabilitation | 1. Sunrise Ave. from 700 ft . north of Gold Express to American River Bridge: Rehabilitate Sunrise Ave., multi-use path crossings, install bicycle detection and curb ramps, and repair damaged and discontinuous sidewalks.2. Eastern Ave. from El Camino Ave. to Marconi Ave.: rehabilitate damaged and discontinuous sidewalks, add new bicycle lanes, and install bicycle detection and curb ramps.3. El Camino Ave. from Howe Ave. to Fulton Ave.: rehabilitate damaged and discontinuous sidewalks, install bicycle detection at traffic signals, install curb ramps, and close bicycle lane gaps. 4 . Greenback Lane from Chestnut Ave. to Folsom City Limits.,: rehabilitate Greenback Lane and add new bicycle lanes, repair damaged and discontinuous sidewalks, install curb ramps, and add bicycle detection at traffic signals.5. Marconi Ave. from Highway 80 to Howe Ave.: rehabilitate road, add new bicycle lanes, repair damaged and discontinuous sidewalks, install curb ramps, and add bicycle detection at traffic signals. | Completion by 2020 | \$4,196,20 | \$4,196,205 |
| SAC24726 | Yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Complete Streets Rehabilitation - Folsom Blvd. | Folsom Blvd. from Butterfield Wy. to Bradshaw Rd.,: Rehabilitate Folsom Blvd. and fill a sidewalk gap, fill bicycle lane gaps and upgrade the existing bicycle lanes. | Completion by 2020 | \$443,465 | \$433,465 |
| SAC24730 | Yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Complete Streets Rehabilitation of Fulton Avenue - 1 | Fulton Avenue from Marconi Avenue to Auburn Boulevard: Rehabilitate pavement and re-stripe with on-street bike lanes. | Completion by 2020 | \$872,850 | \$872,850 |
| SAC24731 | yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Complete Streets Rehabilitation of Fulton Avenue - 2 | Fulton Avenue from Arden Way to Auburn Boulevard: add bike lanes, construct new sidewalks, repair and infill damaged/discontinuous sidewalks, install curb ramps and the required ADA improvements, and modify traffic signals. Rehabilitate pavement between Arden Way and Marconi Avenue. | Completion by 2020 | \$3,332,995 | \$3,322,995 |
| SAC24841 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Cordova Hills | New 4 lane roadway on North Loop Road from Grant Line Road to Street "F" with NEV/Bike lanes, median, landscaping, sidewalks, 4 traffic signals at Town Center Blvd, Street "D" and Primary Residential Street between Street "D" and Street "F" and Street "F", roundabout at Street "A" | Completion after 2036 | \$20,990,000 |  |
| SAC24842 | $\begin{gathered} \text { Project } \\ \text { Development } \end{gathered}$ Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Cordova Hills | New 4 lane roadway on University Blvd from Grant Line Road to Street "A" with NEV/Bike lanes, median, landscaping, sidewalks, 3 traffic signals (at Town Center Blvd, and 2 between Town Center Blvd and Street " A "), roundabout at Street " A " | Completion after $2036$ | \$12,056,000 |  |
| SAC24843 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Cordova Hills | New 2 lane roadway from University Blvd to North Loop Rd with Class 2 Bike Lines, NEV Compact, median, landscaping, sidewalks, 3 traffic signals and 2 roundabouts | Completion after 2036 | \$6,87,000 |  |
| SAC28844 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Cordova Hills | New 4 lane roadway on Chrysanthy Blvd Ext. from Grant Line Road to Town Center Blvd with median, landscaping, sidewalks, 1 traffic signals at Town Center Blvd | Completion after $2036$ | \$2,16,000 |  |
| SAC28845 | Development <br> Only | sacramento | Sacr | B- Road \& Highway Capacity | Cord | New 2 lane roadway from Street "A" to Street "F" with NEV/Bike lanes, median, landscaping, sidewalks | Completion after 2036 | 57,651,000 |  |
| SAC28846 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Cordova Hills | New 2 lane roadway from Street "E" to North Loop Rd with Class 2 Bike Lines, NEV Compact, median, landscaping, sidewalks, traffic signal at Street "B" and 1 roundabout at Street " $D$ " | Completion after 2036 | 57,34,000 |  |
| SAC24847 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Cordova Hills | New 2 lane roadway from Street "A" (south of St. "B") to Street "A" (south of North Loop Rd.) with Class 2 Bike Lines, NEV Compact, landscaping, sidewalks | Completion after 2036 | 5,800,000 |  |
| SAC24848 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Cordova Hills | New 2 lane roadway from Street "A" to Street "C" with Class 2 Bike Lines, NEV Compact, landscaping, sidewalks | Completion after <br> 2036 | \$1,160,000 |  |
| SAC24849 | $\begin{aligned} & \text { Project } \\ & \text { Development } \\ & \text { Only } \end{aligned}$ | Sacramento | Sacramento County | B- Road \& Highway Capacity | Cordova Hills | New 2 lane roadway from Street "A" to North Loop Rd with Class 2 Bike Lines, NEV Compact, median, landscaping, sidewalks, and 2 roundabouts at Street "A" and University Blvd | Completion after 2036 | \$8,167,50 |  |
| SAC28850 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Cordova Hills | New 2 lane roadway from Street "A" to University Ave with Class 2 Bike Lines, NEV Compact landscaping sidewalks | Completion after 2036 | \$3,480,00 |  |
| SAC28851 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sacramento | Sacramento County | B- Road \& Highway Capacity | Cordova Hills | New 2 lane roadway from University Ave to North Loop Rd with Clas 2 Bike Lines, NEV Compact, landscaping, sidewalks | Completion after 2036 | \$2,32,000 |  |
| SAC27713 | yes | Sacramento | Sacramento County | A- Bike \& Ped | Cotage Way Road Diet | On Cottage Way between Cortez Lane and Watt Ave: Install bike lanes, a "road diet" (reduce travel lanes from 4 to 3 ), and modify intersections. (HSIP6-03-016) | Completion by 2020 | \$700,000 | \$700,000 |
| SAC19610 | $\begin{array}{\|c} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sacramento | Sacramento County | B- Road \& Highway Capacity | Cypress Ave. | Widen: 4 lanes from Pasadena Ave. to Manzanita Ave. | Completion after 2036 | \$10,441,000 |  |
| SAC24520 | Yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Dillard Rd. Bridge Scour Countermeasures | Dillard Rd., over Cosumnes river, 0.2 miles south of S.R. 16: Install scour countermeasures on scour critical bridge. | Completion by 2020 | \$1,278,751 | \$1,278,751 |
| SAC2463 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Douglas Rd. - Zinfandel Dr. to Rancho Cordova City Limit | Widen Douglas Road, from Zinfandel Drive to Rancho Cordova west City Limits, from 2 to 4 lanes. | 2021-2036 | \$2,400,000 | \$3,753,000 |
| SAC22410 | yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Douglas Road Extension | In Sacramento County, Douglas Road from Zinfandel Drive to Kiefer Boulevard; new 4 lane roadway with raised landscaped median, curb, gutter and sidewalk, improvements also include installation of traffic signals at Douglas/Kiefer and Douglas/Excelsior Road. No R/W acquisition, only conveyance/process costs. | 2021-2036 | \$19,837,200 | \$31,024,000 |
| SAC24975 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Eagles Nest Road Widening | In Sacramento County, Zinfandel Drive from Jackson Road (State Route 16) to Kiefer Boulevard, construct and widen from 2 to 4 lanes with curb, gutter, sidewalk, raised landscaped median and traffic signal modification at Jackson Road (State Route 16). | Completion after $2036$ | \$4,80,000 |  |
| SAC22430 | ves | Sacramento | Sacramento County | B- Road \& Highway Capacity | Eages Nest Road Zinfandel Drive Widening | In Sacramento County, Eagles Nest Road Zinfandel Drive from Kiefer Boulevard to Douglas Road, construct and widen from 2 to 4 lanes with curb, gutter, sidewalk, raised landscaped median; improvements also include the installation of a box culvert and traffic signal at Eagles Nest Road/Kiefer Boulevard. | 2021-2036 | \$11,800,000 | \$18,454,000 |
| SAC24529 | ves | Sacramento | Sacramento County |  | Easton Valley Pkwy. | Construct New Road: 4 lanes from Hazel Ave. to Prairie City Rd. | 2021-2036 | \$36,000,000 | \$56,302,000 |
| SAC24766 | yes | Sacramento | Sacramento County | A- Bike \& Ped | El Camino Avenue Phase 2 - Street and Sidewalk Improvements | In Sacramento County, on El Camino Avenue from Watt Avenue to Verna Way; Project features include sidewalk and walkway construction, installation of bicycle lanes, improvements to existing signalized and unsignalized intersections, drainage improvements, transit stops, and other improvements to benefit bicycle and pedestrian access and safety. | Completion by 2020 | \$2,25,000 | \$2,250,00 |
| SAC29973 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Onlv } \end{gathered}$ Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | El Centro Rd. | 41 anes from 1-80 to Arena Blvd (City of Sacramento Limits) | Completion after 2036 | \$8,500,000 |  |
| SAC24943 | Yes | Sacramento | Sacramento County | B- Road \& Highway | Elder Creek Rd. | Widen: 4 lanes from South Watt Ave. to Excelsior Rd. | 2021-2036 | \$2,100,000 | \$3,284,000 |
| SAC24380 | yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Elk Grove-Florin Rd. Bridge | Elk Grove-Florin Rd, over Elder Creek, 0.1 mi north of Gerber Rd.: Rehabilitate functionally obsolete 2 lane bridge and widen to 6 lanes. | Completion by 2020 | \$6,097,301 | \$6,097,301 |
| SAC15170 | yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Elk Grove-Florin Rd. Widening | In Sacramento County, Elk Grove-Florin Road from North of Elder Creek to Florin Road: widen from 2 to 4 lanes. (Existing Elder Creek bridge is being replaced and widened to 6 lanes SAC24380) | Completion by 2020 | \$6,215,000 | \$6,215,00 |
| SAC24525 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Ekhorn Blva. | Widen: 4 lanes from Lone Tree Rd. to Hwy 99. | Completion after 2036 | \$210,000 |  |
| SAC24526 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sacramento | Sacramento County | B- Road \& Highway Capacity | Ekhorn Blvd. | Widen: 6 lanes from Lone Tree Rd. to Hwy. 99. | Completion after 2036 | \$110,000 |  |
| SAC24527 | Yes | Sacramento | Sacramento County | B- Road \& Highway | Ekhorn Blvd. | Construct New Road: 2 lanes from Airport Blvd. / Crossfield Dr. to Power Line Rd. Includes: landscaped medians. | 2021-2036 | 58,200,000 | \$10,006,000 |
| S4C2431 | yes | Sacrame | sacrament County | B- Road \& Highway | Ekhorn | Street | $2021-2036$ | \$3065000 | 44793000 |
| SAC29338 | $\begin{gathered} \text { Project } \\ \text { Development } \end{gathered}$ | Sacramento | Sacramento County | B- Road \& Highway Capacity | Ekhorm Blv. | Widen: 6 Lanes from Metro Air Parkway to Lone Tree Rd | Completion after 2036 | \$640,000 |  |

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but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP to the MTP/SSS following a technical analysis and consistency with plan requirements. While total costs are shown orthese
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | county | LeAd Agency | Category | TITLE | PROEECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SAC29974 | Project Development Only | sacramento | Sacramento County | B- Road \& Highway Capacity | Ekkhorn Blvd | 4 lanes from Airport Blvd. / Crossfield Dr. to Lone Tree Rd | Completion after 2036 | \$14,800,000 |  |
| SAC15230 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Ekkhorn Blva. Widening | In Sacramento County, Elkhorn Blvd. from Watt Ave. to Don Julio Blvd.: widen from 4 to 6 lanes. | 2021-2036 | \$14,284,000 | \$22,339,000 |
| SAC15180 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Ekhorn Boulevard Widening | In Sacramento County, Elkhorn Boulevard from Rio Linda Boulevard to SR 99: widen from 2 to 4 lanes, including bridge over Natomas east main drain, landscaping, new RR crossing and bike/ped facilities. | 1-203 | \$14,000,000 | \$21,895,000 |
| SAC22300 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \\ \hline \end{array}$ | Sacramento | Sacramento County | B- Road \& Highway Capacity | Evererta Rd. | Widen: 4 lanes from Rio Linda Blvd. to connection to north side of the Sacramento International Airport. Includes: bicycle and pedestrian facilities | Completion after 2036 | \$2,60,000 |  |
| SAC24533 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sacramento | Sacramento County | B- Road \& Highway | Evereta Rd. | Widen: 6 lanes from Watt Ave, to Dutch Haven Ave. | $\begin{aligned} & \text { Completion after } \\ & 2036 \\ & \hline \end{aligned}$ | \$750,000 |  |
| SAC19620 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity Capacity | Evererta Road \& Dry Creek Bridge Widening | Widen Elverta Rd. from Dutch Haven Blvd. to Watt Ave. from 2 to 4 lanes. North Channel Dry Creek Bridge, between 28th St. and Gibson Ranch Park Rd.: replace 2 lane bridge with 6 lane bridge. | Completion by 2020 | \$16,408,452 | \$16,408,452 |
| SAC24248 | yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Everta Road Extensio | In Northern Sacramento County: Extension of Elverta Road from just south east of Sand City Drive to Don Julio Boulevard; new 6 lane roadway extension to Don Julio Boulevard with a traffic signal modification at the intersection of Elverta Road and Don Julio Boulevard and a possible realignment of Antelope Road to Elverta Road. | 2021-2036 | \$750,000 | \$915,000 |
| SAC19621 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Everta Road Widening | Widen Elverta Rd. from Rio Linda Blvd. to Dutch Haven Blvd. from 2 to 4 lanes including landscaped median, ADA improvements, transit access and bike/pedestrian facilities. | 2021-2036 | \$14,797,000 | \$23,142,000 |
| SAC24391 | $\begin{array}{\|c} \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | sarr | Sacramento County | B- Road \& Highway Capacity | Excelsior Rd. | Widen: 4 lanes from Hwy. 16 to Calvine Rd. Includes: landscaped median, bicycle and pedestrian improvements, new traffic signal(s), traffic signal modification(s), and ADA compliant improvements. | $\begin{aligned} & \text { Completion after } \\ & 2036 \\ & \hline \end{aligned}$ | \$22,500,000 |  |
| SAC24263 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Exelslior Road Widening | In Sacramento County: Between Kiefer Boulevard/Douglas Road Extension and Jackson Road (SR16); construct and widen to 4 lanes with raised landscaped median and curb and gutter. Improvements also include the construction of a pit pump station. | 2021-2036 | \$12,000,000 | \$18,767,000 |
| SAC24799 |  | Sacramento | Sacramento County | B- Road \& Highway Capacity | Fair Oaks Blvd Widening | Widen 2 to 4 Lanes from Sunset Ave to Madison Ave | $\begin{aligned} & \text { Completion after } \\ & 2036 \\ & \hline \end{aligned}$ | \$4,000,000 |  |
| SAC24749 | Yes | Sacramento | Sacramento County | A- Bike \& Ped | Fair Oaks Blvd. Bicycle and Pedestrian Mobility Project | Fair Oaks Blvd. between Howe Ave. and Munroe St.,: Develop Fair Oaks Master Plan, Design and construct two traffic signals within the project limits. | Completion by 2020 | \$1,600,011 | \$1,600,011 |
| SAC24748 | Yes | Sacramento | Sacramento County | A- Bike \& Ped | Fair Oaks Blvd. Phase 3 (FOBl-3) | Fair Oaks Blvd., from north of Marconi Ave. to Stanley Ave., with design work continuing north to North Ave.,: Sidewalk gap closures and improvements, landscaped medians, and continuous bicycle lanes. (Emission Benefits in kg/day: 0.05 ROG, 0.04 NOX, 0.02 PM10) | Completion by 2020 | \$4,419,971 | 54,419,971 |
| SAC24680 | Yes | Sacramento | Sacramento County | A- Bile \& Ped | Oaks Blvd. Sidewalks and | Fair Oaks Blvd. between Day Dr. and Arden Way: Install sidewalks, curb ramps, curb and gutter. (HSIP5-03-019) | Completion by 202 | \$607,460 | \$607,460 |
| SAC16800 | Yes | Sacr | Sacramento County | G- System Management, Operations, and ITS | Fair Oaks Boulevard Improvements Phase 2 | In Sacramento County and Community of Carmichael: The project includes roadway and pedestrian improvements along Fair Oaks Boulevard from 400 feet south of Landis Avenue to Engle Road. Improvements along Fair Oaks Boulevard will consist of rehabilitating the roadway, bike lanes, medians, consolidated curb cuts, enhanced bus stops, separated sidewalks, landscaping and streetscape, ADA compliant improvements, and transit access. The project also includes a new traffic signal at Landis Avenue and traffic signal modifications at Grant Avenue and Engle Road that will facilitate pedestrian connections on either side of Fair Oaks Boulevard. Installation of curb, gutter, and sidewalk on the south side of Grant Avenue from the Fair Oaks Boulevard intersection to 900 feet west of Fair Oaks Boulevard is also included. | Completion by 2020 | \$6,056,665 | 56,056,665 |
| SAC24650 | Yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Fair Oaks Bulevard Improvements, Phase 3 | In Sacramento County and Community of Carmichael: On Fair Oaks Boulevard, 500' north of Marconi Avenue to 400' south of Landis Avenue: Various improvements to improve, safety and mobility. Construction improvements include, rehabilitating the roadway, landscaping and streetscape, medians, ADA compliant improvements, transit access, bike and pedestrian facilities, traffic signal modification at Stanley Avenue and a new traffic signal at Robertson Avenue. | Completion by 2020 | \$3,000,000 | \$3,00,000 |
| SAC24597 | Yes | Sacramento | Sacramento County | F-Transit 0\&M (Bus) | FFY 2010-2016 Operating Assistance for Sacramento County Rural Transit Program | Operating assistance for rural transit services within Sacramento County. Outside the Sacramento Urbanized Area.FFY 2015: $\$ 340,000$ FFY 2016: $\$ 340,000$ | Completion by 2020 | \$3,516,548 | \$3,516,548 |
| SAC24750 | Yes | Sacramento | Sacramento County | A- Bike \& Ped | Florin Creek Trail/SOFA Bike \& Pedestrian Improvements | Florin Creek Trail and on Florin Mall Dr.,: provide bicycle parking racks, way finding signage, and ADA street crossing improvements. (Emission Benefits in $\mathrm{kg} /$ day: 0.01 ROG) | Completion by 2020 | \$1,28,922 | \$1,280,922 |
| SAC24281 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Florin Rd. | Widen: 4 lanes from Elk Grove-Florin Rd. to Vineyard Rd. Includes: a traffic signal modification at Bradshaw and a couple of new traffic signals at Hedge Ave. and Waterman Rd. | 2021-2036 | \$23,700,000 | \$28,921,000 |
| SAC24282 | Project Development Only | Sacram | Sacramento County | B- Road \& Highway Capacity | Florin Rd. | Widen: 4 lanes from Vineyard Rd. to Sunrise Blvd. Includes: 3 new traffic signals at the intersections of Excelsior Rd., Eagles Nest Rd. and Sunrise Blvd. | Completion after 2036 2036 | \$1,850,000 |  |
| SAC24578 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Only } \end{gathered}$ | Sacramento | Sacramento County | B- Road \& Highway Capacity | Florin Rd. | Widen: 6 lanes from Florin Perkins to Ek Grove-Florin | Completion after 2036 | \$500,000 |  |
| SAC24518 | Yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Franklin Blvd Bridge Replacement | Franklin Blvd over Mokelumne River overflow, 1.8 miles north San Joaquin county line: Replace the existing structurally deficient 2 lane bridge with a new 2 lane bridge | Completion by 2020 | \$11,716,001 | \$11,716,001 |
| SAC2944 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Fruitridge Rd | Widen: 4 Lanes from s. Watt Ave to Bradshaw | 2021-2036 | \$600,000 | \$938,000 |
| SAC24800 | Project Development Only | acrame | Sacramento County | B- Road \& Highway Capacity | Garfield Ave | 4 Lanes from Cypress Ave to Winding Way | Completion after 2036 | \$2,30,000 |  |
| SAC24754 | Yes | Sacramento | Sacramento County | A- Bike \& Ped | Garfield Ave. Bike Lanes and Pedestrian Connectivity Project | Garfield Avenue from Whitney Avenue to Madison Avenue: Install bicycle lanes, construct sidewalks (Whitney Avenue to Gibbons Drive), and install a new traffic signal at the intersection of Garfield Avenue and Engle Road. (Emission Benefits in kg/day: . 03 ROG, .07 NOx, 01 PM10) | Completion by 2020 | \$2,500,166 | \$2,50, 166 |
| SAC2942 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Gerber Road | Widen 4 lanes from Vineyard Rd. to Excelsior Rd. | Completion after 2036 | \$450,000 |  |
| SAC19690 | Yes | Sacramento | Sacramento County | $\begin{aligned} & \text { Reraory \& Highway } \\ & \text { Bapacity } \\ & \hline \end{aligned}$ | Gerber Road Widening | In Sacramento County, Gerber Road from Bradshaw Road to Vineyard Road: widen from 2 to 4 lanes. | 2021-2036 | 56,68,000 | \$10,460,000 |
| SAC24035 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Gerber Road Widening | Widen Gerber Road between Elk Grove-Florin Road and Bradshaw Road from 3 to 4 lanes. (This road is already 3 lanes (two westbound and one eastbound)from Elk Grove-Florin Road to about 1/4-mile west of Bradshaw Road.) | Completion by 2020 | 53,854,000 | \$ ${ }^{\mathbf{5}, 854,000} \mathbf{}$ |
| SAC28852 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Glenborough Drive | Construct New 4 lane road between Easton Valley Parkway and Folsom Blvd. | 2021-2036 | \$26,000,000 | \$31,727,000 |
| SAC19090 | Project <br> Development <br> Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Greenback Lane Widening | Widen Greenback Lane from Fair Oaks Blvd to Hazel Ave from 4 to 6 lanes. | Completion after 2036 | \$3,50,200 |  |
| SAC24255 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Hazel Ave - U.S. 50 to Folsom Blvd | In Sacramento County, Hazel Avenue, between Folsom Boulevard and US Highway 50: multi-modal corridor improvements, interchange improvements, and widening of Hazel Avenue between Folsom Boulevard and US Highway 50 . | 2021-2036 | \$66,418,000 | \$66,418,000 |
| SAC24626 | ves | Sacramento | Sacramento County | B- Road \& Highway Capacity | Hazel Ave Widening Phase 3 | Sacramento County, Hazel Avenue, from Sunset Ave. to Madison Ave.: Widen from 4 to 6 lanes. New traffic signals at Roediger Lane and Phoenix Avenue. Improve existing and projected traffic congestion; enhance pedestrian and bicycle mobility in the corridor, address safety concerns, and improve the aesthetics of the corridor. | Completion by 2020 | \$14,649,000 | \$14,649,000 |

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to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for theses
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | Lead agencr | category | TITLE | PROJECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SAC24625 | yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Hazel Ave Widening, Phase 2 | Sacramento County between Curragh Downs Drive and Sunset Avenue; Widen Hazel Avenue from four to six lanes. Includes appraisals and acquisitions of necessary right of way adjacent to the proposed improvements. Traffic signal modifications at Curragh Downs Drive, Winding Way, Sunset Avenue, and La Serena Drive. Improvements also include new facilities for pedestrians and bicycles including class II bike lanes and separated sidewalks. (CMAQ to only fund new bicycle and pedestrian facilities) | Completion by 2020 | \$23,58,000 | \$23,518,000 |
| SAC23160 |  | Sacra | Sacramento County | B- Road \& Highway Capacity | Hazel Ave. extension | Construct New Road: 4 lane limited access Rd. through Aerojet s property between Easton Valley Pkwy. and Grant Line Rd./White Rock Rd. | Completion after 2036 | \$18,000,051 |  |
| SAC24268 | yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Hazel Ave. Impro | In Sacramento County and City of Rancho Cordova: Between Easton Valley Parkway and Folsom Boulevard; joint project with the City of Rancho Cordova to construct a new 6 -lane expressway with special treatment. | Completion by | \$15,000,000 | \$15,000,000 |
| SAC2380 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sacramento | Sacramento County | $\begin{array}{l}\text { B- Road \& Highway } \\ \text { Capacity }\end{array}$ | Hazel Avenue | In Sacramento Countr, Hazel Avenue from Madison to Sacramento/Placer County line: Widen from 4 to 6 lanes. | Completion after 2036 | \$105,000,000 |  |
| SAC24681 | yes | Sacramento | Sacramento County | $\begin{array}{\|l} \begin{array}{l} \text { B- Road \& Highway } \\ \text { Capacity } \end{array} \\ \hline \end{array}$ | Howe Ave. Road | This is phase 1 of a two-phase project. NEPA is done in Phase 1 and covers the whole project scope (both phases). The project is designed and constructed in two phases:Phase 1- between El Camino Avenue and Red Robin Drive/Tallac Street: reduce travel lanes from 4 to 2 lanes with a center two-way left-turn lane, new bike lanes and sidewalks, curb and gutter. Modify mid-block pedestrian signal. (HSIP5-03-020)Phase 2 - between Red Robin Drive/Tallac Street and Marconi Avenue: reduce travel lanes from 4 to 2 lanes with a center two-way left-turn lane, new bike lanes and sidewalks, curb and gutter. Modify the intersection of Howe Avenue and Marconi Avenue. (SAC24760) | Completion by 2020 | \$1,614,660 | \$1,614,660 |
| SAC24760 | ves | Sacramento | Sacramento County | A- Bike \& Ped | Howe Avenue Bile \& Ped (Road Diet) Phase 2 | Howe Avenue between Red Robin Drive/Tallac Street and Marconi Avenue: reduce travel lanes from 4 to 2 lanes with a center two-way left-turn lane (Road Diet); install new bike lanes, sidewalks, curb and gutter. Modify the intersection of Howe Avenue and Marconi Avenue. (ATP\# 0092)(Toll Credits for PE, ROW, CON) (NEPA done in Phase 1, SAC24681) | Completion by 2020 | \$1,853,000 | \$1,85,000 |
| SAC22290 | Yes | Sacramento | Sacramento County | A- $\mathrm{B}^{\text {d }}$ | 1-80 Bicycle / Pedestrian Crosing | In Sacramento County, conduct studies, and environmental work for a bicycle/pedestrian crossing of $1-80$ west of Madison Avenue. | 2021-2036 | \$550,000 | \$671,000 |
| SAC24682 | Yes | Sacramento | Sacramento County | G- System Management, Operations, and ITS | Itersection Dilemma Zone Protection | Ten (10) signalized intersections throughout the city: Provide advanced "dilemma zone" protection for the high speed main street approaches at ten existing signalized intersections. (HSIP5-03-021) | Completion by 2020 | \$313,800 | \$313,800 |
| SAC24604 | Yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Ione R//Buckeye Creek Bridge Replacement | Ione Rd, over Buckeye Creek, 0.2 mi S of Meiss Rd. Replace the existing structurally deficient 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON.) | Completion by 2020 | \$1,990,000 | \$1,990,00 |
| SAC24606 | Yes | Sacramen | Sacramento Count | C- Maintenance \& Rehabilitation | Ione Rd/Willow Creek Bridge Replacement | Ione Rd, over Willow Creek, 0.5 miS Carbondale Rd. Replace the existing structurally deficient 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW \& CON) | Completion by 202 | \$2,842,000 | \$2,842,00 |
| SAC24884 |  | Sacramento | Sacramento County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Jackson Hwy (SR 16) @ Watt | Construct a new roadway grade separation interchange at the intersection of Jackson Hwy and Watt Ave. | Completion after 2036 | \$25,000,000 |  |
| SAC24940 |  | Sacramento | Sacramento County | B- Road \& Highway Capacity | Jackson Hwy. (SR 16) | Widen: 4 Lanes from Grant Line Rd. to Murrieta Parkway | Completion after <br> 2036 | \$30,00,000 |  |
| CAL15410 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Jackson Hwy. (SR 16) | Widen: 4 lanes from South Watt Ave. to Excelsior Rd. Includes: continuous left turn lane. | 2021-2036 | \$60,000,000 | \$73,217,000 |
| SAC24287 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Onlv } \end{gathered}$ | Sacramento | Sacramento County | B- Road \& Highway Capacity | Jackson Hwv. (SR 16) | Widen: 6 lanes from South Watt Ave. to Exelsior Rd. | Completion after 2036 | \$40,000,000 |  |
| SAC24688 | Yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Jibbom St. Bridge Rehabilitatio | Jibboom St. over American River, 0.1 miles north or Richards Blvd.: Rehabilitate bridge, no added lane capacity. (Toll credits for PE \& CON) | Completion by 2020 | \$10,117,00 | \$10,117,000 |
| SAC24801 | Project <br> Development <br> Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Kenneth Avenue | 4 Lanes from Madison Ave to Oak Ave | Completion after 2036 | \$10,300,000 | \$10,11,000 |
| SAC24769 | res | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Kiefer blud Over Deer Creek | Kiefer Blvd over Deer Creek, 0.7 Mi NW State Rte 16. Replace the existing functionally obsolete one lane structure with a new two lane bridge. (Toll Credits for PE \& CON) | Completion by 2020 | \$1,820,000 | \$1,82,000 |
| SAC22320 | Project <br> Development <br> Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Kiefer Blvd. | Construct New Road: 4 lanes from Bradshaw Rd. to Sunrise Blvd. Includes: bicycle and pedestrian facilities | Completion after 2036 | \$51,200,000 | 1,82,000 |
| SAC15200 | ves | Sacramento | Sacramento County | G- System Management, Operations, and ITS | Left Turn lanes | In Sacramento County, various locations, installation of left turn lanes. | Completion by 2020 | \$705,000 | \$739,000 |
| SAC24570 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Lone Tree Rd. | Widen: 4 lanes from Meister Wy. to Everta Rd. | Completion after 2036 | \$9,125,000 |  |
| SAC24257 | Project Development Only | Sacramento | Sacramento County | $\begin{array}{\|l} \begin{array}{l} \text { B- Road \& Highway } \\ \text { Capacity } \end{array} \\ \hline \end{array}$ | Madison Ave Widening | This project will widen Madison ave from 4 to 6 lanes between Hazel Ave and Greenback Lane in the Fair Oaks area. The project proposes to widen the roadway to accommodate two additional traffic lanes, a raised landscaped median, bicycle and pedestrian facilities, traffic signal modifications and traffic operations system upgrades, landscaping and streetscape enhancements, and soundwalls. | Completion after $2036$ | \$22,361,626 |  |
| SAC16500 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Madison Avenue Widening | Madison Avenue from Fair Oaks Blvd. to Hazel Ave.: Widen from 4 to 6 lanes. | 2021-2036 | 528,246,752 | \$28,246,752 |
| SAC24802 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Main Avenue | 4 Lanes from Madison Ave to Oak Ave | Completion after 2036 | \$7,900,000 |  |
| SAC24571 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Manzanita Ave. | Widen: 6 lanes from Fair Oaks to Cypress; 4 lanes from Cypress to Madison Ave. | Completion after 2036 | \$1,600,000 |  |
| SAC24605 | ves | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Mckenzie Rd//laguna Creek Bridge Replacement | McKenzie Rd, over Laguna Creek, 0.9 mi S of Arno Rd. Replace the existing structurally deficient 2 lane bridge with a new 2 lane bridge. (Toll credits for PE,R/W \& CON.) | Completion by 2020 | \$4,994,000 | \$4,994,000 |
| SAC24573 |  | Sacramento | Sacramento County | B- Road \& Highway Capacity | Meister Way Rd. | Construct New Road: 4 lane Rd. from Metro Air Pkwy. to Lone Tree Rd. | Completion after 2036 | \$2,500,000 |  |
| SAC24574 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \\ \hline \end{array}$ | Sacramento | Sacramento County | B- Road \& Highway Capacity | Meister Way Road | Construct New Road: 4 lanes from Lone Tree Rd. to Hwy. 99 . | Completion after 2036 | \$3,640,000 |  |
| SAC24512 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Metro Air Parkway | In Sacramento County, Metro Air Parkway from north of I-5 to Elverta Road: Widen roadway from 2 to 4 lanes. | Completion by 2020 | \$5,320,000 | \$5,320,000 |
| SAC24937 |  | Sacramento | Sacramento County | B- Road \& Highway Capacity | Metro Air Parkway | Widen: from 4 to 6 Lanes from 1.5 to Everta Rd | Completion after 2036 | \$2,35,800 |  |
| CAL20607 | ves | Sutter | Caltran D3 | C- Maintenance \& Rehabilitation | SR 99 Passing Lanes | Passing Lanes: Yuba City to Butte County Line. | 2021-2036 | \$20,000,000 | 524,406,000 |
| SAC24609 | Yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Michigan Bar Rd/Cosumnes River Bridge Replacement | Michigan Bar Rd, over Cosumnes River, 1.2 mi north of SR 16. Replace the existing one lane structurally deficient bridge with a new 2 lane bridge. (Toll credits for PE, ROW, \& CON) | Completion by 2020 | \$13,783,000 | \$13,783,000 |
| SAC24620 | yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | New Hope Rd Bridge Replacement | New Hope Rd over Grizzley Slough, 0.5 mi north of San Joaquin/Sacramento County Line: replace existing structurally deficient 2 -lane bridge with a new 2 -lane bridge. | Completion by 2020 | \$5,68,403 | \$5,683,403 |
| SAC24251 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sacramento | Sacramento County | B- Road \& Highway Capacity | Oak Ave. |  | Completion after 2036 | \$16,400,000 |  |
| SAC24753 | yes | Sacramento | Sacramento County | A- Bike \& Ped | Old Forin Town Streetscape Phase 2 | Florin Rd. out to Power Inn Rd. to the west and Florin Perkins Rd/French Rd. to the east.,: Augment phase 1 of the streetscape by installing continuous separated sidewalks, bicycle lanes, improved transit facilities, median channelization, and improved street lighting. (CMAQ Emission Reductions in kg/day: 0.02 ROG, 0.02 NOx 13, 0.01 PM10) | Completion by 2020 | \$4,516,947 | \$4,516,947 |
| SAC24714 | Yes | Sacramento | Sacramento County | A- Bike \& Ped | Pedestrian Improvements, Various Locations | Various locations throughout Sacramento County: Construct sidewalks, curb ramps, curbs and gutters. (HSIP6-03-017) | Completion by 2020 | \$1,265,000 | \$1,265,000 |

Projects isted as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan reauirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SS following a technical analysis and consistency with plan requirements. While total costs are shown of these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | lead agency | category | TITLE | PROJECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | year of EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SAC24715 | ves | Sacramento | Sacramento County | A- Bik \& Ped | Pedestrian Improvements, Various Loca | Various locations in Sacramento County: Construct sidewalks, curb ramps, curbs and gutters. (HSIP6-03-018) | Completion by 2020 | \$1,576,618 | \$1,576,6 |
| SAC24274 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Power Inn Rd Widening | This project will include the road widening of Power Inn Rd between Florin Rd and Elder Creek Rd to accommodate two through lanes in each direction, a center two way left turn lane, a 6-foot bike lane on the east side, and a 5 -foot bike lane with curb, gutter, and sidewalk on the west side. | 2021-2036 | \$1,662,000 | \$2,028,000 |
| SAC2803 | Project Development Only | Sacramento | Sacramento County | $\begin{aligned} & \begin{array}{l} \text { B- Road \& Highway } \\ \text { Capacity } \end{array} \\ & \hline \end{aligned}$ | Power Line Road | 4 Lanes from Road A to Placer County Line | Completion after 2036 | \$7,200,000 |  |
| SAC24330 | Yes | Sacramento | Sacramento County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Praire City Road Widening | Widen Prairie City Road from 2 to 4 lanes between US 50 and White Rock Road. | 2021-2036 | \$11,000,000 | \$13,423,000 |
| SAC28804 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Rio Linda Blva | (Elverta Specific Plan Mitigation) 4 Lanes from Elverta Rd to Sorento Rd | Completion after 2036 | \$8,50,000 |  |
| SAC24805 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Rio Linda Blva | 4 Lanes from Elkhorn Blvd to Everta Rd | Completion after 2036 | 58,25,000 |  |
| SAC29935 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \\ \hline \end{array}$ | Sacramento | Sacramento County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Rio Linda Blvd | Widen: 4 Lanes from Ascot Ave to Elkhorn Blvd | $\begin{aligned} & \text { Completion after } \\ & 2036 \\ & \hline \end{aligned}$ | \$433,800 |  |
| SAC24617 | Yes | Sacramento | Sacramento County | C-Maintenance \& | Rio Linda Blvd Bridge Replacement | Rio Linda Blvd over North Channel of Dry Creek, 0.8 mi south of Elkhorn Blvd: Replace 2-lane bridge with new 2 -lane bridge. | Completion by 2020 | \$2,338,764 | \$2,388,764 |
| SAC24806 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sacramento | Sacramento County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Road A | 4 Lanes from Power Line Road to Lone Tree Rd | Completion after $2036$ | \$4,000,000 |  |
| SAC24768 | Yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Road Rehab | In Sacramento County: 1) on Palmer House Drive between Gerber Road and Skander Way, and 2) on Garfield Avenue between Verner Avenue (south) and Greenback Lane; overlay with rubberized or conventional asphalt concrete, repair damaged areas of the roadway (base repairs), install curb ramps, adjust utility covers, grind the existing pavement to conform the overlay (wedge grind), replace traffic loop detectors, replace striping, and other work as necessary to complete the overlay. The project will also install bike lanes on Palmer House Drive from Renton Way to Skander Way, and on Garfield Avenue from Verner Avenue (south) to Greenback Lane. | Completion by 2020 | \$1,569,435 | \$1,569,435 |
| SAC24413 | Yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Road |  | Completion by 202 | 57,840,122 | 57,840,122 |
| SAC19680 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Roseville Rd. | Widen: 4 lanes from Watt Ave. to Walerga Rd. | 2021-2036 | \$38,42,000 | \$60,00,000 |
| SAC24575 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | sacrame | Sacramento County | B- Road \& Highway Capacity | Rosevill | Widen: 4 lanes from Antelope Rd. to Placer County line. | Completion after $2036$ | \$6,750,000 |  |
| SAC24581 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \\ \hline \end{array}$ | Sacramento | Sacramento County | B- Road \& Highway Capacity | Routier Road Extension Happy Ln. | Road Extension: 4 lanes from Keifer Blvd. to Jackson Rd (Rte 16) | $\begin{aligned} & \text { Completion after } \\ & 2036 \end{aligned}$ | \$1,500,000 |  |
| SAC24584 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Routier Road Extension Happy Ln. | Road Extension: 4 lanes from Old Placerville Rd. to kiefer Blvd. | Completion after | \$1,300,000 |  |
| SAC23540 | Yes | Sacramento | Sacramento County | B- Road \& Highway | s. Watt Ave. | Widen: 6 lanes from Elder Creek Rd. to Fruitridge Rd. | 2021-2036 | \$20,000,000 | \$31,279,000 |
| SAC23860 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | s. Watt Ave./ Elk Grove Florin Rd. | Widen: 6 lanes from Fruitridge Rd. to Kiefer Blvd. | 2021-2036 | \$10,000,000 | \$15,63, 000 |
| SAC24259 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \\ \hline \end{array}$ | Sacramento | Sacramento County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | s. Watt Ave./ Ek Grove Florin Rd. | Widen: 6 lanes from Folsom Blvd. to Calvine Rd. | $\begin{aligned} & \text { Completion after } \\ & 2036 \\ & \hline \end{aligned}$ | \$3,250,000 |  |
| SAC24807 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Sorento Rd | Widen: 4 Lanes from Elverta Rd to Placer County Line | Completion after | \$6,00,000 |  |
| SAC19290 | Yes | Sacramento | Sacramento County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | South Watt Avenue Widening | Widen South Watt Avenue from Florin Road to Jackson Road (Route 16) from 2 to 4 lanes | 2022-2036 | \$18,871,917 | \$29,51,000 |
| SAC24632 | Yes | Sacramento | Sacramento County | A- Bike \& Ped | Stevenson Ave. Sidewalks (SRTS) | Stevenson Ave. from the southeast corner of Anna Kirchgater Elementary School to the existing sidewalk near Marjon Way: Construct sidewalk, curb, gutter, and curb ramps. SRTS3-03-007 | Completion by 2020 | \$768,700 | 5768,700 |
| SAC19700 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Only } \end{gathered}$ | Sacramento | Sacramento County | B- Road \& Highway Capacity | Stockton Blvd. | Widen: 6 lanes from 65 th Ave. to Hwy. 99. | Completion after 2036 $2036$ | \$23,800,000 |  |
| SAC19710 | Yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Surise Blvd. | In Sacramento County: Sunrise Blvd. between Jackson Highway and Grantline Road; Widen from 2 to 4 lanes | 2022-2036 | \$12,000,000 | \$18,767,00 |
| SAC24261 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Sunrise Blvd. | Widen: from Madison Ave. to Gold Country Blvd. ITS Strategies and partial grade separation at Fair Oaks Blvd and transit enhancements | Completion after 2036 | \$6,162,807 |  |
| SAC24808 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Sunset Ave | 4 Lanes from San Juan Avenue to Fair Oaks Blvd | Completion after 2036 | \$6,100,000 |  |
| SAC24716 | yes | Sacramento | Sacramento County | G- System Management, Operations, and ITS | Traffic Signal Upgrades | At 32 intersections throughout Sacramento County: Upgrade traffic signals. (HSIP6-03-019) | Completion by 2020 | \$1,060,900 | \$1,060,900 |
| SAC24522 | yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Twin Cities Rd Bridge Replacement | Twin Cities Rd, over Snodgrass Slough: Replace the existing 2 lane structurally deficient structure with a new 2 lane structure. | Completion by 2020 | \$17,550,002 | \$17,550,002 |
| SAC24772 | Yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Tyler Rd Over Georgiana Slough | Tyler Is Br Rd over Georgiana Slough, 1.5 Mi E of Isleton. Replace the existing 2 lane bridge with a new 2 lane bridge. Toll Credits for PE \& CON | Completion by 2020 | \$13,618,00 | \$13,618,000 |
| SAC24283 | Project Development Only | acramento | Sacramento County | B- Road \& Highway Capacity | Vineyard Rd. | Construct New Road: Enhanced 24 lanes from Gerber Rd. to Jackson Hwy. | Completion after 2036 | \$2,900,000 |  |
| SAC24036 | Yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Vineyard Road Bridge Replacement | Vineyard RD, over Laguna Creek, 0.8 MI North of Calvine RD. Replace existing 2 lane bridge with new 2 lane bridge. [See also SAC24156] | Completion by 2020 | \$4,141,360 | \$4,141,360 |
| SAC28809 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | W. 6th Street-Rio Linda | 4 Lanes from Elkhorn Blvd to Everta Rd | Completion after | \$1,00,000 |  |
| SAC24687 | yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Walnut Grove Bridge Rehab | In Walnut Grove, Walnut Grove crossing, over Sacramento River: Rehabilitate existing bridge. | Completion by 2020 | \$2,769,375 | \$2,769,375 |
| SAC24285 | Yes | Sacramento | Sacramento County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Waterman Road Widening | In Sacramento County: Between Vintage Park Drive to Florin Road; widen existing roadway to 4 lanes and extend roadway from Gerber Road to Florin Road with an at-grade rail road crossing. | 2021-2036 | \$20,000,000 | \$31,279,00 |
| SAC24885 | yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Waterman Road Widening | In Sacramento County: Between Florin Rd. to Jackson Rd.; construct roadway to 4 lanes | 2021-2036 | \$16,500,000 | \$25,805,000 |
| SAC24939 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Watt Ave | Widen: 6 Lanes from Antelope Rd Everta Rd to Placer County Line | Completion after | \$327,00 |  |
| SAC24352 | Project Development Only | Sacramento | Sacramento County | B- Road \& Highway Capacity | Watt Ave. | Construct New Interchange: Watt Ave. / Folsom Blvd. | Completion after | \$7,50,000 |  |
| SAC24585 | Yes | Sacramento | Sacramento County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | Watt Ave. | Widen: 6 lanes from 1-80 to Palm Ave. Don Julio Blva. | 2021-2036 | \$16,250,000 | \$19,830,000 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these proiects, for budgeting purposes no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SS planning period. Year of to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | Lead Agencr | Category | TITLE | PROJECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SAC15750 | yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | Watt Aven | In Sacramento Countr, Watt Ave: Between Palm Ave. Don Julio Blvd. and Antelope Rd. Elkhorn Blvd. widen to 6 lanes; 3 lanes north bound on Watt Ave and 3 lanes southbound on 34th St; smart growth st. with proposed BRT/HI Bus - exclusive lanes. | 2021-2036 | \$15,600,000 | \$19,036,000 |
| SAC15720 | ves | Sacramento | Sacramento County | B- Road \& Highway | Watt Avenue Widening | In Sacramento County, Watt Ave.: Between Elkhorn Blvd and Antelope Rd widen from 4 to 6 lanes | 2021-2036 | \$9,641,800 | 15,079,00 |
| SAC24662 | yes | Sacramento | Sacramento County | B- Road \& Highway Capacity | White Rock Road - Grant Line Rd. to Rancho Cordova City Limits | Widen White Rock Road, from Grant Line Road to Rancho Cordova easterly City limits, from 2 to 4 lanes. Environmental to be cleared as part of SAC24470. | Completion by 2020 | \$10,000,000 | \$10,000,000 |
| SAC2936 |  | Sacran | Sacramento County | B- Road \& Highway Capacity | Winding Way | Widen: 4 Lanes from Auburn Blvd to San Juan Ave Garfield Ave | Completion after 2036 | \$1,42,500 |  |
| SAC24619 | Yes | Sacramento | Sacramento County | C- Maintenance \& Rehabilitation | Winding Way Bridge Replacement | Winding Way over Chicago Creek, 0.1 mi west of Chicago Ave: Replace existing functionally obsolete 2 -lane bridge with a new 2 lane bridge. | Completion by 2020 | \$2,787,800 | \$2,78,800 |
| SAC24622 | yes | Sacramen | Sacramento Countr | B- Road \& Highway Capacity | Zinfandel Drive Extension \& Realignment | In Sacramento County: Zinfandel Drive, from Douglas Rd. to $7,100 \mathrm{ft}$ south of Douglas Rd.: reconstruct Zinfandel Drive as a two lane road From $7,100 \mathrm{ft}$ south of Douglas Rd. to Kiefer Blvd.: extend Zinfandel Dr. as a two lane road on a slightly different alignment than the existing dirt road. Construct concrete box culvert over creek just north of Kiefer Blvd. | Completion by 2020 | 55,87,000 |  |
| SAC20240 | Ves | Sacramento | Sacramento County | B- Road \& Highway Capacity | Zinfandel Road Widening | Zinfandel Drive, from Southern boundary of the Villages of Zinfande to Douglas Road: Widen from 2 to 4 lanes with a raised landscaped median. (For other phases see SAC24473 and SAC24467) | 2021-2036 | \$1,050,000 | \$1,642,000 |
| SAC24222 | yes | Sacramento | Sacramento County and City of Rancho Cordova | D- Programs \& Planning | Jackson Hwy. (SR 16) from Excelsior to Grant Line Road: Project Development and Operational Improvements | Complete project analysis efforts, as needed, to identify and implement operational improvements to improve safety and traffic flow along the corridor in the near-term. Improvements to study may include intersection improvements, access management strategies, and traffic signalization enhancements that benefit travel for automobiles and commercial vehicles. The project listing also allows other project development activities to advance so the corridor segment can eventually become a four lane facility in a manner that is consistent with the City and County's design guidelines. Rancho Cordova would contribute to portions of work between Sunrise and Grant Line within the city's limits. | 2021-2036 | \$5,00,000 | \$6,101,000 |
| SAC24976 | yes | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | LRV Cab Cameras | Install new in cab surveillance camers in RT's light rail fleet to comply with CPUC General Ofer 172 | Completion by 2020 | \$305,482 | \$320,000 |
| SAC24860 | Ves | Sacrament | Sacramento Regional Transit District | E-Tranit Capital (Minor) | 12 th \& I Street Light Rail Station ADA Improvements Improvements | This project would make ADA improvements at the 12th \& I Street Light Rail Station. Scope includes constructing a new platform and realigning the track. | 2021-2036 | \$11,222,078 | \$13,694,000 |
| RE617953 | yes | Sacramen | Sacramento Regional Transit District | A- Bike \& Ped | 29th St. Light Rail Station Enhancements | 29th St. Light Rail Station, located at R St. between 29th St. and 30th St.: Add two shelters, a surveillance camera, flashing pedestrian crossing signs, two visible message signs, and other transit amenities. (Emission Benefits in kg/day: ROG 0.15, NOx 0.15, PM10 0.06) | Completion by 2020 | \$280,50 | 280,500 |
| REG18019 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Minor) | Rehabilitation/Renovation | Rehabilitation/ Renovation to Enhance ADA Accessibility at Transit Stops/Stations. Provide enhanced system access for persons with disabilities. | Completion by 2020 | \$356,643 | \$356,643 |
| REG18011 | yes | Sacramento | Sacramento Regional Transit District | E- Transit Capital | ADA Serice Vehicle Replacement | Replace fifty paratransit vehicles to provide complementary ADA services within the Regional Transit District area. | Completion by 2020 | \$4,335,000 | \$4,335,000 |
| REG17962 | ves | Sacramento | Sacramento Regional Transit District | ansit Capital (Minor) | ADA Transition Plan Improvements | Passenger Amenities: Complete facility modifications, as required, in order to make all RT facilities accessible. | 2022-2036 | \$3,28,885 | \$5,13,000 |
| SAC29977 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Major) | Amtrak-Folsom Limited Stop Service | Enhance light rail capacity on the Gold Line to the city of Folsom, light rail system modifications that will give RT the capacity to provide limited stop express service. | Completion by 2020 | \$12,000,000 | \$12,587,00 |
| SAC24858 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capita (Minor) | Artwork at Light Rail Stations | This proiect is to maintain existing artwork at light rail stations | 2021-2036 | 57000 | 0,000 |
| SAC24869 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Minor) | Automatic Passenger Counters | Passenger counters for 97 LRVs to facilitate NTD reporting. 8 counters per LRV. | 2021-2036 | \$1,052,070 | \$1,28,000 |
| SAC24810 | Yes | Sacramento | Sacramento Regional Transit District | D- Programs \& Planning | Biccle/Pedestrian Improvements Study | Conduct study determining amenities to be provided at each stop, design choices, maintenance of waiting areas, safe, attractive access to stops. | Completion by 2020 | \$300,000 | \$315,00 |
| SAC29978 | ves | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Minor) | Biennial Bridge Inspection Repairs | Inspection and repair of Bridge stucture elements as found in the periodic inspection. | 2021-2036 | \$1,29,843 | \$2,02,000 |
| SAC24979 | Yes | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Building Access System Upgrade | Upgrade card based building access system | Completion by 2020 | \$111,507 | \$117,000 |
| SAC2874 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capita/ Minor) | Bus Maintenance Facility 41 Rehabilitatio | Rehabilitate the District's existing Bus Mainte | Completion by 2020 | \$10,000,000 | S10,48,000 |
| REG18012 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Minor) | Bus 5 Stop Improvements- Citrus Heights | Bus turn outs and associated improvements. | Completion by 2020 | \$1,97,604 | \$1,976,004 |
| SAC24996 | ves | Sacramento | Sacramento Regional Transit District | -Transit O\&M (Bus) | City of Folsom Stage Lines Operating Assistance FFY 2011-2014 | City of Folsom (Subrecipient) Operating assistance, preventive maintenance, and ADA operating assistance for transit services within the City of Folsom. Sacramento Urbanized Area.FFY 2011 preventive maintenance: $\$ 265,000$ FFY 2011 ADA operations: \$130,000FFY 2012 preventive maintenance: $\$ 278,000$ FFY 2012 ADA operations: $\$ 136,000$ FFY 2014 operating assistance: $\$ 184,538$ FFY 2014 preventive maintenance: $\$ 137,446$ FFY 2014 ADA operations: \$89,395 | Completion by 2020 | \$1,663,877 | \$1,66,877 |
| SAC24637 | ves | Sacramento | Sacramento Regional Transit District | E- Transit Capital (Vehicles) | City of Folsom Stagelines Replacement of Cutaway Buses | City of Folsom Stagelines (Subrecipient) Replace up to six 22-foot Cutaway Buses including related equipment and spare parts. | Completion by 2020 | 542,475 | 5542,47 |
| REG18025 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Vehicles) | CNG Paratransit vehicle Replacement | Replace up to eleven CNG powered paratransits vehicles to provide services to elderly and disabled passengers. (Toll Credits for CON. Emission Benefits in kg/day: 0.07 ROG, 1.45 NOx, 0.03 PM10.) | Completion by 2020 | \$1,571,200 | \$1,571,200 |
| REG18014 | ves | Sacramento | Sacramento Regional Transit District | $\begin{array}{\|l} \begin{array}{l} \text { E- Transit Capital } \\ \text { (Vehicles) } \end{array} \\ \hline \end{array}$ | CNG Replacement Buses \& Related Spare Parts | Replace up to twenty 40 -foot CNG buses including related equipment and spare parts. Procurment for buses and parts to be in three phases. (Uses Toll Credits for local match). (Emission Benefits: $77 \mathrm{~kg} /$ day NOx ) | Completion by 2020 | \$28,393,427 | \$28,393,427 |
| SAC2477 | Ves | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Communication Equipment Replacement | Replace radio communication equipment as needed. These funds will be used to purchase hand held radios, vehicle radios, rail car radios, MDCs, radio batteries, and equipment that is used to charge these radios. | 2021-2036 | \$1,45,000 | \$2,27,000 |
| SAC2478 | yes | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Data Center Redundancy \& Reliability Equipment | Construct secondary data center @ RT's Light Rail Facility (Academny Way) as a backup in the event of a failure at the primary data center at 1225 R St | Completion by 2020 | \$53,709 | \$56,000 |
| REG17812 | yes | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Data Warehouse Upgrade | Technology Upgrade: Upgrade the Data Warehouse that is currently used by RT staff for enterprise reporting, data analysis, and application data storage and presentation services. Once upgraded, the new data warehouse will provide significant new functionality and performance for RT staff for analysis, reporting, and business intelligence. | 2022-2036 | \$175,000 | \$214,000 |
| REG18023 | Ves | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Major) | Dos Rios Light Rail Station | On Blue Line light rail, on the east side of 12th St., south of Richards Blvd.: build new light rail station. The station is part of the redevelopment of Twin Rivers public housing development. (Emission Benefits in kg/day: 1.02 ROG, 0.97 NOx, 0.58 PM10) | Completion by 2020 | 59,50,000 | \$9,50,000 |
| REG17983 | Yes | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Enhance Public Web Based Serices (Phase II) | Technology Upgrade: Portal for Real Estate for acquisitions and asset management. | 2022-2036 | \$108,363 | \$169,00 |
| SAC2479 | yes | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | ERP System Disaster Response | Upgrade RT's Enterprise Mgmt System | Completion by 2020 | \$245,000 | \$257,000 |
| REG17980 | Yes | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | FilEER Infrastructure Management Application | Technology Upgrade: Develop a FIBER Infrastructure Management Application. | 2021-2036 | \$120,000 | \$146,000 |
| REG17952 | ves | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Minor) | Fulton Ave. Bus Shelters | Along Fulton Ave., from Arden Wy. to Auburn Blvd.: Design and install 8 to 11 bus shelters, including easements. (Emission Benefits in kg/day: ROG 0.13, NOx 0.13, PM10 0.05 ) | Completion by 2020 | \$169,435 | \$169,435 |
| REG17816 | yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Minor) | General Facilities Maintenance \& Improvements | Transit Capital/Operations: Implement general facility improvement and maintain facilities throughout the district as needed. | 2021-2036 | \$12,724,439 | \$19,900,000 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and Row acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these proiects, for budgeting purposes no more than $10 \%$ of the total project costs are anticipated to be baptured within the MTP/SCS planning period. Year of to the MTP/SSS following a technical analysis and consistency with plan requirements. While total costs are shown for these $p$.
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in | countr | LeAD Agencr | category | TITLE | PROEECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| REG18009 | ves | Sacrame | Sacramento Regional Transit District | E-Transit Capital (Minor) | General Facility Improvements | Sacramento Regional Transit District: provide for various minor upgrades and improvements to district facilities, such as roof replacement, better lighting, security systems, ventilation, accessibility modifications, and safety enhancements. | Completion by 2020 | \$764,241 | \$764,241 |
| REG17943 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Major) | Green Line (DNA) Light Rail - Overall | This project will redefine a Minimum Operable Segment (MOS) 2 and a MOS 3. REG17935 includes the Final Design and Construction for the project (excluding MOS-1).This phase of the Green Line to the Airport (DNA) Light Rail Project will consist of two discreet, yet connected efforts. For the segment of the Green Line near and adjacent to the Sacramento Intermodal Transfer Center (SITF), the effort will entail the preparation of Draft EIS (and EIR), its circulation for public review and comment, addressing the comments and will culminate with a Final EIS (and EIR). The segment of the project adjacent to the SITF will be coordinated with on-going Sacramento Streetcar planning, environmental review, and design development. For the remainder of the 13 -mile corridor, the effort will entail the preparation of a Draft EIS (and EIR) only and its circulation for public review and comments. An MOS will also be identified for this segment. The effort will also evaluate low-floor LRT vehicles and their integration into the RT system, evaluate LRT vehicle maintenance locations for the Green Line, evaluate downtown Sacramento rail/traffic effects of the proposed service, prepare the necessary technical information and for a New Starts evaluation under MAP-21, and involve the community and stakeholders in an outreach program for both efforts. Advanced conceptual engineering and preliminary engineering in key areas with potential for environmental impacts that may require mitigation strategies for the EIS will be completed. | Completion by 2020 | \$14,810,336 | \$14,810,336 |
| REG17935 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Major) | Green Line: MOS2 \& MOS3 | Extend rail from Richards Blvd. to Sacramento International Airport | 2021-2036 | \$698,286,782 | \$1,092,075,000 |
| SAC24780 | yes | Sacramento | Sacramento Regional Transit District | G-System Management, Operations, and ITS | Handeld Smart Card Reader | Purchase hand held smart card readers | Completion by 202 | \$116,00 | S122,00 |
| SAC24817 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Major) | Hi-bus on Arden Way | Develop 9-mile enhanced bus corridor on Arden Way. Include 7 arti buses | 2021-2036 | \$20,635,000 | \$25,180,000 |
| SAC24813 | ves | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Major) | Hi-bus on Auburn Blvd | Develop an enhanced bus corridor along 6.5 miles along Auburn Boulevard between Watt/l-80 and Citrus Heights. Include 5 artic buses. (precursor to LRT to Citrus Heights). | Completion by 2020 | \$14,700,000 | \$15,419,000 |
| SAC24879 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \\ \hline \end{array}$ | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Major) | H-bus on Easton Valley Pkwy | Develop 10.5-mile BRT corridor on Easton Valley Pkwy. Include 8 artic buses | Completion after | \$48,226,000 |  |
| SAC24814 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Major) | Hi-bus on El Camino Ave | Develop an enhanced bus corridor along 15.5 miles Sunrise Mall to the Royal Oaks station. Include 11 artic buses | 2021-2036 | \$34,315,000 | \$41,874,000 |
| SAC24815 | yes | Sacrament | $\begin{array}{l}\text { Sacramento Regional Transit } \\ \text { District }\end{array}$ | E-Transit Capital (Major) | Hi-bus on Florin Rd | Develop Hi Bus corridor on Florin Road with enhanced bus from JFK High School to Old Town Florin ( 8 miles), and BRT from Old Town Florin to Bradshaw ( 3.5 miles). Include 9 artic buses | 2022-2036 | \$34,547,000 | \$42,157,000 |
| SAC24877 | Project <br> Development <br> Only | Sacramento | Sacramento Regional Transit District | apital (1) | n Freeport | Develop 8-mile enhanced bus corridor on Freeport blva. Include 6 artic buses | Completion after 2036 | \$18,085,000 |  |
| SAC24878 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \\ \hline \end{array}$ | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Major) | Hi-bus on Jackson Rd | Develop 10-mile BRT corridor along the Jackson Hwy Corridor. Include 8 artic buses | Completion after | \$46,371,000 |  |
| SAC24816 | Project <br> Development <br> Only | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Major) | Hi-bus on Marconi Ave | Develop 11-mile enhanced bus corridor on Marconi Ave from American River College to the Power Inn light rail station. Include 8 artic buses | Completion after 2036 | 524,577,000 |  |
| SAC24870 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Major) | Hi-bus on Stockton Blvd | Develop an enhanced bus corridor along 12 miles along Stockton Boulevard between Downtown Sacramento and Cosumnes River College. Include 9 artic buses | Completion by 2020 | \$27,127,000 | \$28,454,000 |
| AC24818 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Major) | on Sunrise Sout | Develop 8-mile enhanced bus corridor on Sunrise Blvd. Include 6 artic buses | 2022-2036 | \$18,085,000 | \$28,284,000 |
| SAC24812 | yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Major) | Hi-bus on Watt Ave | Develop a 12.5 mile Hi Bus corridor on Watt Avenue between Watt/Manlove station to Placer County Line. Include 9 artic buses | Completion by 2020 | \$56,804,000 | \$59,582,000 |
| REG18024 | yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Major) | Horn Light Rail Station | On the Gold Line, between Butterfield and Mather/Mills stations, at Horn Rd. and Old Winery PI, construct new light rail station. (Emission Benefits in kg/day: 0.27 ROG, 0.26 NOx, 0.15 PM10) | Completion by 2020 | 53,60,000 | \$3,60,000 |
| RE617991 | Yes | Sacra | Sacramento Regional Transit District | G- System Management, Operations, and ITS | mplement Document Archiva System | Technology Upgrade: Implement a document archival system that converts financial and engineering documents to an electronic and/or microfilm format. | Completion by 2020 | \$22,000 | \$235,00 |
| REG17832 | yes | Sacra | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Integrated Contract Admin System (ICAS) <br> Replacement | Technology Upgrade: Replace the Integrated Contract Administration System (ICAS). | Completion by 2020 | \$160,150 | \$168,00 |
| REG17833 | ves | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Intelligent Transportaion Systems | Minor ITS Improvement: Support the Intelligent Transportation Systems Strategic Deployment Plan for the Sacramento Region being coordinated by the Sacramento Area Council of Governments (SACOG). | 2022-2036 | \$9,08,000 | \$14,150,000 |
| REG18022 | yes | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Landscaping-ROW Improvements | Landscaping improvements to existing sound walls located along Folsom Boulevard and the south side of the Sacramento Regional Transit light rail Gold Line within the City of Rancho Cordova. | Completion by 2020 | \$120,803 | \$120,803 |
| SAC24881 | yes | Sacramento | Sacramento Regional Transit District District | E-Transit Capital (Minor) | LED Lighting Retrofil | This project is to replace existing High intensity Discharge (metal halide or high pressure sodium) pole lights with LED lighting at light rail stations, park-and-ride lots, light rail Metro yard, and bus and administrative parking lots. | Completion by 2020 | \$1,88,000 | \$1,972,00 |
| SAC24862 | ves | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Light Rail Control Center Upgrade (LRCC) | This project is to improve the Light Rail Control Center. Scope includes physical upgrades, probably new control center, computers displays, and external interfaces to Passenger Information Signs + R interlocking SCADA, and communications system upgrades | 2021-2036 | \$4,500,000 | \$5,491,000 |
| REG17999 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Minor) | Light Rail Crosing Enhancements | Transit Capital/Operations: Purchase and install, as needed, a variety of components in the grade crossing mechanisms. | 2021-2036 | \$1,82,624 | \$2,857,000 |
| SAC24782 | yes | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Light Rail Digital Messaging control System | Develop new central management software system for RT's digital Light Rail public messaging systems | Completion by 2020 | \$103,250 | \$108,000 |
| REG17966 | ves | Sacramento | Sacramento Regional Transit District | A - Bike \& Ped | Light Rail Station Pedestrian Improvements | Pedestrian Improvements: At the Fruitridge, Cosumnes River College, and City College light rail stations, improve pedestrian access. | 2021-2036 | 58,852,113 | \$10,802,000 |
| RE618008 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Minor) | Rail Staion Shelter Improvement Program |  | 2021-2036 | \$1,136,000 | \$1,386,000 |
| REG17940 | yes | Sacramento | Sacramento Regional Transit | A- Bike \& Ped | Light Rail Station/Bus Stop Enhancements | Enhancement of Sacramento Regional Transit District bus stops including but not limited to: addition of i-stops; benches and trash cans; security improvements, and installation of braille signage. Enhancement of Light Rail Stations including but not limited to: lighting improvements; replacing braille signage; improved pedestrian access to stations; security improvements; and audio enhancements to signage. | Completion by 2020 | \$1,186,250 | \$1,186,250 |
| SAC24859 | Yes | Sacramento | Sacramento Regional Transit District | D- Programs \& Planning | Light Rail Vehicle Specification Development | Develop procurement specifications for the light rail vehicles prior to planned replacements and purchases for light rail extensions. | Completion by 2020 | \$86,26 | \$99,000 |
| RE615880 | yes | Sacramento | Sacramento Regional Transit District | E- Transit Capital (Vehicles) | LRV Mid-Life Overhaul | SRTD mid-life overhaul of light rail vehicles. (FFY 2007 funds will rehabilitate 6 to 8 vehicles.) (FTA 5307 funds are unused funds from FFY 2005) | Completion by 2020 | \$9,946,412 | \$9,946,412 |
| REG17930 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capita (Minor) | Major LRT Station Enhancements | Passenger Amenities: Light rail stations. Includes:parking lot/sidewalk repairs, mini high shelters, slurry seal, restriping, curb replacement, planter construction, landscape replanting, drainage improvements, and fencing repairs. | 2021-2036 | \$31,768,589 | \$49,684,000 |
| SAC24783 | ves | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Minor) | Metro Light Rail Yard Expansion | Modify, reconfigure and expand the Metro light rail yard (or other terminal yards). Add storage yard tracks at Academy Way site | 2021-2036 | \$10,521,000 | \$12,839,000 |
| RE618005 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Minor) | Metro West LR Maintenance Facility (Specialty Steel) | Transit Capital/Operations: Renovate building at 2531 Land Avenue for use as a light rail body shop. | Completion by 2020 | \$1,026,660 | \$1,077,000 |
| REG18028 | Yes | Sacramento | Sacramento Regional Transit District | $\begin{aligned} & \text { E-Transit Capital } \\ & \text { (Vehicles) } \end{aligned}$ | Neighborhood Ride Vehicle Replacement | Purchase 14 Neighborhood Ride CNG Vehicles to replace vehicles which have surpassed their useful lives. | Completion by 2020 | \$1,919,114 | \$1,991,1 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP to the MTP/SSS following a technical analysis and consistency with plan requirements. Whiie total costs are shown for theses
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | LeAd Agency | CATEGORY | TITLE | PROJECT DESCRIIPTION | Completion Timing | total cost (2015 Dollars) | Year of EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| REG17975 | ves | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Network Backup and Data Archive Upgrade | Technology Upgrade: Upgrade/replace RT's data backup and archive system. | Completion by 2020 | \$104,320 | \$109,000 |
| REG17967 | yes | Sacramen | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Setwork Fire | Technology Upgrade: Upgrade RT's network security infrastructure by retiring and replacing the aging and obsolete network firewall. | 2021-2036 | \$32,030 | \$39,0 |
| SAC24864 | Yes | Sacramento | Sacramento Regional Transit District District | E-Transit Capital (Major) | New Light Rail Stations | Project is to build stations previously deferred during construction of the light rail system: such as Dos Rios, Horn, T St, Mineshaft, Ramona or others. | 2021-2036 | \$17,000,000 | \$26,587,000 |
| SAC24811 | Yes | Sacramento | Sacramento Regional Transit District | D- Programs \& Planning | New Transit Oriented Development-Related Professional Services | Assistance and approvals in developing TOD projects on RT propert | 2021-2036 | \$225,000 | \$352,000 |
| REG179 | Yes | Sacrame | Sacramento Regional Transit District | E-Transit Capital (Mino | Noise Attenuation Soundwalls | Transit Capital/Operations: construct soundwalls at various locations along the light rail system. | 2021-2036 | \$1,722,24 | \$2,693,00 |
| REG16470 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Major) | Northeast Corridor Enhancements | Double track existing single track sections and improve alignment of Northeast Corridor LRT, upgrade the traction power system and signaling to provide limited-stop service, make enhancements to yard track and maintenance facility, and installation of communications infrastructure. (Local Agency Funds are from selling a parcel of land.) | Completion by 2020 | \$40,000,000 | \$40,000,000 |
| SAC24784 | yes | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | perations Computer Systems Upg | Computer Upgrades and replacements for various RT operating/support departments | Completion by | \$205,000 | \$215,000 |
| PAR10031 | yes | Sacramento | Sacramento Regional Transit District | F- Transit O\&M (Demand | Paratransit, Inc. Mobility Training and Job Search Shuttle Service for the Homeless | Paratransit, Inc. (Subrecipient): In Paratransit's service area: provide transportation to all "lifeline" destinations except shopping and day care facilities. Provide service to medical facilities, job training and resources, the Department of Human Assistance, the Department of Rehabilitation, one stop career centers, the Department of Motor Vehicles, and Social Security Administration. | Completion by 2020 | \$250,000 | \$250,000 |
| SAC24866 | Yes | Sacramento | Sacramento Regional Transit District | D- Programs \& Planning | Planning/Studies | planning studies" to be conducted by RT Planning | 2021-2036 | \$500,000 | 5782,00 |
| SAC24785 | Yes | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Police Vehicle Mobile Data Computer Terminals Replacement | The Sacramento Police Department will begin implementation of a program to replace their entire inventory of Mobile Data Computers that are installed in their marked patrol vehicle fleet. This work, called the "NextGen Project", will replace the outdated and discontinued computers in the patrol cars that are used for all types of emergency call dispatching, information gathering and dissemination, criminal history and records checks, and officer safety information. | 2021-2036 | \$135,296 | \$165,000 |
| SAC24867 | Yes | Sacramento | Sacramento Regional Transit District | D- Programs \& Planning | Professional Development Efforts for Planning Staff | "Professional development efforts" to be completed by RT Planning | 2021-2036 | \$200,000 | \$313,00 |
| REG18026 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Minor) | Rail Profiling | System-wide rail surface profiling/grinding to regain the original design parameters for rail surface. | Completion by 2020 | \$300,000 | \$300,000 |
| REG17946 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Vehicles) | Retrofit 21 UTDC Light Rail Vehicles | Retrofit 21 UTDC light rail vehicles purchased from Valley Transit. | Completion by 2020 | \$33,150,546 | \$33,150,546 |
| SAC28855 | Yes | Sacram | Sacramento Regional Transit District | C- Maintenance \& Rehabilitation | Road/Curb Repair | RT road/curb repair on its right of way adjacent to locations where City/County of Sacramento road/curb repair. | 2021-2036 | \$6,208,872 | \$9,710,00 |
| REG17955 | Yes | Sacramento | Sacramento Regional Transit District | F- Transit O\&M (Demand Response) | RT ADA Operatio | ADA operations for transit services within the RT District Paratransit Area. Sacramento Urbanized Area.FFY 2015 : $\$ 2,100,000$ FFY 2016 : \$2,100,000FFY 2017 : $\$ 2,100,000$ FFY 2018 : $\$ 2,100,000$ | Completion by 2020 | \$18,782,731 | \$18,782,73, |
| REG17957 | Yes | Sacramento | Sacramento Regional Transit District | F-Transit O\&M (General) | RT Operating Assistance | Continued operation and maintenance of bus, light rail, and paratransit services. (Local Agency Funds include revenues from investments, advertising, commercial real estate,sales and contracted services.) | Completion by 2020 | \$968,052,419 | \$968,052,419 |
| REG17956 | Yes | Sacramento | Sacramento Regional Transit District | F-Transit O\&M (General) | RT Preventive Maintenance | Provide for scheduled and unscheduled maintenance for bus and light rail revenue vehicles and facilities. | Completion by 2020 | \$260,44,387 | \$260,445,387 |
| SAC24786 | Yes | Sacrame | Sacramento Regional Transit District | E-Transit Capital (Minor) | RT Projects funded by future Prop 1B Transit Security Funds | Various RT Transit Security Projects Funded by Future Proposition 1B Transit Security Funds | Completion by 2020 | \$3,769,521 | \$3,954,00 |
| SAC24868 | Yes | Sacramento | Sacramento Regional Transit District | D- Programs \& Planing | Sacramento Regional Transit Internship Program | Provide experience for students pursuing a career in transit planning field: compiling statistical data, outreach, data analysis and validation, preparation of reports, conducting customer surveys and passenger counting (annual program). | 2021-2036 | \$750,000 | \$1,173,000 |
| REG17917 | yes | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Security System En | Technology Upgrade: Enhance security throughout the RT'system. Includes: fiber and DVR. | 2021-2036 | 54,913,283 | 55,996,000 |
| REG17970 | Yes | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Server Clustering | Technology Upgrade: Place new equipment and clustering software in order to build a highly available and extremely resilient server infrastructure. | 2021-2036 | \$25,878 | 532,000 |
| RE617864 | Yes | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Server Replacement | Technology Upgrade: Triennial server replacement program to retire and replace aging and obsolete servers. | 2021-2036 | \$66,999 | \$82,000 |
| SAC24871 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Minor) | Shop Equipment - Bus | Purchase a variety of equipment as needed for vehicle and shop maintenance. | 2021-2036 | \$2,585,000 | \$4,043,00 |
| REG17867 | yes | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Signal Improvements | Technology Upgrade: Upgrade the Union Switch and Signal controllers to the new design being built with the AMTRAK project. | Completion by 2020 | \$240,000 | \$252,000 |
| REG15053 | ves | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Major) | South Sacramento Light Rail (Blue Line) - Phase <br> 2 | In Sacramento, extend light rail from the terminus of South Line Phase 1 (Blue Line) at Meadowview Station further south to Cosumnes River College (CRC). Includes 4.2 miles of track, 4 new stations, and 2700 park \& ride spaces. (The SRTD planned date of revenue service is September 2015.) The total capital cost is estimated to be $\$ 270,000,000$ in YOE dollars. RT is seeking $\$ 135,000,000$ in Section 5309 New Starts funds, a $50 \%$ federal share. The Section 5309 New Starts Funds are broken out as follows: $\$ 4,410,000$, FTA 5309 New Starts, FFY 2010, $\$ 6,930,000$, FTA 5309 New Starts, FFY 2011, \$24,011,926, FTA 5309 New Starts, FFY 2012, $\$ 53,988,074$, FTA 5309 New Starts, FFY 2013, $\$ 45,660,000$, FTA 5309 New Starts, FFY 2014, The non New-Starts balance of funds totaling $\$ 135,000,000$ will come from the following sources: $\$ 7,100,000$ CMAQ, $\$ 8,100,000$ TCRP, $\$ 4,307,000$ STIP, $\$ 10,713,141$ State Prop 1B PTMISEA, $\$ 7,200,000$ State Prop 1B SLPP, $\$ 156,660$ STA, $\$ 25,265,683$ Measure A Sales Tax, $\$ 1,481,421$ Laguna Community Facilities District (LCFD), \$4,198,388 Elk Grove/West Vineyard Fee District, $\$ 544,057$ Vineyard Transit Development Fees, $\$ 65,933,651$ RT Revenue Bonds. | Completion by 2020 | \$270,000,000 | \$270,00,00 |
| REG18027 | Yes | Sacramento | Sacramento Regional Transit District | F-Transit \& M (Bus) | SRTD JARC Operating Assistance | The project will maintain current bus service levels for nine key routes ( $19,24,26,51,54,55,56,75,80$ ) serving low-income, transit dependant residents connecting them to work, education and services. | mpletion by 2020 | \$2,546,784 | \$2,546,784 |
| RE617907 | ves | Sacramento | Sacramento Regional Transit District | C- Maintenance \& Rehabilitation | SRTD Paving Restoration Program | Pavement Rehabiltation: Sacramento Regional Transit District. Includes: repairing paving as needed in the RT system that is deteriorated and needs to be repaired/replaced to maintain a state of good repair. | 2021-2036 | \$3,000,000 | \$4,692,000 |
| REG17300 | ves | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Major) | SRTD Satellite Bus Maintenance Facility \#2 Phase 1 | In Sacramento: Acquire land and construct a new bus maintenance facility in McClellan Park. Plans for this facility include two fueling stations, one land bus wash, and a revenue collection center. Also includes site work for parking and building modifications to support 125 buses. A Phase 2 will follow. | Completion by 2020 | \$25,426,630 | \$25,426,630 |
| REG17995 | Yes | Sacramento | Sacramento Regional Transit District | E-Transit Capital (Minor) | Sunrise Siding (Side Track Switch) | Transit Capital/Operations: At the Sunrise interlocking, add a turnout to the east end of the tail track. This would turn the tail track into a siding providing two ways for trains to enter and exit the siding. | 2021-2036 | \$227,023 | \$355,000 |
| REG17868 | Yes | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Supervisory Control \& Data Acquisition System (SCADA) | Technology Upgrade: Design, procure, and install SCADA equipment into traction power substations to control and monitor traction power distribution systems. | 2021-2036 | \$2,167,264 | \$2,645,000 |
| SAC24787 | Yes | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Surveillance and Security Facilities Enhancement | New facility for surveillance systems monitoring | Completion by 2020 | \$25,000 | \$264,000 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these $p$
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Include | countr | LeAD Agencr | CATEGORY | TITLE | PROEECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SAC24863 | ves | Sacramento | Sacramento Regional Transit District | D- Programs \& Planning | System wide Impacts of Low-Floor Light Rail Vehicles Environmental Clearance and Design | RT's next light rail vehicle (LRV) procurement, likely associated with the Green Line to the Airport project, will include low-floor vehicles. This study will include technical evaluation associated with type of vehicle to be specified (light rail vehicle, European tram, etc.) and the physical design requirements of the new and existing light rail stations. The evaluation of existing stations will need to detail the level of effort (design and construction) needed to accommodate low-floor vehicles. Preliminary cost estimates (by station) and schedule of design and construction activities will also be developed. Recommendations for maintaining light rail operations while the station construction activities are under way will also be developed. | Completion by 2020 | \$565,58 | \$593,000 |
| REG18015 | Yes | Sacramento | Sacramento Regional Transit District | A- Bike \& Ped | Three-Capacity Bicyle Racks for Buses | Purchase approximately 250 bicycle racks with capacity to hold three bicycles each, which includes 14 racks as spares. (Emission Benefits in kg/day: 2 ROG, 2 NOX, 2 PM10) | Completion by 202 | \$37,885 | \$37, 885 |
| REG17960 | Yes | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Traction Power Upgrades | Transit Capital/Operations: Make improvements to the Folsom line Traction Power (TPS) system that will improve service availability during peak service on the Folsom corridor and improved contingency operation. | Completion by 2020 | \$890,193 | 5934,00 |
| REG18002 | ves | Sacramento | Sacramento Regional Transit District | D- Programs \& Planing | Tansit Master Plan Update | Service Plan: Update the RT Transit Master Plan. | Completion by 2020 | \$524,468 | \$550,000 |
| REG18016 | Yes | Sacramento | Sacramento Regional Transit District | $\begin{aligned} & \text { E-Transit Capital } \\ & \text { (Vehicles) } \\ & \hline \end{aligned}$ | Transit Vehicle Replacement (CNG) \& Related Equipment | Replace up to ten 40 -foot CNG buses including related equipment and spare parts. | Completion by 2020 | \$6,250,000 | \$6,25,000 |
| SAC24789 | ves | Sacramen | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Update Data Backup Syste | New hardware/sotwware for ERP and security systems backup | Completion by 2020 | \$104,320 | \$109,000 |
| REG1799 | Yes | Sacra | Sacramento Regional Transit | G- System Management, | Ungrading Rail lnterlockings (Remote Indication) | Technology Upgrade: Upgrade rail interlocking status and control functions to provide modem connection to Central Train | ${ }^{2021-2036}$ | \$406.546 | 00 |
| REG18021 | Yes | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Utility Buildings ROW Improvements | Aesthetic improvements to Sacramento Regional Transit utility buildings located along Folsom Boulevard and the Sacramento Regional Transit light rail Gold Line within the City of Rancho Cordova. | Completion by 2020 | \$225,00 | \$225,000 |
| REG17979 | Yes | Sacrament | Sacramento Regional Transit District | E-Transit Capital (Mi | Wayfinding Signage | Passenger Amenities: Procure and install Wayfinding signage to light rail stations. | Completion by 2020 | \$88,849 | \$93,000 |
| RE618000 | ves | Sacramento | Sacramento Regional Transit District | G- System Management, Operations, and ITS | Wayside Signal Reconfiguration Phase 2 | Technology Upgrade: Detailed analysis and design modification to the existing wayside signaling system. | 2021-2036 | \$361,211 | \$441,000 |
| SAC24311 | Project Development Only | Sacrament | Sacramento Regional Transit District, City of Rancho Cordova | -Transit Capital (Major) | to Cordova Streetar | Rancho Cordova Town Center Loop Streetar-Phase 1 (7.5 miles) | Completion after 2036 | \$182,918,00 |  |
| SAC24763 | ves | Sacramento | San Juan USD | D- Programs \& Planning | Safe Routes to School | At 16 schools within Sacramento County: Conduct Safe Routes to School non-infrastructure programs, which include education, promotion, and school site assessments. (Toll Credits) | Completion by 2020 | \$250,000 | \$250,000 |
| VAR56120 | Yes | Sacramento | State Dept. of Parks and Rec. | A - Bike \& Ped | American River Parkway Bike Trail Renewal Project - Phase 1 | Adjacent to the City of Folsom within the Folsom Lake State Recreation Area: between Beals Point and Negro Bar area; rehabilitation paved bike trail. | Completion by 2020 | \$433,100 | \$433,100 |
| UCP10001 | yes | Sacramento | UCP of Greater Sacramento | E-Transit Capital | Bus Replacement Purchase | Replace six buses. Each with sufficient capacity to carry 16 ambulatory and 2 wheelchair passengers. (Uses Toll Credits for local match). | Completion by 2020 | \$438,000 | \$438,000 |
| CAL20429 | Yes | sutter | Caltran D3 | C- Maintenance \& Rehabilitation | Lomo Railroad Crossing | ROW Acquisition and Construction: Railroad Crossing. North of SR 99 / Live Oak Blvd. intersection. | 2021-2036 | \$10,000,000 | \$12,203,000 |
| CAL20602 | yes | Sacramento | Caltrans D3 | G- System Management, Operations, and ITS | SR 99 Interchange Improvements | Interchange Improvements: Mack Road, Florin Road, 47th Ave., 12th Ave. | 2021-2036 | \$40,000,000 | 548,811,000 |
| CA15770 | Yes | Sutter | Caltran D3 | B- Road \& Highway | SR 20 Improvements | Widen: SR 20 tos six (6) lanes from Walton Rd. to Rocca Wy | 2021-2036 | \$2000000 | 00 |
| CAL20489 | Yes | ster | Caltran D3 | C- Maintenance \& Rehabilitation | SR 20 Signal Poles at Plumas Street | Sutter County, in Yuba City, SR 20 at Plumas Street - Replace signal poles (PM 16.5) [CTIPS ID 107-0000-0929] (Toll Credits for PE, ROW, CON) | Completion by 2020 | \$1,05,000 | \$1,005,000 |
| CAL15780 | ves | sutter | Caltran $\mathrm{DB}^{\text {P }}$ | G- System Management, Operations, and ITS | SR 20 / SR 99 Interchange Row Acquisition | ROW Acquisition: for urban interchange at existing SR 20 / SR 99 intersection | 2021-2036 | \$25,000,000 | \$30,507,000 |
| SUT17014 | ves | ster | City of Live Oak | B- Road \& Highway | Highway 99 | Widen: Add 2 travel lanes from Nevada St. (N. end) to Riviera Rd. Includes: curb, gutter, sidewalks, and drainage improvements. (Phase IV) | 2021-2036 | 55,66,000 | \$8,85,000 |
| CAL2065 | Yes | Sacramento | Caltran D3 | C- Maintenance \& Rehabilitation | 1.5 Rehabilitate Pavement | In Sacramento, from l-5 to Watt Avenue OC (Br \#24-34) | 2021-2036 | \$156,678,000 | \$245,034,000 |
| SAC23810 | Yes | Sacrament | City of Sacramento | ${ }_{\text {coser }}^{\text {B-Road \& Highway }}$ | Highway 99 Meister Way Overcrossin | New Overcrossing Meister Wy. Huy 9 | 2021-2036 | 0 | 510166000 |
| CAL15881 | Yes | Yolo | Caltran D3 | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | 1-5/113 Connector Phase 2 | Phase 2 - Construct northbound 1 -5 to southbound SR 113 freeway to freeway connection. | 2021-2036 | \$113,851,850 | \$113,851,850 |
| CAL20522 | Yes | Sutter | Caltran D3 | C- Maintenance \& Rehabilitation | Sutter Bypass Rehab and Widening | Near Yuba City on SR 20, from Sutter Bypass to Lytle Road Rehabilitate roadway and widen shoulders (PM 5.0/11.3) [EFIS ID 0300020608; CTIPS ID 107-0000-0968] (Toll Credits for PE, Row, CON) | Completion by 2020 | \$26,041,000 | \$22,041,000 |
| CAL20650 | Yes | Multiple Counties | Caltrans D3 | G- System Management, Operations, and ITS | 5 Instal Vehicle Detection Stations |  | 2022-2036 | \$1,00,000 | \$1,56,000 |
| CAL20552 | ves | sutter | Caltran D3 | G- System Management, Operations, and ITS | Yua City Operational Improvements | In Sutter County, on SR 99, in and near Yuba City, from Bogue Road to Pease Road - Install signal and add/upgrade Traffic Operating Systems (TOS) [PM 27.6/R32.7] [CTIPS ID 107-0000-1007] (Toll credits for PE, ROW, CON) | Completion by 2020 | \$4,43,000 | \$4,43,000 |
| SUT18914 | yes | ster | City of Live Oak | B- Road \& Highway Capacity | Apricot St. | Construct New Road: 2 lane collector from Samuel St. to Richard Ave. Includes: drainage, curb, gutter, sidewalk, and bike lanes | 2021-2036 | \$1,716,000 | \$2,68,000 |
| SUT17011 | Yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Apricot St. | Pavement Rehabilitation: in Live Oak from N St. to Samuel St. Includes: resurface existing pavement. | 2021-2036 | \$360,000 | \$439,000 |
| SUT17009 | yes | Sutter | City of live Oak | C- Maintenance \& Rehabilitation | Archer Ave. | Pavement Rehabilitation: from L St. to K St. Includes: curb, gutter, sidewalks, and drainage improvements. (Phase II) | 2021-2036 | \$486,000 | \$593,00 |
| SUT17025 | ves | Sutter | City of live Oak | C- Maintenance \& Rehabilitation | Archer Ave. | Pavement Rehabilitation: from K St. to City Limit. Includes: curb, gutter, sidewalks, and drainage improvements. (Phase III) | 2021-2036 | \$480,000 | \$586,000 |
| SUT18857 | ves | sutter | City of live Oak | D- Programs \& Planing | Biycle and Pedestrian Master Plan | Create a Live Oak Bicycle and Pedestrian Master Plan to integrate bicycle and pedestrian features into future development, as well as identify improvements for existing facilities. | Completion by 2020 | \$59,281 | \$59,281 |
| SUT18915 | Yes | Sutter | City of live Oak | C- Maintenance \& Rehabilitation | Bishor Ave | Road Reconstruction: from SR 99 to Planning Area Limits Includes |  |  |  |
|  |  |  |  |  |  | drainage, curb, gutter, sidewalk, and bike lanes. Road Reconstruction: from Penninton Red to Elm St. Includ | 2021-2036 | \$1,047,000 | \$1,278,000 |
| SUT17007 | Yes | sutter | City o f Live Oak | Rehabilitation | Broadway 5 . | sidewalk, bike lanes, drainage improvements. | 2021-2036 | \$810,000 | \$988,000 |
| SUT18916 | yes | sutter | City of tive Oak | C- Maintenance \& Rehabilitation | Broadway St. and Elm St. | Road Reconstruction from Apricot St. to the Elm St./SR 99 intersection. Includes: drainage improvements, curb, gutter and sidewalk and bike lanes | 2021-2036 | \$581,000 | \$799,000 |
| SUT17023 | Yes | Sutter | City of live Oak | C- Maintenance \& Rehabilitation | Center 5 t. | Pavement Rehabilitation: from Pennington Rd. to Elm St. Includes: drainage improvements. | 2022-2036 | \$800,000 | \$1,251,000 |
| SUT18907 | Yes | Sutter | City of Live Oak | A - Bike \& Ped | Class I Bikeways | Construct New Class I Bikeways off-street and along various new and existing City streets | 2021-2036 | \$3,405,000 | \$5,32,000 |
| SUT18918 | Yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Coleman Rd. | Road Reconstruction: from SR 99 to Sinnard Ave. Includes drainage, curb, gutter, sidewalk, and bike lanes. | 2021-2036 | \$2,110,000 | \$2,57,000 |
| SUT17020 | Yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Elm St. | Road Reconstruction: from Broadway to N St. Includes: curb, gutter, sidewalks, bike lanes, and drainage improvements. | 2021-2036 | \$567,000 | \$887,00 |
| SUT17024 | yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Elm Street Reconstruction | In Live Oak: Elm Street from Larkin Road to L Street; reconstruct, install curb, gutter, sidewalks, drainage improvements. | 2021-2036 | \$580,000 | 5708,00 |
| SUT17021 | Yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Fir 5 t. | Road Reconstruction: from Broadway to N Street. Includes: curb and gutter, and new sidewalk from California St. to N Street. | 2021-2036 | \$48,000 | \$760,00 |
| SUT17022 | Yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Gum St. | Road Reconstruction: from Broadway to NS S. Includes: curb, gutter, sidewalks, and drainage improvements. | 2021-2036 | \$425,000 | \$665,000 |
| CAL2064 | ves | Sacramento | Caltran D3 | G- System Management, Operations, and ITS | 1-5 TTS - Fiber Optic - 5 | In Sacramento County on 1-5 from Pocket Road to jet - 180 | 2022-2036 | \$2,80,000 | \$4,37,000 |
| SUT18865 | yes | Sutter | City of tive Oak | B- Road \& Highway Capacity | Live Oak Collaborative Highway 99 Streetscape Improvements | In Live Oak, SR 99, from Ash Street to Ramsdell Drive: widen from 2 to 4 lanes and build streetscape improvements. (PE Only. Toll Credits for PE.) | 2021-2036 | \$1,899,084 | \$1,89,084 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP//CS following a technical analysis and consistency with plan requirements. While total costs are shown for these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | county | EAD Agencr | category | TITLE | PROJECT DESCRIPTION | Completion Timing | TOTAL COST (2015 Dollars) | year of EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CAL18410 | ves | Sacramento | Caltran $\mathrm{D}^{\text {3 }}$ | B- Road \& Highway Capacity | $1-5$ and $\mathrm{I}-80 \mathrm{HOV}$ Connectors and Lanes to Downtown | Reconstruct I-5/I-80 Interchange, including high occupancy vehicle (HOV, bus/carpool) lane connectors, and construction of HOV lanes from the I-5/I-80 Interchange to downtown Sacramento (PM 26.7/27.0) [EFIS ID 0300000313] (Emission Benefits in kg/day 1.0 ROG) | 2021-2036 | \$300,000,000 | \$469,180,000 |
| CAL20569 | Yes | Sutter | Caltran $\mathrm{D}^{\text {3 }}$ | A A Bike \& Ped | SR 99 Class \|l Bike Lane | On SR 99 , construct bike lane from Bogue Road to SR 20 Jct . | 2021-2036 | \$1,40,000 | \$2,25,000 |
| SUT18906 |  | sutter | City of live Oak | B- Road \& Highway Capacity | Highway 99 | Widen: Add 2 travel lanes from Coleman Rd. to Paseo Ave. Includes: curb, gutter, sidewalks, and drainage improvements. (Phase V) | Completion after 2036 | \$734,00 |  |
| SUT17018 | Yes | Sutter | City of Live Oak | C- Maintenance \& | myst. | Road Reconstruction: from Hwy. 99 to Lorkrin Rd. Includes: Curb, | 2021-2036 | 5480,000 | \$751,000 |
| SUT17001 | Yes | Sutter | City of Live Oak | A - Bik \& Ped | Kola Stree Sidewalks | In Live Oak; Kola Street from State Route 99 to Larkin Road; reconstruct street, install curb, gutters, sidewalks, drainage improvements, new cross walk striping and pedestrian crossing warning lights. | 2021-236 | \$391,100 | \$47,000 |
| SUT18921 | Yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Lstreet Reconstruction | In Live Oak: L Street from Elm St. to Ash Street, reconstruct, install curb, gutter, sidewalks, drainage improvements. | 2021-2036 | \$1,013,000 | \$1,584,000 |
| SUT17005 | Yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Lstreet Reconstruction | In Live Oak: L Street from Pennington Road to Elm Street, reconstruct, install curb, gutter, sidewalks, drainage improvements | 2021-2036 | \$242,300 | \$296,000 |
| SUT16984 | ves | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Larkin Road | In Live Oak on Larkin Road from Nevada Street to Riviera Road reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes. | 2021-2 | \$9,350,000 | \$11410,000 |
| SUT18880 | yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Larkin Road | In Live Oak on Larkin Road from current City Limit to Paseo Ave. reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes. | 2021-2036 | \$4,510,000 | \$5,53,000 |
| SUT18881 | ves | sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Larkin Road | In Live Oak on Larkin Road from current City Limit to Riviera Rd.. reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes. | 2021-2036 | \$3,040,000 | \$3,710,00 |
| SUT18882 | Yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | arkin Road | In Live Oak on Larkin Road from Apricot St. to current City Limit. reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes. | 2021-2036 | \$2,450,00 | 3,832, |
| SUT18879 | ves | sitter | City of live Oak | C- Maintenance \& Rehabilitation | Larkin Road | In Live Oak on Larkin Road from Road 3 to current City Limit. reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes. | 2021-20 | \$1,251,00 | \$1,527,00 |
| SUT18922 | Yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Larkin Road and Elm Street | In Live Oak on Larkin Road from Archer Ave. to the Elm St./SR 99 intersection. reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes. | 2021-2036 | \$581,00 | 5709,00 |
| CAL20587 | Yes | Sacramento | Caltran D3 | B- Road \& Highway Capacity | 1.5 Transtion Lane | I-5 Transition Lane: SB, from Garden Hwy. off-ramp to the Garden Hwy on-ramp. | 2021-2036 | \$4,00,000 | \$6,256,000 |
| SAC24968 | Yes | Sacramento | City of Elk Grove | B- Road \& Highway | State Route 99 | Southbound Auxiliary Lane from Ekk Grove Blvd to Laguna Blvd. | 2021-2036 | 5561.00 | 27,000 |
| SUT18887 | Yes | Sutter | City of Live Oak | A - Bik \& Ped | Live Oak Community Trail | Construct New Class I Bikeway along O St. from Pennington Rd. to Kola St. (Phase 3) | 2021-2036 | \$520,000 | \$635,00 |
| SUT18917 | Yes | sutter | City of live Oak | A- Bike \& Ped | Live Oak Community Trail | Construct New Class I Bikeway along the abandon Sacramento Northern Railroad right-of-way from Elm St. to the Pennington Rd./O St. Intx. (Phase 2) | 2021-2036 | \$885,000 | \$1,080,000 |
| SUT16887 | Yes | sutter | City of live Oak | C- Maintenance \& Rehabilitation | Luther Rd. | Road Reconstruction: from the current existing city boundary to Riviera Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes. | 2036 | 5,887,000 | 9,207,000 |
| SUT18884 | Project Development Only | sutter | City of Live Oak | B- Road \& Highway Capacity | N st. | Construct New Road: 2 lane collector from current City Limit to Paseo Ave. Includes: drainage, curb, gutter, sidewalk, and bike lanes, | Completion after 2036 | 56,76,000 |  |
| SUT18885 | Yes | sutter | City of live Oak | C- Maintenance \& Rehabilitation | N st. | Road Reconstruction: from Fir St. to Apricot St. Includes drainage, curb and gutter, sidewalk, and bike lanes. | 2022-2036 | \$1,418,00 | \$2,21,000 |
| SUT17017 | ves | sutter | City of Live Oak | C- Maintenance \& Rehabilitation | NSt. | Road Reconstruction: from Kola St. to Epperson Way. Includes: curb, gutters, sidewalks, drainage improvements, and bike lanes. | 2021-2036 | \$1,25,000 | S1,533,000 |
| SUT 18883 | Yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | NSt. | Road Reconstruction: from Pennington Road to Fir St. Includes drainage, curb and gutter, sidewalk, and bike lanes. | 2021-2036 | 5623,000 | 5760 |
| SUT17019 | Yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Nevada 5 t. | Road Reconstruction: from Hwy. 99 to Larkin Rd. Includes: curb, gutter, sidewalk, and drainage improvements. | 2021-2036 | \$600,000 | \$988,000 |
| SUT18890 | Yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | P St. | Road Reconstruction: from Pennington Road to Apricot St. Includes drainage, curb and gutter, sidewalk, and bike lanes. | 2021-2036 | \$1,870,000 | \$2,92,000 |
| SUT18889 | Yes | sitter | City of live Oak | C- Maintenance \& Rehabilitation | P St. | Road Reconstruction: from Park St. to Pennington Road Includes drainage, curb and gutter, sidewalk, and bike lanes. | 2022-2036 | \$567,00 | \$692,000 |
| SUT18891 | ves | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation |  | Reconstruct roadway from Hwy. 99 to Township Road, realign west 0.5 mi . Includes: drainage improvements, curb, gutter, sidewalk, and bike lanes. | 2021-2036 | \$11,150,000 | \$17,438,000 |
| SUT16985 | Yes | sutter | City of Live O | C- Maintenance \& Rehabilitation | Pennington Rd. | Road Reconstruction: from Township Rd. to Luther Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes. | 2022-2036 | \$3,973,00 | \$6,214,000 |
| SUT18892 | Yes | sutter | City of Live O | C- Maintenance \& Rehabilitation | Pennington Rd. | Road Reconstruction from K St. to Sinnard Ave. Includes: curb and gutter, sidewalk, drainage improvements, bike lanes and underground utilities. | 2021-2036 | 1,800,000 | 815,000 |
| SUT16992 | Yes | sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Pennington Rd. | Road Reconstruction from Larkin Rd. to K St. Includes: curb and gutter, sidewalk, drainage improvements, bike lanes and underground utilities | 2022-2036 | \$1,500,000 | \$1,83,000 |
| SUT17004 |  | sutter | City of live Oak | B- Road \& Highway Capacity | Pennington Rd. | Widen and Reconstruct: add 2 traffic lanes from Hwy. 99 to N Street Includes: center median with turn pockets, drainage improvements, bike lanes, and underground utilities. | Completion after 2036 | \$1,50,000 |  |
| SUT17010 | Yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Pennington Rd. | Road Reconstruction from Connecticut Ave. to Luther Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes. | 2021-2036 | \$1370,000 | \$1.672, |
| SUT16997 | Yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Pennington Rd. | Road Reconstruction: from Sinnard Ave. to Sheldon Ave. Includes: drainage, curb, gutter, sidewalk, and bike lanes | 2021-2036 | \$1,09,000 | \$1,687,000 |
| SUT17012 | ves | Sutter | city of Live Oak | C- Maintenance \& Rehabilitation | Pennington Rd. | Road Reconstruction from Hwy. 99 to Larkin Rd. Includes: curb and gutter, sidewalk, drainage improvements, bike lanes and underground utilities | 2021-2036 | \$1,00,000 | \$1,220,000 |
| SUT17008 | Yes | sutter | ive | C- Maintenance \& | nninton | Road Reconstruction from P St. to Connecticut Ave. Includes: | $2021-2036$ | 5415000 | \$506,00 |
| SUT18858 | Yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Pennington Rd. Complete Streets Rehabilitation | Pennington Rd., from Connecticut Ave. to Broadway: reconstruct roadway and restripe existing bicycle lanes. | Completion by 2020 | \$1,094,76 | \$1,094,76 |
| SUT17006 | ves | Sutter | City of Live Oak | B- Road \& Highway Capacity | Pennington Road Widening Phase 2 | In Live Oak: Pennington Road from N Street to P Street, reconstruct adding 2 new traffic lanes and center median with turn pockets, drainage improvements, bike lanes and undergrounding utilities. | 2021-2036 | \$243,100 | \$380,00 |
| SUT16990 | Yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Riviera Rd. | Road Reconstruction: from Township Rd. to Hwy. 99. Includes: drainage, curb and gutter, sidewalk, and bike lanes. (Phase II) | 2021-2036 | \$7,332,00 | \$11,467,000 |
| SUT16983 | yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Riviera Road | In Live Oak, Riviera Road from SR99 to Larkin Road reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes. | 2021-2036 | \$4,518,000 | \$5,513,00 |
| SUT18898 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sutter | City of Live Oak | B- Road \& Highway Capacity | Road 9 | Construct New Road: 2 lane collector from Richard Ave. to Linda St. Includes: drainage, curb, gutter, sidewalk, and bike lanes. | Completion after 2036 | \$2,88,000 |  |
| SUT18900 | Yes | Sutter | City of Live Oak | B- Road \& Highway Capacity | Road E | Construct New Road: 2 lane collector from SR 99 to Riviera Rd. Includes: drainage, curb, gutter, sidewalk, and bike lanes. | 2021-2036 | \$3,822,000 | \$5,977,000 |
| SUT18902 | Yes | Sutter | City of Live Oak | B- Road \& Highway Capacity | Sean Drive | Construct New Road: 2 lane collector from Luther Rd. to Road C. Includes: drainage, curb, gutter, sidewalk, and bike lanes. | 2021-2036 | \$2,028,00 | \$3,172,000 |
| SUT16991 | Yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Sinard Ave. | Road Reconstruction: from Fir St. to Pennington Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes. | 2021-2036 | \$542,700 | 584,000 |
| SUT16981 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Onlv } \end{gathered}$ Only | Sutter | City of Live Oak | B- Road \& Highway Capacity | South Loop Road | In Live Oak, phase-1 Township to Sinnard, construct South Loop Road, a new 4 lane connector including drainage, curb and gutter, sidewalk, and bike lanes | Completion after 2036 | \$1,581,550 |  |
| SUT16989 | Yes | Sutter | City of Live Oak | C- Maintenance \& Rehabilitation | Township Rd. | Road Reconstruction: from Pennington Road to Riviera Road. Includes drainage, curb, gutter, sidewalk, and bike lanes. | 2021-2036 | \$9,436,000 | \$14,75,000 |
| SUT16988 | $\begin{array}{\|c} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sutter | City of Live Oak | B- Road \& Highway Capacity | Township Road | In Live Oak, Phase-1 from Paseo Road to Pennington Road construct Township Road a new 4 lane connector including drainage, curb and gutter, sidewalk, and bike lanes. | Completion after 2036 | \$17,083,000 |  |
| SUT18864 | Yes | sutter | City of Yuba City | A- Bike \& Ped | Bike Lane Striping Upgrades | At 14 intersections within the City limits: Upgrade bike lane striping. (HSIP5-03-025) | Completion by 202 | \$128,600 | \$128,60 |
| SUT16956 | Project Development Only | sutter | City of Yuba City | B- Road \& Highway Capacity | Bogue Rd. | Widen: 4 lanes from Harter Pkwy. to Garden Hwy. | Completion after 2036 | \$15,991,800 |  |
| SUT16957 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sutter | City of Yuba City | B- Road \& Highway Capacity | Bogue Rd. | Widen: 4 lanes from George Washington Blvd. to Harter Pkwy. | Completion after | \$140,720 |  |
| SUT16976 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Olv } \end{array}$ | sutter | city of Yuab City | B- Road \& Highway Capacity | Bogue Rd. | Widen: 4 lanes from Township Rd. to George Washington Blvd. | $\begin{aligned} & \text { Completion after } \\ & 2036 \end{aligned}$ | \$437,390 |  |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP//CS following a technical analysis and consistency with plan requirements. While total costs are shown for these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | lead agency | CATEGORY | TITLE | PROJECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SUT18859 | Yes | sutter | City of fuba city | C- Maintenance \& Rehabilitation | Bogue Rd. Complete Streets Rehabilitation | Bogue Rd., from Railroad Ave. to Garden Highway: rehabilitate roadway, widen shoulders to accommodate new bicycle lanes and add bicycle video detection at intersection of Bogue Rd. and Garden Highway. | Completion by 2020 | \$514,100 | \$514,100 |
| SUT16953 | Yes | Sutter | City of Yuba City | B- Road \& Highway Capacity | Bridge st. | Widen: 4 lanes from Western Pkw, to Walton Ave. | 2021-2036 | 514,63,100 | \$22,885,000 |
| SUT10250 | Yes | Sutter | City of Yuba City | B- Road \& Highway Capacity | Bridge Street Widening | In Yuba City, Widen Bridge Street from Cooper Street to Gray Avenue: widen to 4 lanes. | 2021-2036 | ¢9,39,543 | 59,393,543 |
| SUT16961 | Project Development Only | sutter | City of Yuba City | B- Road \& Highway Capacity | Butte House | Widen: 4 lanes from Township Rd. to Tharp Rd | Completion after 2036 | \$1,38,640 |  |
| SUT16963 | Yes | sutter | City of Yuba city | B- Road \& Highway Capacity | Clark Ave | Roadway Operational Improvements: from Richland Rd. to Franklin Ave add a continuous left-turn lane and bike lanes | 2021-203 | 56016005 | 0000 |
| SUT16969 | Yes | sutter | City of Yuba City | B- Road \& Highway Capacity | El Margarita Rd. | Roadway Operational Improvements: from Hwy. 20 to Franklin Rd. add a continuous left turn lane and bike lanes. | 2021-2036 | \$2,68,965 | \$4,207,000 |
| SUT10828 | Yes | Sutter | City of fuba city | B- Road \& Highway Capacity | Feather River Bridge at 5th St | 5th St/Bridge St crossing over the Feather River/2nd St, between Marysville and Yuba City: Replace two-lane bridge with 4-lane bridge. (HPP\# 3631) | Completion by 2020 | \$99,391,864 | \$94,391,864 |
| SUT16977 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Sutter | City of Yuba city | B- Road \& Highway Capacity | Frankin Ave. | Widen: 4 lanes from Plumas Blvd. to Garden HwV . | Completion after 2036 | \$558,43 |  |
| SUT10530 | Yes | Sutter | City of Yuba City | B- Road \& Highway Capacity | Frankin Avenue | Widen Franklin Avenue from 2 to 4 lanes from Route 99 to Clark Avenue. | 2021-2036 | \$5,24,500 | 58,71,000 |
| SUT16954 | Project Development Only | sutter | City of fuba city | B- Road \& Highway Capacity | Fran | Widen: 4 lanes from Township Rd. to Hwy. 99. | Completion after 2036 | \$2,36,460 |  |
| SUT18874 | yes | sutter | City of fuba City | Bike | Franklin Road Improvements | Yuba City on Franklin Road, between Harding Road and Walton Avenue: Install a mid-block high visibility crosswalk, fill in sidewalk gaps, add full length Class II Bicycle Lanes, update all pedestrian access ramps, and provide associated road improvements. | Completion by 202 | \$393,00 | \$393,000 |
| SUT18837 | yes | Sutter | City of Yuba City | A- Bike \& Ped | Garden Highway Bicycle Lanes and Sidewalks | Garden Highway, from Lincoln Rd to Winship Rd: Construct class II bike lanes and sidewalks. (Emission Benefits in kg/day: 0.03 ROG, 0.02 NOx, 0.01 PM10) | Completion by 2020 | \$814,101 | \$814,101 |
| SUT10540 | Yes | Sutter | City of Yuba City | A- Bike \& Ped | Garden Hwy. | Bike Lane Facilities: From Franklin Ave. to Second St provide bicycle facilities. Includes: on-street improvements. | 2021-2036 | \$1,100,000 | \$1,32,000 |
| SUT16970 | Project Development Only | sutter | City of Yuba city | B- Road \& Highway Capacity | George Washington Blvd. | Widen: 4 lanes from Hwy. 20 to Bogue Rd. | Completion after 2036 | \$17,356,800 |  |
| SUT16971 | Yes | Sutter | City of Yuba City | B- Road \& Highway Capacity | George Washington Blvd. | Construct New Road: 4 lanes from Pease Rd. to Hwy. 20. | 2021-2036 | \$13,911,100 | \$21,756,000 |
| SUT10260 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Only } \end{gathered}$ | Sutter | City of Yuba city | B- Road \& Highway Capacity | Harter Road | In Yuba City, construct 4 lanes, Harter Road between Lassen Boulevard and Bridge Street. | Completion after $2036$ | 51,644,201 |  |
| SUT18871 | Yes | Sutter | City of Yuba City | D- Programs \& Planning | Highway 20 Opportunity Based Implementation Plan | Highway 20 corridor in Yuba City.,: identify specific improvements including sidewalks, lighting, and signage. | Completion by 2020 | \$100,000 | \$100,000 |
| SUT16964 | Project Development Only | sutter | City of Yuba city | B- Road \& Highway Capacity | Highway 99 | Widen: 6 lanes from Hwy. 20 to Bogue Rd. | Completion after 2036 | 531,434,000 |  |
| SUT16955 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Only } \end{gathered}$ | Sutter | City of Yuba City | B- Road \& Highway Capacity | Lincoln Rd. | Widen: 4 lanes from Township Rd. to Garden Hwy. | Completion after | \$3,27,290 |  |
| SUT16962 | Project Development | Sutter | City of Yuba City | B- Road \& Highway Capacity | Pease Rd. | Widen: 4 lanes from Township Rd. to Huv. 99 | Completion after 2036 | \$3,317,990 |  |
| SUT16974 | Yes | Sutter | City of Y uba City | B- Road \& Highway | Pease Rd. | Construct New Interchange: 4 lanes at Pease Rd. / Hwy 99. Includes: overcrossing and connecting ramps at Hwy 99 | 2021-2036 | 557880.54 | \$90,521,000 |
| SUT16975 | Yes | Sutter | City of Y uba city | B- Road \& Highway Capacity | Percy Ave. | Widen: 4 lanes from Franklin Ave. to Garden Hwy. Includes: landscaped medians. | 2021-2036 | \$6,632,500 | \$10,373,000 |
| SUT16960 | Project Development Only | sutter | City of Yuba City | B- Road \& Highway Capacity | State Route 20 - Stabler Lane to State Route 99 | Widen State Route 20 from 4 to 6 lanes from Stabler Lane to State Route 99 | Completion after 2036 | \$874,540 |  |
| SUT16958 | Yes | Sutter | City of Yuba City | B- Road \& Highway Capacity | Sunsweet Blvd. | Construct New Road: 2 lanes from Hwy. 99 to Gray Ave. | 2021-2036 | \$8,67,500 | \$13,568,000 |
| SUT16966 | Yes | Sutter | City of Yuba City | B- Road \& Highway | Tharr Rd. | Widen: 4 lanes from Hwy. 20 to Butte House Rd. | 2021-2036 | \$2,351,734 | \$3,68,000 |
| SUT10241 | yes | sutter | city of Yuba city | B- Road \& Highway Capacity | Walton Avenue Widening | Widen Walton Ave from Lincoln Rd. to Franklin Rd. from 2-3 lanes to 5 lanes including upgrades to bike lanes, sidewalks, curbs, gutters, and drainage | 2021-2036 | 513,722,794 | \$21,524,000 |
| SUT16965 | Project <br> Development <br> Only | sutter | City of Yuba city | B- Road \& Highway Capacity | Walton Avenue Widening | Widen Walton Avenue to 4 -lanes from Bogue Road to Augusta Lane | Completion after 2036 | 59,89,408 |  |
| SUT10813 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | sutter | City of Yuba City | B- Road \& Highway Capacity | Western Parkway | Construct Western Parkway (4 lanes) from State Route 20 to Butte House Road | Completion after 2036 | \$10,000,000 |  |
| CAL18590 | Project Development Only | sutter | Pctre | B- Road \& Highway Capacity | Route 99, New Inter | Sutter County, north of Sacramento: along Route 99 between Riego Road and Sankey Road, construct new interchange | Completion after $2036$ | \$1,100,000 |  |
| SUT10450 | Yes | Sutter | SACOG | D-Programs \& Planning | Sutter County PPM | Plan, program and monitor for Sutter County. | Completion by 2020 | \$708,000 | \$78,000 |
| SUT18850 | Yes | Sutter | Sutter County | C- Maintenance \& Rehabilitation | Bridge Preventive Maintenance Program | Bridge Preventive Maintenance Program, Various locations.: See http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_MPO.html\#s ACOG web site for backup list of locations. | Completion by 2020 | \$685,000 | \$685,00 |
| SUT18869 | ves | Sutter | Sutter Co | A- Bike \& Ped | Brittan Elementary School Pedestrian Improvements | Brittan Elementary School.: Provide six-feet wide sidewalks around the perimeter. (Emission Benefits in kg/day: 0.01 ROG) | Completion by 2020 | 527,505 | \$527,50 |
| SUT18876 |  | sutter | Sutter County | B- Road \& Highway Capacity | Howsley Rd Widening | Widen Howsley Rd between Pleasant Grove Rd and Natomas Rd | Completion after 2036 | \$3,96,000 |  |
| SUT18875 | yes | Sutter | Sutter County | C- Maintenance \& Rehabilitation | Kent Road Bridge at Sutter Butte Canal. | Kent Road over Sutter Butte Canal, 0.2 Mi South of McDonald Ave.: Replace two lane bridge with two lane bridge. (Toll credits for ROW \& CON.) | Completion by 2020 | 51,220,000 | \$1,220,000 |
| SUT18856 | Yes | Sutter | sutter County | C- Maintenance \& Rehabilitation | Larkin Rd. Bridge Replacement | Larkin Rd. over South Birch Sutter-Butte Canal, 0.2 miles north of Encinal Rd.: Replace the existing 2 -lane bridge with a new 2 -lane bridge. | Completion by 2020 | \$958,00 | \$958,000 |
| SUT10370 | Project Development Only | sutter | sutter County | B- Road \& Highway Capacity | Lincoln Rd. | Widen: 2 lanes from Jones Rd. to Walton Rd. Includes: center lane | Completion after 2036 <br> 2036 | \$3,00,000 |  |
| SUT18855 | ves | Sutter | Sutter County | C- Maintenance \& Rehabilitation | Nicolaus Ave. Bridge Replacement | Nicolaus Ave., over Coon Creek, 1 mile west of Pleasant Grove Rd.: Replace the existing 2-lane bridge with a new 2-lane bridge | Completion by 2020 | \$1,332,00 | \$1,32,000 |
| SUT18854 | ves | Sutte | Sutter County | C- Maintenance \& Rehabilitation | Pennington Rd/Sutter-Butte Canal Bridge Replacement | Pennington Rd, over Sutter-Butte Canal, 0.5 mi E Sheldon Rd. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, \& CON.) | Completion by 2020 | \$1,832,000 | \$1,882,000 |
| SUT18868 | ves | Sutter | Sutter County | G- System Management, Operations, and ITS | Reflective Safety Impovements | Various locations in Sutter County: Install stripping, pavement markers, and raised pavement reflectors. (HSIP6-03-020) | Completion by 2020 | \$897,300 | \$897,300 |
| SUT10340 | Yes | sutter | Sutter County | $\begin{array}{\|l} \hline \text { B- Road \& Highway } \\ \text { Capacity } \\ \hline \end{array}$ | Riego Rd Widening | Widen Riego Rd to 4 lanes, Route 99 to Placer CO. | 2021-2036 | \$3,142,000 | \$3,83,000 |
| SUT10500 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | suter | Sutter County | B- Road \& Highway Capacity | Sankey Rd. | Widen: 4 lanes from Pleasant Grove Blvd. to Hwy. 99 / Hwy. 70. | Completion after 2036 | \$250,000 |  |
| SAC18660 | Yes | Sacramento | City of Sacramento | B- Road \& Highway Capacity | 1.5 | Add Auxiliar Lane: NB from Del Paso Rd. to Hwy. 99. | 2021-2036 | 5857,000 | \$1,340,00 |
| SUT18873 | ves | Sutter | Sutter County | C- Maintenance \& Rehabilitation | Tisdal Rd, Over Westside Canal-Sutter County | Tisdale Rd., over Westside Canal, 100 E Cranmore Rd.: Replace the existing structurally deficient 2 lane bridge with a new 2 lane bridge, (Toll Credits programmed for PE, R/W, \& CON.) Bridge 18C-0057 | Completion by 2020 | \$1,321,000 | \$1,321,000 |
| SAC18690 | Yes | Sacramento | city of Sacramento | B- Road \& Highway Capacity | SR 99 Elkhorn Boulevard Interchange | In Sacramento County :Expand the Elkhorn Blvd. interchange on Route 99 to accommodate the widening of Elkhorn Blvd. from 2 to 6 lanes | 2021-2036 | \$11,909,000 | \$18,625,000 |
| CAL15882 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \\ \hline \end{array}$ | Yolo | Caltrans D3 | B- Road \& Highway Capacity | 1.5/ SR 113 Interchange | Construct New Interchange: NB SR 113 to SB I-5 freeway to freeway connection. Phase 3. | Completion after 2036 | \$66,000,000 |  |
| SUT17013 | , | sutter | City of Live Oak | B- Road \& Highway Capacity | Highway 99 | Widen: Add 2 travel lanes from Kola St. to Nevada St. (N. end); Includes: curb, gutter, sidewalk, and drainage improvements. (Phase II) | 2021-2036 | \$7,95,000 | \$12,443,000 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as partt of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP expenditure costs are not provided since construction of these projects is is not part of the financially constrained project list.
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| Project ID | Included in DPS | countr | lead agency | Category | TITLE | PROEECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CAL20537 | Ves | Yolo | Caltran D3 | C- Maintenance \& Rehabilitation | Maintenance Overlay near Woodland | In Yolo Countr, from SR 505 in Madison to Pedrick Road in Woodland - Maintenance asphalt overlay (Yol-16-31.7/40.6) [HM1 Pavement Preservation (Fed-Funded)) (Toll Credits for PE, ROW, CON) | Completion by 2020 | \$2,42,500 | \$2,42,500 |
| CAL20546 | Yes | Yolo | Caltran D3 | C- Maintenance \& Rehabilitation | SR $113 \&$ Covell Ilvd. Roadway Repair | In Davis, on SR 113, at Covell Boulevard - Repair roadway embankment failure (PM R2.2) [CTIPS ID 107-0000-0999] | Completion by 2020 | \$1,255,000 | \$1,25,000 |
| CAL20626 | ves | Yolo | Caltrans $\mathrm{D3}$ | A- Bike \& Ped | SR 128 Class IIBike Lane | Where ROW permits, construct Class II bike lane on SR 128 from Valley Oak Dr. to E. Main St., Winters (PM 7.755 to 9.359 ) | Completion by 2020 | \$2,730,00 | \$2,86, 000 |
| CAL20627 | ves | Yolo | Caltrans D3 | G- System Management, Operations, and ITS | SR $16 \&$ CR 85 I Intersection modification | Install intersection controls st SR 16 and County Road 85B | Completion by 202 | \$2,00,000 | \$2,098,000 |
| CAL20664 | Yes | Yolo | Caltrans $\mathrm{D}^{\text {3 }}$ | C- Maintenance \& Rehabilitation | SR 16 CIR with HIMA Overlay | SR 16 from Colusa Co Line to Cache Creek Indian Casino - Cold inplace recycle with Hot Mix Asphalt Overlay | 2022-2036 | \$23,400,000 | \$36,596,000 |
| CAL18743 | Yes | Yolo | Caltrans ${ }$ | C- Maintenance \& Rehabilitation | SR 16 Safety Improvement Project-Phase 1 | Near Capay, SR 16, from 0.3 mile west of County Road 82B to County Road 82B - Shoulder widening and curve correction lanes(PM 23.2/23.5) [EFIS ID 0314000271; CTIPS ID 107-0000-0548] (Toll Credits for PE, ROW, CON); Phase 2 of project is 03-0C472 / CAL20528 | Completion by 202 | \$22,047,000 | \$22,047,000 |
| CAL20528 | ves | Yolo | Caltran 03 | G- System Management, Operations, and ITS | SR 16 Safety Improvement Project - Phase 2 | Near Cadenasso, from 0.4 mile west of County Road 79 to 0.4 mile east of County Road 79; also from Esparto to 0.2 mile west of Route 505 - Shoulder widening, curve correction, left-turn channelization, signalization and two-way left-turn lanes (PM 20.5/31.6 [EFIS ID 0314000272; CTIPS ID 10700000983]; Phase 1 of project is 03-0C471 / CAL18743 (Toll Credits for PE, ROW, CON) | Completion by 2020 | \$36,160,000 | \$36,160,000 |
| CAL20510 | yes | Yolo | Caltrans D3 | C- Maintenance \& Rehabilitation | SR275 Tov | In West Sacramento, on SR 275, at the Tower Bridge (Sacramento River Bridge \#22-0021) - Replace existing fender system (PM 13.1) [EFIS ID 0313000137; CTIPS ID 107-0000-0971] [Total Project Cost $\$ 8,609,000$ in $17 / 18$ FY] (Toll Credits for PE, ROW, CON) | Completion by 202 | 59,92,000 | 9,924,000 |
| CAL2066 | ves | Yolo | Caltrans $\mathrm{D}^{\text {3 }}$ | C- Maintenance Rehabilitation | SR 45 CIR with HIMA Overlay | SR 45 from Junction 113 in Knights Landing to Colusa Co Line - Cold in-place recycle with Hot Mix Asphalt Overlay | 2021-2036 | \$15,200,000 | \$23,772,000 |
| CAL20469 | ves | Yolo | Caltrans D3 | C- Maintenance \& Rehabilitation | US 50 - Sac. River Viaduct and Ramps Bridge Rehab | In West Sacramento on Sac-50 at Sacramento River Viaduct \#240004R/L - Bridge deck rehab (viaduct and ramps) (PM 2.5/3.2) [CTIPS ID 107-0000-0905] [Project to be combined with EA $03-$ OF240/CAL20468 for Design-Build under EA 03-2F21U] (Toll Credits) | Completion by 2020 | \$46,837,000 | \$46,837,000 |
| CAL20520 | yes | Yolo | Caltran $\mathrm{D3}$ | G- System Management, Operations, and ITS | US 50 Weigh in Motion (WIM) Stations | In Yolo County, near West Sacramento on US 50, 0.4 mile west of the westbound I-80 on-ramp onto eastbound SR 50 - Relocate weigh in motion (WIM) stations (PM 0.4/0.6) [EFIS ID 0313000151; CTIPS ID 107-0000-0970] (Toll Credits for PE, ROW, CON) $\qquad$ | Completion by 202 | \$2,542,000 | \$2,542,000 |
| CAL20504 | ves | Yolo | Caltran 03 | C- Maintenance \& Rehabilitation | Yolo Bridge Decis | In Yolo and Colusa counties, on Routes 5, 80 and 505, at various locations - Rehabilitate bridge decks [CTIPS ID 107-0000-0956] | Completion by 2020 | \$8,21,000 | \$8,21,000 |
| CAL20662 | Yes | rolo | Caltrans D3 | C- Maintenance \& Rehabilitation | Yolo SR 84 Overlay | Approx. 8 miles south of West Sacramento, from Solano Co Line to 4 miles north of Babel Slough Road - Cold in-place recycle with Hot Mix Asphalt Overlay | 2021-2036 | \$22,250,000 | \$33,234,000 |
| yot19332 | Yes | Yolo | City of davis | G- System Management, Operations, and ITS | Bicycle and Pedestrian Wayfinding \& Data Collection Program | Implement a bicycle and pedestrian wayfinding system and install permanent and temporary automated bicycle and pedestrian counters at strategic locations throughout the city of Davis. | Completion by 2020 | \$207,00 | \$207,000 |
| YoL17130 | ves | Yolo | City of Davis | G- System Management, Operations, and ITS | Sovell Blvd | Add Turn Lanes: Covell Blvd. / Hwy. 113. Includes: turn lanes for access-egress to Hwy. 113 including the overcrossing structure. | 2021-2036 | \$15,000,000 | \$18,304,000 |
| Yo17780 | ves | Yolo | City of Davis | B- Road \& Highway | Covell Blvd. | Widen: 4 lanes from Shasta Dr. to Denali Dr. Includes: bike lanes and a center median. | 2021-2036 | \$1,600,00 | \$2,50,000 |
| YoL19296 | Ves | Yolo | City of Davis | A- Bike \& Ped | Davis School District SRTS | Multiple Schools in the Davis Joint Unified School District: Conduct walk/bike audits; vehicle speed feedback signs; save a gallon scan + notify system; website improvements; parent incentive program. SRTS3-03-003 | Completion by 2020 | \$283,800 | \$283,800 |
| YoL19210 | Ves | Yolo | City of Davis | E-Transit Capital (Minor) | own Multimodal Pa | In Davis, improve entrance to Amtrak Depot and parking lot, provide additional parking, construct bike/ped crossing of the railroad tracks, and improve service by increasing the frequency of bus service to the facility. This improved bus service will require the purchase of an additional one to two heavy-duty buses. (Buses would be purchased with Earmarks CA-E2007-BUSP-0060 for $\$ 200,640$ and CA-2008-BUSP-0060 for \$217,380) | 2021-2036 | \$15,37,000 | \$15,370,00 |
| Yot19302 | ves | Yolo | City of Davis | A. Bike \& Ped | Eight St. RR X Xing Bike/Ped Safety | Eighth St., from F St. to J St.: rehabilitate roadway. At the railroad crossing, reconstruct the subgrade and install pre-cast concrete sections. Reconfigure the northern half of the $J$ St. intersection to reduce the crossing distance for pedestrians heading to Holmes Junior High School. | Completion by 2020 | \$237,00 | \$237,000 |
| YoL17140 | Yes | Yolo | City of Davis | C- Maintenance \& Rehabilitation | 1-80/Richards Interchange | Reconstruct the north side of Richards Blvd. interchange to remove the loop on and off ramps and replace with new ramp in diamond configuration. Includes traffic signal installation. | 2021-2036 | \$6,60,000 | \$8,04,000 |
| Yo19330 | Yes | Yolo | City of Davis | C- Maintenance \& Rehabilitation | LSt. Improvements | LSt. from Fifth St. to Claremont Dr.: rehabilitate street and upgrade bicycle and pedestrian facilities, including a buffered bicycle lane between Fifth and Eighth Streets. (Toll Credits for PE) | Completion by 2020 | \$1,547,562 | \$1,547,562 |
| YoL7160 | Yes | Yolo | City of Davis | G- System Management, Operations, and ITS | Lake Blvd. / Covell Blvd. | Trafic Signalization: at Lake Blv//Covell Blvd. | 2021-2036 | \$250,000 | \$305,000 |
| YoL19327 | ves | Yolo | City of Davis | C- Maintenance \& Rehabilitation | Mace Blvd Road Improveme | On Mace Blvd, from Blue Oak Place to Cowell Blvd, reduce travel lanes from 4 to 2 lanes, rehabilitate pavement, add buffered bike lanes, add two-way buffered cycle-track; At Mace and Cowell, improve intersection for bicycles and pedestrians; At Mace and San Marino, Install traffic signal. | Completion by 2020 | \$2,159,720 | \$2,159,720 |
| YoL17170 | ves | Yolo | City of Davis | B- Road \& Highway Capacity | Mace Curve | Widen Mace from Alhambra Dr. to Alhambra Dr. (Mace curve) from 2 to 4 lanes, provide bike lanes, a landscaped median, and turn lanes. | 2021-2036 | \$2,30,000 | \$2,300,000 |
| YoL19337 | ves | Yolo | City of Davis | D-Programs \& Planning | Safe Routes to School | In Davis, operate Safe Routs to School Program through 2018. Work includes continuing outreach, marketing, education, printing maps, supporting school site coordinators, and continuation of "Active4.me" scanning system (captures every trip and can instantly notify a parent that their student arrived on campus). Work also may include improving signage near schools. | Completion by 2020 | \$626,461 | \$626,461 |
| YoL19357 | yes | Yolo | City of Davis | D-Programs \& Planning | Study and design of Downtown core streetscape improvements | Streetscape improvements plan for primary retail streets downtown to enhance pedestrian spaces, better accommodate bicycles, and strengthen linkages between parking areas and downtown destinations. The improvements plan shall include but not be limited to directional signage, street trees, street furniture and lighting. | Completion by 2020 | \$200,000 | \$210,000 |
| Yot19358 | ves | Yolo | City of Davis | D- Programs \& Planning | Study and design of Richards Boulevard / Olive Drive area access and circulation improvements | Access and circulation plan to improve connectivity and safety for all modes of travel consistent with complete streets. The plan shall include but not be limited to the $1-80$ / Richards interchange, Richards / Olive intersection, and "gateway" enhancements. | Completion by 2020 | \$200,000 | \$210,00 |
| Yo19359 | yes | Yolo | City of Davis | D-Programs \& Planning | Study and preliminary design of access alternatives for Nishi property to UC Davis | Explore the feasibility of access to the Nishi property including motor vehicles, delivery vehicles, transit buses, emergency vehicles, bicycles, and pedestrians. The study and prelimnary design shall include but not be limited to access to/from the UC Davis campus and West Olive Drive. | Completion by 2020 | \$150,000 | \$157,000 |
| Yol19301 | ves | Yolo | City of Davis | A- Bike \& Ped | Third St. Improvements Project | In Davis, at the eastern entrance to the UC Davis campus, for a twoblock segment of Third St. between A St. and B St.: Construct streetscape improvements | Completion by 2020 | \$4,75,000 | \$4,56,000 |
| Y019345 | Yes | Yolo | Citry of West Sacramento | A. Bike \& Ped | Citwwide Blke lane Gap Closure | In West Sacramento, throughout the City: 10.3 miles of new bike lanes. | Completion by 2020 | \$592000 | \$592000 |
| roL19376 | Yes | Yolo | city of West Sacramento | A - Bike \& Ped | Clarksurg Branch Line Trail and Bridge-Phase2 | Construction of Bike Trail from River City ligh School to City Limits | 2021-2036 | \$1,000,00 | \$1,22,000 |
| yol19350 | Yes | Yolo | City of West Sacramento | G- System Management, Operations, and ITS | Cold lroning-Port of West Sacramento | Construct cold ironing infrastructure as required by the California Air Resources Board (CARB) | Completion by 2020 | \$2,00,000 | \$2,098,000 |
| YoL15130 | Yes | Yolo | City of West Sacramento | B- Road \& Highway Capacity | Harbor Blvd. Widening | Harbor Blvd, West Capitol Ave. to Industrial: widen 4 to 6 lanes. | 2021-2036 | \$6,000,000 | ¢9,384,000 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and Row acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP to the MTP/SSS following a technical analysis and consistency with plan requirements. While total costs are shown or these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | LeAD Agency | CATEGORY | TITLE | PROEECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| roL19377 | Yes | Yolo | City of West Sacramento | A- Bike \& Ped | 1 Street to Indian Heritage Bike Trail | Construct Bike Trail under I Street Bridge and new C Street Bridge then continue atop levee to Indian Heritage Center | 2021-2036 | \$2,000,000 | \$2,41, 000 |
| Y0115891 | Yes | Yolo | City of West Sacramento | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | 1.80 Enterrise Bulevard | In West Sacramento, I-80 at Enterprise Boulevard: construct eastbound on-ramp. | Completion by 2020 | \$4,800,000 | \$4,800,000 |
| YoL15670 | ves | Yolo | City of West Sacramento | B- Road \& Highway Capacity | 1-80/Reed Ave. Interchange | I-80 at Reed Ave. interchange: widen ramps at the intersection with Reed Avenue, widen Reed Avenue, and limit some local street access. Add ramp metering to the on-ramps. | 2021-2036 | \$12,350,000 | \$15,070,000 |
| roL15160 | Yes | Yolo | City of West Sacramento | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Industrial Boulevard Widening | In West Sacramento, Industrial Boulevard from the Palamidessi Bridge at the Barge Canal to Harbor Boulevard: widen from 4 to 6 lanes. | 2021-2036 | \$16,40,000 | \$25,711,000 |
| rol15940 | Yes | Yolo | City of West Sacramento | B- Road \& Highway Capacity | Lake Washington Blvd. | Widen Lake Washington Blvd. from 2 to 6 lanes from Jefferson Blvd. to the new Palamidessi Bridge at the barge canal. | 2021-2036 | ,00 | 54,881, |
| Y0115950 | Yes | Yolo | City of West Sacramento | B- Road \& Highway | Lake Washington Blvd. | Lake Washington Blvd.: Widen the Palamidessi Bridge over the barge canal from 4 to 6 lanes. | 2021-2036 | \$10,100,000 | \$15,996,000 |
| YoL19329 | Yes | Yolo | City of West Sacramento | B-Road \& Highway Capacity | Pioneer Bluff Bridge Phase 2 - Village Parkway Extension | In West Sacramento, South River Rd., 0.42 miles, from the new Pioneer Bluff Bridge across the old barge canal to the Stone Lock facility: Build 2 lane road roadway, sidewalk, bike lane, landscaping, water and storm drain utilities, and will accommodate a future north south streetcar line that would extend from Stone Lock north to the Bridge District. (see YOL19317 for Phase 1) | Completion by 2020 | \$4,900,000 | \$4,900,000 |
| rol19361 | yes | Yolo | City of West Sacramento | G- System Management, Operations, and ITS | Port of West Sacramento Entrance | This project includes the construction of a new port entrance, including the installation of a new rail crossing near Beacon and Industrial Boulevards. This project will increase the efficiency and safety of travel to, from and within the Port, and is required prior to the construction of a new area project. This project will improve transportation operations, and is likely to lead to significant positive economic benefits. | 2021-2036 | \$2,400,000 | \$2,929,000 |
| YoL19288 | Yes | Yolo | City of West Sacramento | D- Programs \& Planning | Rail relocation \& reconfiguration study | Service Plan: Study rail relocation and reconfiguration through West Sacramento. The intent of the study will be to seek implementing a proposed solution and leveraging public and private funding for implementation. | Completion b | \$1,000,000 | \$1,099,0 |
| Y019223 | yes | Yolo | City of West Sacramento | G- System Management Operations, and ITS | Sacramento River Deep Water Ship Channel Deepening | Dredge remainder of 35 miles of 43 mile ship channel an additional 5 ' to 35 ' in depth. This $15 \%$ increase in channel depth will allow larger ships and thus will increase allowable ship capacity by $40 \%$ (from 25,000 tons to 35,000 tons). Ship channel boundaries are from Collinsville (just above Suisun Bay) up to West Sacramento. | 2021-2036 | \$157,464,000 | \$246,263,000 |
| rol19351 | ves | Yolo | City of West Sacramento | B- Road \& Highway | Seaway Property Mfrastructure | Construct internal roadway, utilities and storm drainage network for Port Property Development | 2021-2036 | \$5,000,000 | \$6,101,000 |
| YoL15180 | Yes | Yolo | City of West Sacramento | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | South River Rd. Widening | Reconstruct and widen South River Road to 4-lanes from US50 onramp to Stonegate Boulevard, including restriping the 4-lane bridge from 2-lanes to 4-lanes over barge canal. | 2021-2036 | \$16,25,000 | \$16,250,00 |
| rol19335 | ves | Yolo | City of West Sacramento | A- Bike \& Ped | Sycamore Trail/Westacre and Bryte Bicycle Routes | Rice Ave. to West Capitol Ave., Harbor Blvd. and 3rd St., Jefferson Blvd. to Michigan Rd.,: construct 0.5 miles of a multi-use path, street crossing enhancements, and two bicycle routes. (Emission Benefits in kg/day: 0.12 ROG, 0.06 NOx, 0.03 PM 2.5, 0.03 PM 10) | Completion by 2020 | \$900,324 | \$905,324 |
| Y019378 | Yes | Yolo | City of West Sacramento | A- Bike \& Ped | Sycamore Trail-phase 2 | Construction of Bike Trail from Tony Lopes Park to Stone Boulevard. Includes Bike/Ped Bridge over US Hwy 50. | Completion by 2020 | \$10,000,000 | \$10,489,000 |
| roL19349 | Yes | Yolo | City of West Sacramento | A- Bike \& Ped | Sycamore Trail-Phase 3 | Construction of Bike Trail from Sacramento Avenue to Westfie School | 2021-2036 | \$5,00,000 | \$6,101,000 |
| YoL15900 | Yes | Yolo | City of West Sacramento | ${ }^{\text {B- Road \& Highway }}$ Capacity | U.S. 50/efferson Blvd. Interchange | Jefferson Blvd interchange--expand the ramps and signals from 1 to 2 lanes, add ramp metering and turn lanes, and related street closures. | 2022-2036 | \$26,450,000 | \$41,366,000 |
| Y0115680 | Yes | Yolo | City of West Sacramento | G- System Management Operations, and ITS | U.S. 50/South River Road | U.S. 50: Install ramp meters and modify ramp design at South River Rd interchange. | 2021-2036 | \$23,625,000 | \$23,625,000 |
| Yol19360 | ves | Yolo | City of West Sacramento | B- Road \& Highway Capacity | Village Parkway Southern Extens | This project includes the design of, procurement of right of way for and construction of Village Parkway from Stonegate Drive to Davis Road. This new street will serve the Northeast and Southeast villages of the Southport area, improve circulation in the eastern portion of the city, and relieve traffic congestion on Jefferson Boulevard. This segment will provide the primary connection to the planned South River Road Bridge across the Barge Canal, thereby connecting the Stone Lock, Pioneer Bluff and redevelopment areas to the growing residential areas to the south. Flood program to construct interim improvements from Lake Washington to Gregory. | 2021-2036 | \$10,50,000 | \$12,813,000 |
| YoL19297 | ves | Yolo | City of West Sacramento | A- Bike \& Ped | Washington School District Partent Corps SRTS | Multiple Schools in the Washington Unified School District in West Sacramento: Create citywide (Safe Routes to Schools) SRTS Parent Corps by training one parent champion to implement education and encouragement programs at their schools; provide pedestrian and bicycle safety skills training; implement walk- and bike-to-school events, frequent walker/rider miles contests, and distribution of safe routes to school maps. SRTS3-03-008 | Completion by 2020 | \$496,000 | \$496,000 |
| roL19348 | Yes | Yolo | City of West Sacramento | A- Bike \& Ped | West Capitol Ave Cycle Track | West Capitol Avenue between 5th St. and Garden St.: Pedestrian improvements and raised "cycle track" (a physically separated bike path within the public right of way), convert the travel way from two way to one-way, and reconfigure the two intersections at 5th St. and at Garden St., including removing a signalized intersection. | Completion by 2020 | \$87,000 | 587,000 |
| YoL19284 | ves | Yolo | City of West Sacramento | A- Bike \& Ped | West Capitol Avenue Streetscape Improvements - Phase 3 | In West Sacramento on West Capitol Avenue from Westacre Road to Sycamore Avenue, construction of streetscape improvements, including wider sidewalks, flatter road cross-section, reconfigure lanes, roundabout, utility relocation, new lighting, and substantial planting and hardscape treatments. | 2021-2036 | \$12,420,000 | \$15,156,000 |
| YoL19285 | Yes | Yolo | City of West Sacramento | A- Bike \& Ped | West Capitol Avenue Streetscape Improvements - Phase 4 | In West Sacramento on West Capitol Avenue from Sycamore Avenue to Harbor Boulevard, construction of streetscape improvements, including wider sidewalks, flatter road cross-section, reconfigure lanes, utility relocation, new lighting, and substantial planting and hardscape treatments. | 2021-2036 | \$12,720,000 | \$15,522,000 |
| VAR56182 | ves | Yolo | City of West Sacramento. City of Woodland, City of Davis, Yolo County | D- Programs \& Planning | Yolo Regional Frieght Rail Project | Feasibility Study for realighment of freright rail out of the cities of Davis, Woodland and West Sacramento to area east of Davis to create enhanced freight operations, remove safety issues in cities, to encourage redevelopment of communities and to improved regional flood control | Completion by 2020 | \$500,000 | \$524,00 |
| roL19331 | yes | Yolo | City of Winters | C- Maintenance \& Rehabilitation | Railroad Ave. Improvements | Railroad Ave. from between Grant Ave. and Niemann St.,: complete environmental review, design, construction of street improvements, and street rehabilitation of deficient pavement. | Completion by 2020 | \$140,000 | \$140,000 |
| YoL19291 | Yes | Yolo | City of Winters | C- Maintenance \& Rehabilitation | Railroad Ave/Dry Slough Bridge Replacement | Railroad Ave, over Dry Slough, 0.37 miN of CR 33. Replace the existing structurally deficient 2 lane bridge with a new 2 lane bridge. | Completion by 2020 | \$2,020,181 | \$2,020,181 |
| Y019336 | yes | Yolo | City of Winters | G- System Management Operations, and ITS | Walnut Lane Roundabout | Grant Ave (SR128) and Walnut Lane; Construct a roundabout, which includes demolition of existing curbs, sidewalks, gutters, median island, striping asphalt paving, storm drains, and drainage inlets. These features will be replaced with new curbs, gutters, median islands, pedestrian and bicycle ramps, asphalt paving, concrete paving, signing and striping, sewer services, water services, storm drain lines, drainage inlets, manholes, and landscaping. | Completion by 2020 | \$925,156 | \$925,156 |
| rol19344 | Yes | Yolo | City of Woodland | D- Programs \& Planning | 2014 SRTS | In Woodland: Safe Routes to School non-infrastructure planning. (ATP\# 0105 Toll Credits for CON) | Completion by 2020 | \$539,000 | \$539,000 |
| Y0117390 | Yes | Yolo | City of Woodland | B- Road \& Highway | College St. | Construct New Road: 2 lane collector from County Rd. 24A to County Rd. 24 C | 2021-2036 | \$539,00 | 5843,000 |
| Y0117380 | Yes | Yolo | City of Woodland | B- Road \& Highway | Coloma WY | Construct New Road: 2 lane collector from County Rd. 24A to County Rd. 24 C . | 2021-2036 | S619,851 | \$969,000 |
| Y0117310 | Project <br> Development <br> Only | Yolo | City of Woodland | B- Road \& Highway Capacity | County Rd. 102 | Widen: 4 lanes from Beamer St. to East Main St. | Completion after 2036 | \$2,896,851 |  |
| rol17330 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Only } \end{gathered}$ | Yolo | City of Woodland | B- Road \& Highway Capacity | County Rd. 102 | In Woodland, from Kentucky Ave to Beamer St, on CR102: widen from 2 to 4 lanes. | Completion after 2036 | \$2,896,851 |  |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP to the MTP/SS following a technical analysis and consistency with plan requirements. While total costs are shown of these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | countr | LeAD Agency | CATEGORY | TITLE | PROEECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| YoL17550 | Yes | Yolo | City of Woodland | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | County Pd. 102 | Widen: 4 lanes from Gibson Rd. to Heritage Pkwy. | 2021-2036 | \$4,00,000 | 56,25,000 |
| YoL19287 | $\begin{gathered} \text { Project } \\ \text { Development } \\ \text { Only } \end{gathered}$ | Yolo | City of Woodland | B- Road \& Highway Capacity | County Rd. 25 A | Construct New Road: 2 lanes from Pioneer Ave. to County Rd. 102 | Completion after 2036 | \$4,50,000 |  |
| YoL19281 | yes | Yolo | City of Woodland | A-Bike \& Ped | Downtown Streetscape (Main St.) | In Woodland on Main St., between Third St. and Sixth St.: Construct streetscape improvements, including improved sidewalks, landscaping, trees, bulb-outs, A.D.A. ramps, a pedestrian actuated signal, etc. Also construct frontage improvements at Freeman Park. (Toll Credits for CON) | Completion by 2020 | \$1,065,000 | \$1,065,00 |
| YoL19305 | Yes | Yolo | City of Woodland | A- Bike \& Ped | East Main St. Impro | In the City of Woodland along East Main Street, from East Street to east of Pioneer Avenue. Construct sidewaks, 10 -foot off-street bike path and associated landscape and irrigation, class II bike lanes and bus turnouts. Project will also construct safety improvements to include medians, updated freeway and local street signage and lane striping changes to improve traffic flow near the freeway entrances/exits. (Toll credits for PE and CON) | Completion by 2020 | \$2,880,000 | \$2,880,0 |
| YoL17560 | Project Development Only | Yolo | City of Woodland | B- Road \& Highway Capacity | East St. | Widen: 4 lanes from County Rd. 24A to 1320 'south of Gibson | Completion after 2036 | \$1,900,000 |  |
| YoL19321 | Yes | Yolo | City of Woodland | B- Road \& Highway Capacity | Farmer's Central Road - Harry Lorenzo to Pioneer | In Woodland, Farmer's Central Road, from Harry Lorenzo Ave to Pioneer Avenue: Construct new 2 -lane road. | Completion by 2020 | \$1,60,000 | \$1,600,00 |
| YoL17350 |  | Yolo | City of Woodla | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Heritage Parkway Or. | Construct New Road: 2 lane arterial from East St. to College st | Completion after 2036 | 5,359,151 |  |
| SUT17015 | Yes | Sutter | City of Live Oak |  | Highway | Widen: Add 2 travel lanes from Elm St. to Kola St. Includes: sidewalks and drainage improvements. (Phase I) | $1-20$ | \$3,213,000 | \$5,02,000 |
| SUT17016 | Yes | Sutter | City of Live Oak | ${ }_{\text {a }}^{\text {B-Road \& Highway }}$ | Highway 99 | Widen: Add 2 travel lanes from Elm St. to Coleman Rd. Includes: sidewalks and drainage improvements. (Phase III) | 2021-2036 | 56,12,000 | \$9,57,000 |
| YoL17290 | Yes | Yolo | city of Woodland | B- Road \& Highway Capacity | Kentucky Ave. | Widen: 4 lanes from College St. to West 5 St. | 2021-2036 | \$3,57, 189 | \$5,532,000 |
| Yo17400 | ves | Yolo | City of Woodland | B- Road \& Highway Capacity | Kentucky Avenue Widening \& Complete Streets | Widen Kentucky Avenue from 2 to 4 lanes from East Street to College St. Also Kentucky Ave., from East St. to West St.: reconstruct roadway as a complete street. Project includes a major redesign of the street with new bicycle lanes, new landscape-separated sidewalks, drainage improvements, a landscaped median, a new traffic signal at College St., and modifications to signals at West St. and at East St. (Toll Credits for PE \& CON. $\$ 600 \mathrm{k}$ local for CON is nonparticipating) | Completion by 2020 | \$14,500,000 | \$14,500,000 |
| YoL19307 | Project Development Only | olo | City of Woodland | B- Road \& Highway Capacity | Kentucky Avenue Widening College to West Streets | Widen Kentucky Avenue from College Street to West Street from 2 lanes to 4 lanes. | Completion after 2036 | \$3,300,000 |  |
| YoL17420 | ves | Yolo | City of Woodland | G- System Management, Operations, and ITS | st. | Roadway Operational Improvements: from Ashley Ave. to Cottonwood St., construct south side improvements | 1-2036 | \$360,000 | \$439,000 |
| Yol19292 | Yes | Yolo | City of Woodland | D- Programs \& Planning | Main St. / Cleveland St. Signal Ugrade | Main St./Cleveland St: Upgrade traffic signals HIPP4-03-009 | Completion by 2020 | \$280,222 | \$280,222 |
| Yo19320 | Yes | Yolo | city of Woodland | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | Marston Avenue - Parkland to Harry Lorenzo | In Woodland, Marston Avenue, from Parkland Ave to Harry Lorenzo Ave: Construct new 2 -lane roadway. | Completion by 2020 | \$500,000 | \$500,000 |
| yol17360 | ves | Yolo | City of Woodland | B- Road \& Highway | Parkland Ave. | Construct New Road: 2 lane arterial from Pioneer Ave. to East St. | 2021-2036 | \$9,04, 751 | \$14,145,000 |
| YoL19295 | Yes | Yolo | City of Woodland | B- Road \& Highway Capacity | Parkland Avenue Extension | In Woodland, from Heritage Parkway to Marston, extend Parkland Avenue. | Completion by 2020 | \$1,30,000 | \$1,300,000 |
| Yo19326 | Yes | Yolo | City of Woodland | B- Road \& Highway | Parkland Drive - Pioneer to Harry Lorenzo | In Woodland, Parkland Drive, from Pioneer Avenue to Harry Lorenzo Ave: construct new 4 -lane roadway. | Completion by 2020 | \$2,30,000 | 2,300,000 |
| yoL19322 | Yes | Yolo | City of Woodland | B- Road \& Highway Capacity | Pioneer Avenue - Widen Patriot to Farmer's Central | In Woodland, Pioneer Avenue, from Patriot Way to Farmers Central Road: Widen 2 to 4 lanes. | Completion by 2020 | \$2,30,000 | \$2,300,000 |
| VAR56140 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Yolo | City of Woodland, City of Davis, Yolo County | A- Bike \& Ped | Alternative Transportation Corridor- Davis to Woodland | Class 1 bike/low speed electric vehicle path between Davis and Woodland, along alignment identified in September 2009 feasibility study. | Completion after | \$10,000,000 |  |
| VAR56111 | Yes | Yolo | SACOG | F-Transit 0 \& ( (Bus) | YCTD JaRC Operating Assistance | Use FFY 2011 \& 2012 JARC funding to continue weekday, weekend and holiday service on the routes $35,40,41,240,241$ and 340 , with a focus on the early morning and late evening services. | Completion by 2020 | \$380,000 | \$380,000 |
| YoL17010 | ves | Yolo | SACOG | D- Programs \& Planning | Yolo County PPM | Plan, program and monitor for Yolo Countr. | Completion by 2020 | \$1,497,00 | \$1,497,000 |
| YoL19293 | Yes | Yolo | UC Davis | C- Maintenance \& Rehabilitation | La Rue Ave. Bridge | On UC Davis Campus, La Rue Ave. (formerly California St.) over Putah Creek: Replace functionally obsolete 2 lane bridge with 2 lane bridge including bike lanes and pedestrian access. | Completion by 2020 | 5,443,617 | 56,443,617 |
| UCD10001 | ves | Yolo | UC Davis | A- Bike \& Pe | UC Davis West Entry Bicycle and Pedestrian Improvements | Implement bicycle and pedestrian capacity improvements at the intersection of La Rue and Orchard Park Dr. Construct intersection modifications at La Rue and Orchard Road, which includes a dedicated bicycle and pedestrian signal phase. | Completion by 2020 | \$301,000 | \$301,000 |
| UCP10002 | yes | Yolo | UCP of Greate Sacramento | E-Transit Capital (Minor) | Video Monitoring Systems Purchase | Purchase and installation of 16 video monitoring systems ( 6 new and 10 replacement) for 16 buses. (Uses Toll Credits for local match). | Completion by 2020 | 539,888 | \$39,888 |
| UN10466 | Yes | Yolo | Unitrans | F-Transit © \& (Bus) | Operating Assistance | Operating assistance for transit services within the City of Davis. Davis Urbanized Area. FFY 2015 to FFY 2018 | Completion by 2020 | \$19,125,000 | \$19,125,000 |
| UN10469 | Yes | Yolo | Unitrans | $\begin{array}{\|l} \begin{array}{l} \text { E-Transit Capital } \\ \text { (Vehicles) } \end{array} \\ \hline \end{array}$ | Rolling Stock Replacement | For Davis Community Transit, replace up to four paratransit vehicles plus related equipment (radios, fareboxes, etc). For Unitrans, purchase up to six standard 40-foot buses and two double-deck buses between FY 2015 and FY 2018 to replace existing CNG fueled buses when they have surpassed their useful lives plus related equipment (radios, fare boxes, security equipment, etc). | Completion by 202 | \$6,040,000 | \$6,040,000 |
| UN10464 | ves | Yolo | Unitrans | E-Transit Capital (Minor) | UC Davis Memorial Union Terminal Improvement | Major overhaul to the MU terminal to provide operational and passenger amenity improvements, in particular to accommodate a higher volume of 40 -foot buses as are operated now (compared to smaller buses being operated when the terminal was first used in the 1970s). Project will also provide for improved regional connections with YoloBus and FAST routes which serve the terminal. | Completion by 2020 | \$3,017,664 | \$3,017,64 |
| UN110465 | ves | Yolo | Unitrans | E-Transit Capital (Minor) | Unitrans Bus Stop Access and Passenger Amenties | Unitrans bus stop improvements, accessibility, and passenger amenities, including real-time information. Implement real-time Automatic Vehicle Location, Automatic Passenger Counter, Computer Aided Dispatching and other related ITS elements. | Completion by 2020 | \$400,000 | \$400,000 |
| UN10471 | yes | Yolo | Unitrans | E-Transit Capital (Minor) | Unitrans Maintenance Facility Improvements | Replace operating equipment in the maintenance facility that has surpassed its useful life. | Completion by 2020 | \$2,00,000 | \$2,00,000 |
| UN110467 | ves | Yolo | Unitrans | E-Transit Capital (Minor) | Unitrans Miscellaneous Capital Improvements for Ops | Office, shop, operating equipment, facility, security enhancements, and non-revenue vehicles for existing facilities. | Completion by 2020 | \$400,000 | \$400,000 |
| VAR56122 | ves | Yolo | Yolo Adult Day Heath Center | E- Transit Capital | Yolo Adult Day Health Care 5310 Bus Purchase <br> (2) | Replace two (Medium) Buses that can carry up to 14 passengers, including a driver and two wheelchair positions. (Toll Credits for CON) | Completion by 2020 | \$134,000 | \$134,000 |
| YoL19298 | ves | Yolo | Yolo County | C- Maintenance \& Rehabilitation | Bridge Preventive Maintenance Program | In Yolo County, Bridge Preventive Maintenance Program, Various locations. See http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_MPO.html\#s ACOG web site for backup list of locations. | Completion by 2020 | \$1,982,400 | \$1,982,400 |
| YoL19352 | Yes | Yolo | Yolo County | ${ }_{\text {c }}^{\text {c-Maintenance \& }}$ | Bridge Rehabilitation on County Road 19 over Slough S3 | Rehabilitate or replace functionally obsolete Bridge | 2021-2036 | \$400,000 | 5488,000 |
| YoL19353 | Yes | Yolo | Yolo County | C- Maintenance \& Rehabilitation | Bridge Rehabilitation on County Road 85 over Goodnow Slough | Rehabilitate or replace functionally obsolete Bridge | 2021-2036 | \$400,000 | 5488,000 |
| roL19374 | Yes | Yolo | Yolo County | C- Maintenance \& Rehabilitation | Bridge Replacement on County Road 25 over Cottonwood Slough | Replacement of structuraly deficient Bridge | 2021-2036 | \$815,000 | \$995,000 |
| YoL19355 | Yes | Yolo | Yolo County | C- Maintenance \& Rehabilitation | Bridge Replacement on County Road49 over Hamilton Creek | Replacement of functionally obsolete Bridge | 2021-2036 | \$400,000 | 5488,000 |
| roL19249 | Yes | Yolo | Yolo County | C- Maintenance \& Rehabilitation | County Rd. 99 | Pavement Rehabilitation: from County Rd. 27 to County Road 25A. Includes: bike lanes. | Completion by 2020 | \$2,00,000 | \$2,098,000 |
| YoL19371 | yes | Yolo | Yolo County | G- System Management, Operations, and ITS | County Road 102 Widening | Widen County Road 102 between Davis and Woodland. Project may be implemented in phases as funding allows. Turn pockets and center medians are highest priority. | 2021-2036 | \$12,600,000 | \$15,376,000 |
| YoL19370 | Yes | Yolo | Yolo County | C- Maintenance \& Rehabilitation | County Road 27 | Roadway Safety Improvements: from County Road 89 to County Road 102. Includes: pavement rehabilitation, paved shoulders \& clear recovery zone. | 2021-2036 | $\$ 12,600,000$ $\$ 38,000,000$ | \$15,376,000 $\$ 46,371,000$ |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become avilable to cover full construction costs, these projects can be considered as part of an amendment to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of

| Project ID | Included in DPS | countr | Lead agencr | category | tite | PROJECT description | Completion Timing | total cost (2015 Dollars) | year of EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| YoL19289 | Yes | Yolo | Yolo County | C- Maintenance \& Rehabilitation | CR 12 Bridge Replacement | CR 12, over Zamora Creek, 0.69 miles east of CR 92: Replace 2 lane structurally deficient, scour critical bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, \& CON) | Completion by 2020 | \$1,693,00 | \$1,693,00 |
| YoL19334 | ves | Yolo | Yolo County | C- Maintenance \& Rehabilitation | CR 27 Complete Streets Road Reconstruction | CR 27, from CR 98 to CR 99, reconstruct and rehabilitate pavement, and add wider paved shoulders for bicycles, consistent with the rural character of the road. | mpletion by 2020 | \$916,638 | \$916,63 |
| YoL19318 | ves | Yolo | Yolo County | C- Maintenance \& Rehabilitation | CR 29 Bridge Replacement | CR 29 Over Dry Slough, 0.77 mi west of CR 98: Replace 2-lane bridge with a new 2 -lane bridge. (Toll credits for PE, ROW, CON.) | Completion by 2020 | \$3,033,791 | \$3,033,791 |
| YoL9315 | ves | Yolo | Yolo County | G- System Management, Operations, and ITS | CR 31/CR 95 Turn Lanes | County Road 31/County Road 95: Install left-turn lanes. (HSIP5-03024) | Completion by 2020 | \$1,00,000 | \$1,000, |
| YoL1823 | Yes | Yolo | Yolo County | C- Maintenance \& Rehabilitation | CR 41 Bridge Rehabilitation or Replacement | CR 41, over Cache Creek, 500' east of SR 16: Rehabilitate or replace existing structurally deficient 2 lane bridge with new 2 lane bridge: (Toll credits for PE, ROW, \& CON.) | Completion by 2020 | \$5,69,000 | \$5,694,000 |
| YoL1823 | ves | Yolo | Yolo County | C- Maintenance \& Rehabilitation | CR 86 A Bridge Replacement | CR 86A, over Cottonwood Slough, 0.22 miles north of CR \#25: Replace existing functionally obsolete 2 lane bridge with new 2 lane bridge. (Toll Credits for PE, ROW, \& CON) | Completion by 202 | \$2,137,00 | \$2,137,00 |
| YoL19319 | Yes | Yolo | Yolo County | C- Maintenance \& Rehabilitation | CR 95 Bridge Replacement | CR 95 over Dry Slough, 0.06 mi north of CR 31: Replace 2-lane bridge with a new 2 -lane bridge. (Toll credits for PE, ROW, CON.) | Completion by 2020 | \$1,704,987 | \$1,704,987 |
| YoL19347 | Yes | Yolo | Yolo County | C- Maintenance \& Rehabilitation | CR 96 Bridge at Dry Slough | CR 96 over Dry Slough, 0.45 Mi North of CR 31: Replace two lane bridge with two lane bridge. (Toll Credits for PE, ROW, \& CON.) | Completion by 2020 | \$2,474,3 | \$2,474, |
| YoL19346 | Yes | Yolo | Yolo County | C- Maintenance \& Rehabilitation | CR 96 Bridge at Union School Slough | County Road 96 over Union School Slough, 1.38 Mi South of CR 27: Replace two lane bridge with two lane bridge. (Toll Credits for PE, ROW, \& CON) | Completion by 2020 | \$1,741,79 | \$1,741,79 |
| Yo19333 | ves | Yolo | Yolo County | A- Bike \& Ped | CR 98 Bike and Safety Improvement- - Phase 2 | County Road (CR) 98, from 1300 feet south of CR 29 to the Solano County line. Rehabilitate, widen shoulders, add multi-use paths and bicycle lanes, and install roundabouts at CR31, Russell Blvd., and Hutchison Dr. | Completion by 2020 | \$15,600,000 | \$15,600,000 |
| YoL18236 | ves | Yolo | Yolo County | C- Maintenance \& Rehabilitation | CR 99W Bridge Replacement | County Road 99W, over Buckeye Creek, 0.48 miles southeast of CR 1: Replace the 2 lane structurally deficient structure with a new 2 lane structure. (Toll Credits for PE, ROW, \& CON) | Completion by 2020 | \$2,751,500 | \$2,751,500 |
| YCT18252 | Yes | Yolo | Yolo County Transportation District | E-Transit Capital Majo | Capitol Corridor Multimodal Facility in Davis | Engineering, Environmental, and Construction of the City of DavisAmtrak Multimodal station | Completion by 2020 | 525,000,000 | ,00 |
| YCT18253 | Yes | Yolo | Yolo County Transportation District | E-Transit Capital (Minor) | New Satellite Facility | Engineering, Environmental and Construction of a new satellite facility for bus parking, maintenance and dispatch. | Completion by 2020 | \$10,000,000 | \$10,489,000 |
| YCT18239 | Yes | Yolo | Yolobus/YCTD | F- Transit O\&M (Demand Response) | ADA Operating Assistance (FTA 5307) | ADA Operations for transit services within the YCT District as well as service to / from Sacramento. Sacramento Urbanized Area and Woodland Urbanized Area. FFY 2015 : $\$ 220,000$ FFY 2016 : $\$ 220,000$ | Completion by 2020 | \$8,115,816 | \$8,115,816 |
| YCT1824 | ves | Yolo | Yolobus/CTD | F- Transit O\&M (Demand Response) | Beyond ADA Paratransit Service (New Freedom Large Urban/MAP 21 5310) | Operating assistance to provide transit services for medical appointments only, for Yolo County residents. This service will be Monday through Friday, 4 hours a day | Completion by 2020 | \$1,096,986 | \$1,096,986 |
| YCT18241 | Yes | Yolo | Yolobus/YCTD | F- Transit O\&M (Demand | Beyond ADA paratransit service (New Freedoms Small Urban/ MAP 21 5310) | Expansion of paratransit service for medical appointments beyond | Completion by | \$976,794 | 94 |
| YCT18251 | yes | Yolo | Yolobus/CCTD | F-Transit \& \% ( (us) | Operating Assistance (FTA Small Urban 5307) | Operating assistance for continuation of service on routes 45,210 , 211, 212, 214, 215, 216, 217, 242, and 243. FFY 2014: \$472,830 FFY 2015: \$496,472 FFY 2016: \$521,295 | Completion by 2020 | \$2,981,94 | \$2,981,194 |
| YCT18250 | Yes | Yolo | Yolobus/CTD | F-Transit © \& (Bus) | Operating Assistance (JARC Large Urban/ MAP 21 5307) | Operating Assistance for continuation of service on routes $35,40,41$, 240,241 , and 340 . This service provides low income individuals with alternative transportation options between their homes and employment related activities. Includes operating assistance for FY11-12, FY12-13, FY13-14 \& FY14-15 | Completion by 2020 | \$6,85,033 | \$6,850,033 |
| YCT18187 | ves | Yolo | Yolobus/CTD | F-Transit O\&M (Bus) | Operation Assistance (RURAL JARC/ MAP-21 5311) | Operating Assistance for continuation service on Route 215. This service provides low income and rural individuals transit service to and from employment related activities. Includes operating assistance for FY 11-12, FY 12-13, FY 13-14 FY 14-15. | Completion by 2020 | 57,42, 782 | \$7,42, 782 |
| YCT18238 | ves | Yolo | Yolobus/YCTD | F-Transit 0 \& ( (Bus) | Preventive Maintenance (5307) | Preventive Maintenance for transit services within the YCT District as well as service to / from Sacramento. Sacramento Urbanized Area and Woodland Urbanized Area. FFY 2015 : \$1,109,780 FFY 2016 : \$1,109,780 | Completion by 2020 | \$14,503,250 | \$14,503,250 |
| YCT18186 | ves | Yolo | Yolobus/CTD | F-Transit O\&M (Bus) | Route 42 Operating Assistance (Small Urban JARC MAP 21 5307) | Operating Assistance for continuation of service on Route 42. This service provides transit service to low income individuals who work non-traditional schedules, including evenings, weekends, and holidays. This amount includes $\$ 150,000$ of JARC funds transferred to the 5307 account. This also includes new 5307 Small Urban (Davis UZA) funds. | Completion by 2020 | ,699 | 2,249,699 |
| YCT18240 | ves | Yolo | Yolobus/CTD | F-Transit O\&M (Bus) | Rural Operating Assistance (FTA 5311) | Operating assistance for rural transit services within the YCT District. Outside the Sacramento Urbanized Area and the Woodland Urbanized Area. FFY 2014: \$110,000 | Completion by 2020 | \$7,241,405 | \$7,241,005 |
| YCT1824 | Yes | Yolo | Yolobus/CTD | $\begin{array}{\|l} \begin{array}{l} \text { E- Transit Capital } \\ \text { (Vehicles) } \end{array} \\ \hline \end{array}$ | Yolobus fixed Route Bus Replacement | Purchase nine (9) replacement 40 -foot Compressed Natural Gas (CNG) transit buses including automatic vehicle location [AVL] equipment, fare collection equipment and security camera equipment; Rehabilitate and re-tank eight (8) fully equipped CNG transit buses. The buses have 36-42 seats, be completely ADA accessible and have two (2) wheelchair tie down positions. (Emission Benefits in $\mathrm{kg} /$ day: 8.58 NOx ) | Completion by 2020 | \$7,169,000 | 57,169,000 |
| YCT18165 | yes | Yolo | Yolobus/CTD | E-Transit Capital (Minor) | Yolobus Maintenance Facility Improvements \& Equipment | Repair, replace shop equipment, and perform maintenance for Yolobus maintenance shop. (FTA 5309(c) funds are State of Good Repair funding) | Completion by 2 | \$650,000 | S650, |
| YCT18245 | Yes | Yolo | Yolobus/CTD | $\begin{array}{\|l} \begin{array}{l} \text { E- Transit Capital } \\ \text { (Vehicles) } \end{array} \\ \hline \end{array}$ | Yolobus Paratransit Vehicle Replacement | Replace seven Paratransit vehicles fully equipped with radios, Automatic Vehicle Location (AVL) Systems and fareboxes. (Emission Benefits in kg/day: 0.36 NOx)(FTA 5339 is MAP-21 from FFY 2013.) | Completion by 2020 | \$1,118,312 | \$1,18,312 |
| CAL18824 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \end{array}$ | Yuba | Caltrans D | B- Road \& Highway Capacity | Feather River Expressway | Passing Lanes: Marysville to Butte County line. <br> Build a 2-lane bypass west of the City of Marysville with connections to 5th and 10th street bridge, with later phases linking to SR 70 north of Marysville and SR 20 east of Marysville. | $\begin{aligned} & \text { Completion after } \\ & 2036 \end{aligned}$ | \$74,400,000 |  |
| CAL20523 | ves | Yuba | Caltrans D3 | C- Maintenance \& Rehabilitation | Loma Rica Rd./Spring Valley Rd. Rehab and Widening | Near Marysville on Yub-20, from 0.1 mile east of Loma Rica Road to 0.2 mile west of Spring Valley Road - Rehabilitate roadway and widen shoulders (PM 8.0/10.2) [EFIS ID 0300020594; CTIPS ID 107- 0000-0972] (Toll Credits for PE, ROW, CON) | com | \$10,979,000 | \$10,979,000 |
| CAL18782 | Yes | Yuba | Caltrans D3 | G- System Management, Operations, and ITS | Marssville Operational Improvements | On SR 20 in Marysville, from I Street to F Street; also on SR 70, from 4th Street to 5th Street - Install left-turn pockets and modify signals [CTIPS ID 107-0000-0627; EFIS ID 0300000273) (Toll Credits) | Completion by 2020 | \$6,667,000 | \$6,667,000 |
| CAL20441 | ves | Yuba | Caltran 03 | C- Maintenance \& Rehabilitation | Marysville Roadway Rehab | In Marysville on SR 70 from First St. undercrossing to east of Binney Junction and on SR 20 from Feather River Bridge $\# 18-9$ to 0.1 mile east of Levee Rd. - Roadway rehab (Yub-70 PM $14.1 / 15.4$ and Yub-20 PM 0.5/3.5) [CTIPS ID 107-0000-0841; EFIS ID 0300020139] | Completion by 2020 | \$44,881,000 | \$44,881,000 |
| CAL20585 | Yes | Yuba | Caltrans D3 | G- System Management, Operations, and ITS | Marsville UPRR Underpass | Underpass Improvements: widen the UPRR Underpass. Phase I and <br> Phase II <br> Widen 17th street UPRR underpass to 4 lanes with sidewalks and shoulders, provide standard vertical clearance. | 2022-2036 | \$10,000,000 | \$12,203,000 |
| CAL20526 | Ves | Yuba | Caltrans 03 | A-Bike \& Ped | SR 20 \& SR 70 ADA Infrastructure Upgrade | standard vertical clearance. | Completion by 2020 | \$7,047,000 | \$7,047,000 |
| CAL20629 | Yes | Yuba | Caltrans D3 | G- System Management, Operations, and ITS | SR 20 Acceleration | On SR 20 in Marysville between 17th Street and 22nd Street, extend acceleration lanes; construct median refuge (PM R2.610/R2.940) | Completion by | \$1,000,000 | \$1,049,000 |
| CAL20473 | Yes | Yuba | Caltran D3 | C- Maintenance \& Rehabilitation | SR 20 Lower Smartville Road Pavement Rehab | Near Marysville, on SR 20, from Marysville Road to 0.3 mile east of Lower Smartville Road - Rehabilitate pavement (PM 13.3/20.5) [CTIPS ID 107-0000-0903; EFIS ID 0312000028 ] (Toll Credits) | Completion by 2020 | \$8,138,000 | \$8,138,000 |
| CA120431 | Yes | Yuba | Caltran D3 | C- Maintenance \& | SR 20 Passing Lanes |  | 2021-2036 | \$2,500,000 | \$3,051,000 |
| CAL20432 | yes | Yuba | Caltran D3 | C- Maintenance \& Rehabilitation | SR 20 Safety lmprovements | Roadway Safety Improvements: Parks Bar Rd. to HammontonSmartville Rd. Includes: standard shoulders, vertical and horizontal curve improvements, and EB \& WB left-turn lanes. | 2021-2036 | \$6,50,000 | \$7,932,000 |
| CAL20437 | Yes | ruba | Caltran 03 | C- Maintenance \& Rehabilitation | SR 20 Safety Improvements | Roadway Safety Improvements: Marysville Rd. to Sicard St. Incluses: standard shoulders, vertical and horizontal curve improvements, and EB \& WB left-turn lanes. (PM 13.27/19.98) | 2022-2036 | \$5,50,000 | \$6,712,000 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these proiects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for theses
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|}
\hline Project ID \& Included in DPS \& countr \& lead agency \& category \& TITLE \& PROECCT DESCRIPTION \& Completion Timing \& total cost (2015 Dollars) \& YEAR OF EXPENDITURE COST <br>
\hline CAL20514 \& Yes \& Yuba \& Caltrans D 3 \& G- System Management, Operations, and ITS \& SR 20 Shoulder Widen \& In Yuba County on SR 20 near Smartsville, from east of the Yuba River Bridge to 0.1 mile east of Smartsville Road - Realign and widen roadway (PM 18.2/20.2) [EFIS ID 0313000020; CTIPS ID 107-00000973] (Toll Credits for PE, ROW, CON) \& 2021-2036 \& \$47,672,000 \& \$47,672,000 <br>
\hline CAL20475 \& ves \& Yuba \& Caltrans D3 \& G- System Management, Operations, and ITS \& SR20 Smartsille Safery Enhancements \& In Yuba County near Lakewood, on SR 20, from 0.4 mile east of McGanney Lane to Yuba/Nevada county line and Nevada county from Yuba/Nevada county line to Mooney Flat Rd. - Shoulder widening and curve improvements (PM 20.1/21.6) (Toll Credits for PE, ROW, CON) [CTIPS ID 107-0000-0912] \& Completion by 2020 \& \$4,62,000

$\$ 24,489,000$ \& S4,62,000

$\$ 24,489,000$ <br>
\hline CAL20532 \& Yes \& yuba \& Caltrans D3 \&  \& SR 65 Pavement Rehab Near Wheatand \& On SR 65 near Wheatland, from Placer County line at Bear River Bridge to 0.3 mile north of South Beale Road - Pavement rehabilitation (PM 0.0/4.8) [EFIS ID 0314000016; CTIPS ID 107-00000989] (Toll credits for PE, ROW, CON) \& Completion by 2020 \& 56,76,000 \& 56,768,000 <br>
\hline CAL20408 \& Yes \& yuba \& Caltrans D3 \& C- Maintenance \& Rehabilitation \& SR 65 Scur Structure Rehab \& Near Wheatland, SR 65, at Dry Creek Bridge \#16-0002 - Bridge scour mitigation (PM 2.2) [CTIPS ID 107-0000-0806; EFIS ID 0300000076] (Toll Credits for PE, ROW, CON) \& Completion by 2020 \& \$1,58,000 \& \$1,588,000 <br>
\hline CAL18815 \& ves \& Yuba \& Caltrans D 3 \& G- System Management, Operations, and ITS \& SR 70 Passing Lanes \& Passing Lanes: Marysille to Butte County line. \& 2021-2036 \& \$30,000,000 \& \$36,608,000 <br>
\hline CAL20472 \& Yes \& Yuba \& Caltrans D3 \& C- Maintenance \& Rehabilitation \& SR 70 Simmerly Slough Bridge Replacement \& Near Marysville, on SR-70, at Simmerly Slough Bridge \#16-0019 Replace bridge (scour) (PM 15.5/16.4) [CTIPS ID 107-00000909; EFIS ID 0312000068] (Toll Credits) \& Completion by 2020 \& \$24,014,000 \& \$24,014,000 <br>
\hline CAL20539 \& ves \& Yuba \& Caltrans D3 \& C- Maintenance \& Rehabilitation \& SR-49 Repair Cut Slope/Embankment \& Yuba County, SR 49 at 10.0 miles west of the Town of Downieville Remove unsuitable material, reconstruct cut bank and embankment, modify storm water elements and place erosion control (PM 5.9/6.4) [SHOPP Minor A Program 201.150] (Toll credits for CON) \& Completion by 2020 \& \$1,510,000 \& \$1,510,000 <br>
\hline CAL20660 \& ves \& Yuba \& Caltran 03 \& G- System Management, Operations, and ITS \& ruba SR 20 Shoulder Widening \& Near Marysville, from Marysville Road to Yuba River (Parks Bar) bridge. Rehabilitate Roadway. \& 2022-2036 \& \$42,600,000 \& \$66,624,000 <br>
\hline CAL20524 \& ves \& Yuba \& Caltrans Div. of Rail \& G- System Management, Operations, and ITS \& Elis Rd/ UPRR Safety \& In the County of Yuba, at the intersection of Ellis Road and UPRR tracks:Eliminate hazards at railroad grade crossing. (RR Xing \#834954B) \& Completion by 2020 \& \$905,175 \& \$905,175 <br>
\hline CAL20485 \& yes \& Yuba \& Calvans \& F-Transit O\&M (Shuttle) \& CalVans Rural Yuba County JARC Vanpool Subsidy (Operating) \& Operating Assistance for marketing of the CalVans Voucher Program in Yuba County to those not aware of the transportation options provided by the CalVans. The vouchers provide a $50 \%$ reduction in the actual cost for the rider. (Toll credits for CON) \& Completion by 2020 \& \$25,000 \& \$25,000 <br>
\hline YUB16037 \& Yes \& yuba \& City of Marysville \& D- Programs \& Planing \& ficcle and Pedestrian Master Plan \& City of Marysville.,: Develop an updated master plan for bicycle and pedestrian access routes. \& Completion by 2020 \& \$88,500 \& \$88,500 <br>
\hline YUB16038 \& ves \& Yuba \& City of Marssille \& D- Programs \& Planing \& Marssille Bounce Back n nitiative \& City of Marysville.: Complete community planning, urban design and economic optimization study. \& Completion by 2020 \& \$100,000 \& \$100,000 <br>
\hline YUB15981 \& Yes \& Yuba \& City of Marssille \& C- Maintenance \& Rehabilitation \& Pavement Rehab. \& Pavement Rehabilitation: 25th St. from Sampson to Covillaud, Sicard St. from East 16th St. to East 19th St., Freeman St. from East 18th St. to East 19th St. and East 19th St. from Covillaud to Ramirez. (Project IV) \& 2021-2036 \& \$700,000 \& \$854,000 <br>
\hline YUB15982 \& Yes \& Yuba \& City of Marssuille \& C- Maintenance \& Rehabilitation \& Pavement Rehab. \& Pavement Rehabilitation: Rideout Wy. from Covillaud to Ramirez St. Greeley from East 19th St. to East 22nd St. and Boulton from East 19th St. to East 22nd St. (Project V) \& 2021-2036 \& \$700,000 \& \$854,000 <br>
\hline YUB16043 \& ves \& Yuba \& City of Marssille \& A- Bile \& Ped \& SRTS Projects and Programs \& In the City of Marysville, around three schools: Improve infrastructure an non-infrastructure. Infrastructure includes new striping, signage, and raised crosswalks. The non-infrastructure portion of the project is to be completed in conjunction with the school district to create programs to promote walking and biking to school safely. (Toll Credits for PE \& CON. ATP\# 0109) \& Completion by 2020 \& \$489,000 \& \$489,000 <br>
\hline YUB15979 \& yes \& Yuba \& City of Marysville \& G- System Management, Operations, and ITS \& Upgrade Signas \& Traffic Signalization: Upgrade the 4 existing traffic signals (in Marysville) that are not on the State Hwy. System. \& 2022-2036 \& \$1,200,000 \& 1,464,000 <br>
\hline YUB16053 \& Yes \& Yuba \& City of Wheatland \& C- Maintenance \& Rehabilitation \& C Street Resurfacing \& Repair base failues, resurface and replace eed ramps. \& Completion by 2020 \& \$202,000 \& \$212,000 <br>
\hline YUB16039 \& yes \& Yuba \& City of Wheatand \& D- Programs \& Planing \& Community and Residential Design Standards and Housing Element Update \& Update the City's community and residential design standards to provide developers desired community features, amenities, landscaping, infrastructure, and transportation facilities, and would update the City's housing element. \& Completion by 2020 \& \$100,000 \& \$100,000 <br>
\hline YUB16052 \& Yes \& Yuba \& City of Wheatland \& B- Road \& Highway Capacity \& Olive Street Extension \& Obtain right of way and construct arterial roadway. \& 2022-2036 \& \$2,40,000 \& \$3,75, 000 <br>
\hline YUB16045 \& ves \& Yuba \& City of Wheatland \& D- Programs \& Planning \& avement Management Syste \& Purchase pavement management software, perform condition assessments of all roads, input data, prepare descision tree, prepare budget scenarios, hold public outreach workshops and present results to City Council. \& Completion by 2020 \& \$28,000 \& \$29,000 <br>
\hline YUB16051 \& Yes \& Yuba \& City of Wheatland \& A- Bike \& Ped \& Pedestrian Safety Enhancements at Railroad Grade Crossings \& Construct ADA compliant sidewalks, detectable warning surfaces and extend rail crossings, and modify railroad warning devices. \& 2022-2036 \& \$980,000 \& \$1,196,000 <br>
\hline YUB16024 \& ves \& Yuba \& City of Wheatland \& A- Bike \& Ped \& Various Sidewalks (SRTS) \& E St. between Wheatland Rd. and Third St.; Hooper Rd. between Wheatland Rd. and Olive St.; SR 65 between Hooper Rd. and McDevitt Dr.; SR 65 from Evergreen Dr. to 210' south of Evergreen Dr.: Construct sidewalks, curb and gutter, and curb ramps; install crosswalks. (SRTS3-03-009) \& Completion by 2020 \& \$304,600 \& \$304,600 <br>
\hline CAL18280 \& Project
Development
Only \& Yuba \& City of Wheatland \& B- Road \& Highway Capacity \& Wheatand Pkwy. \& Construct New Road: 2 lane expressway from the future north end of Hwy. 65 Lincoln Bypass to the existing Hwy. 65, near South Beale Rd. Includes: access control. \& Completion after 2036 \& \$15,000,000 \& <br>
\hline YUB16025 \& Yes \& Yuba \& City of Wheatland \& A- Bike \& Ped \& Wheatland Rd. Bike/Ped Improvements (SRTS) \& Wheatland Rd. between " $G$ " St. and Wheatland Park Dr.: Construct bike path; upgrade pedestrian path, curb ramps and driveway approaches. SRTS3-03-010 \& Completion by 2020 \& \$341,200 \& \$341,200 <br>
\hline YUB16046 \& Yes \& Yuba \& City of Wheatland \& C- Maintenance \& Rehabilitation \& Wheatand Rd. Rehab \& Pavement rehab and ADA pedestian compliance. \& Completion by 2020 \& \$400,000 \& \$420,000 <br>
\hline YUB15630 \& Yes \& Yuba \& sacog \& D-Programs \& Planing \& Yuba County PPM \& Plan, program and monitor for Yuba County. \& Completion by 2020 \& \$55,000 \& \$553,000 <br>
\hline YUB15993 \& Yes \& Yuba \& Yuba County \& C- Maintenance \& Rehabilitation \& Alleghany Rd Bride Replacement \& Alleghany Rd., over Oregon Creek, 0.1 miles east of SR 49: Replace the existing 1 lane historic bridge with a new 2 lane bridge while preserving the existing structure. (Toll Credits for R/W \& CON) \& Completion by 2020 \& \$2,867,001 \& \$2,867,01 <br>
\hline YUB15903 \& Project
Development
Only \& ruba \& Yuab County \& B- Road \& Highway Capacity \& Anderson Rd. \& Widen from 2 to 3 lane collector from Feather River Blvd. to Links Pkwy. \& Completion after 2036 \& \$230,000 \& <br>
\hline YUB15883 \& ves \& Yuba \& Yuba County \& B- Road \& Highway
Capacity \& Arboga Rd. \& Widen: 4 lanes from McGowan Pkwy. to Erle Rd. Includes: curb, gutter, sidewalk, and landscaping. \& 2021-2036 \& \$3,25,000 \& \$3,96,000 <br>
\hline YUB15880 \& yes \& Yuba \& Yuba County \& B- Road \& Highway Capacity \& Arboga Road \& New modified 4-lane arterial from Broadway Rd to Ella Ave, including pavement, curb, gutter, sidewalk and back of curb landscaping \& 2022-2036 \& \$6,60,000 \& \$10,322,000 <br>
\hline YUB16021 \& ves \& Yuba \& Yuba Countr \& C- Maintenance \& Rehabilitation \& Bridge Preventive Maintenance \& Various bridges in Yuba County: conduct preventive maintenance. See the Caltrans website for a detailed list of locations: http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_MPO.htmI\#S ACOG \& Completion by 2020 \& \$68,000 \& \$68,000 <br>
\hline YUB15893 \& yes \& Yuba \& Yuba County \& G- System Management, Operations, and ITS \& Broadway St. \& Trafic Signalization: at Broadway st / Links pkwy \& 2022-2036 \& \$270,000 \& \$329,000 <br>

\hline YUB15887 \& Yes \& Yuba \& Yuba County \& $$
\begin{aligned}
& \text { B- oad \& Highway } \\
& \text { Capacity }
\end{aligned}
$$ \& Broadway 5 . \& Widen 2 lanes to 4 lane arterial. Includes pavement, curb, gutter, sidewalk and landscaping. \& 2021-2036 \& \$3,20,000 \& \$5,005,000 <br>

\hline YUB15889 \& Project
Development Only \& Yuba \& Yuba County \& B- Road \& Highway Capacity \& Broadway 5 . \& Widen 2 to 3 lane collector from Feather River Blvd. to Links Pkwy. \& Completion after 2036 \& \$200,000 \& <br>
\hline YUB15896 \& Yes \& Yuba \& Yuab County \& C- Maintenance \& Rehabilitation \& Camp Far West Rd. \& Pavement Rehabilitation: from Spenceville Rd. to end of pavement. \& Completion by 2020 \& \$1,00,000 \& \$1,04,000 <br>
\hline YUB15910 \& yes \& Yuba \& Yuab County \& G- System Management, Operations, and ITS \& Country Club Ave. \& Trafic Signalization: 4-way signal at Feather River Blva. \& 2021-2036 \& \$267,000 \& \$326,00 <br>
\hline YUB15912 \& Yes \& Yuba \& Yuab County \& G- System Management, Operations, and ITS \& Country Club Ave. \& Traffic Signalization: 3 -way signal at Links Pkwy. \& 2022-2036 \& \$215,000 \& \$262,00 <br>
\hline YUB15907 \& Project
Development

Only \& ruba \& Yuab County \& B- Road \& Highway Capacity \& Country Club Ave. \& Widen: 3 lanes from Feather River Blvd. to Plumas Lake Golf Course. Includes: curb, gutter, sidewalk, and landscaping. \& | Completion after |
| :--- |
| 2036 | \& \$363,800 \& <br>

\hline YUB15895 \& yes \& ruba \& Yuba County \& $$
\begin{aligned}
& \text { B- Road \& Highway } \\
& \text { Capacity }
\end{aligned}
$$ \& Ella Ave. \& Widen 2 to 3 lane collector from Feather River Blvd. to Arboga Rd. Includes: curb, gutter, sidewalk, and landscaping. \& 2022-2036 \& \$3,75,000 \& \$5,874,000 <br>

\hline
\end{tabular}

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these proiects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SS following a technical analysis and consistency with plan requirements. While total costs are shown or these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | county | LeAd Agency | CATEGORY | TITLE | PROJECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | Year of EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| YUB15897 | ves | Yuba | Yuba County | G- System Management, Operations, and ITS | Ela Ave. / Arboga Rd. | Traffic Signalization: at Ella Ave/Arboga Rd. | 2021-2036 | \$215,000 | \$262,000 |
| YUB15901 | yes | Yuba | Yuba County | G- System Management, Operations, and ITS | Ella Ave. / Feather River Blvd. | Trafic Signalization: at Ella Ave/Feather River Blvd. | 2021-2036 | \$267,000 | \$326,00 |
| YUB15899 | yes | Yuba | uba COU | G- System Management, Operations, and ITS | Ella Ave. / Links Pkwy. | Traffic Signalization: at Ella Ave/Link Pkw. | 2021-2036 | \$267,000 | \$326,00 |
| YUB16044 | Yes | Yuba | Yuba County | A- Bike \& Ped | Ella Elementary School Safe Routes to School | In the unincorporated Community of Olivehurst in Yuba County; drain systen (Toll Credits for PE) | Completion by 2020 | \$1,350,000 | \$1,35,000 |
| YUB15902 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \\ \hline \end{array}$ | uba | Yuba County | B- Road \& Highway Capacity | Ere Rd. | Widen: 4 lanes from Edgewater East to Grifith Ave. | $\begin{array}{\|l} \text { Completion after } \\ 2036 \\ \hline \end{array}$ | \$2,656,000 |  |
| YUB15905 | yes | Yuba | ba County | G- System Management, Operations, and ITS | Erle Rd. / Goldfields Pkwy. | Traffic Signalization: 3-way trafic signal. | npletion by 2020 | \$215,000 | 226,00 |
| YUB16050 | Yes | Yuba | Yuba County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Erle Rd/SR70 Intch Mod | Modify ex Interchange: South of Marysville, SR 70 at Erle Road Interchange. | 2021-2036 | \$2,00,000 | \$3,128,000 |
| YUB15928 | yes | Yuba | Yuba County | G- System Management, Operations, and ITS | Feather River Blvd Traffic Signal at River Oaks Blvd | Construct new traffic signal at Feather River Blvd and River Oaks Blvd. | Completion by 2020 | \$300,000 | \$315,000 |
| YUB15927 | Yes | Yuba | Yuba County | B- Road \& Highway | Feather River Blvd. | Widen 4 lanes from Ella Ave. to south of Country Club Rd. | 2021-2036 | \$9,725,000 | \$15,209,000 |
| YUB15904 | ves | Yuba | Yuba County | G- System Management, Operations, and ITS | Feather River Blvd. / Anderson Rd. | Traffic Signalization: at Feather River Blve/Anderson St. | 2021-2036 | \$267,000 | \$326,000 |
| YUB15894 | Yes | Yuba | uba County | G- System Management, Operations, and ITS | Feather River Blvd. / Broadway Street | Traffic Signalization: at Feather River Blv//Broadway St. | 2021-2036 | \$270,000 | \$329,00 |
| YUB16036 | ves | Yuba | Yuba County | G- System Management, Operations, and ITS | Feather River Blvd. Safety Improvements | On Feather River Blvd between CR 512 and Algodon Rd: Improve horizontal alignments. (HSIP6-03-023) | Completion by 2020 | \$1,276,778 | 1,276,7 |
| YUB16013 | Yes | ba | Yuba County | B- Road \& Highway Capacity | Goldfields Parkway | 2 lane extension of regional arterial from Orchards Subdivision to North Beale Road ( 0.6 miles) | Completion by 2020 | \$1,000,000 | \$1,00,000 |
| YUB15881 | Yes | Yuba | Yuba County | G- System Management, Operations, and ITS | Goldfields Parkway Trafic Signal | Install new traffic signal at the intersection of North Beale Road and Goldfields Parkway | Completion by 2020 | \$300,000 | \$315,000 |
| YUB15929 | Yes | Yuba | Yuba County | B-Road \& Highway | Goldfields Pkwy. | Construct New Road: 4 lanes (of 6 lane arterial) from Orchard S.S. to North Beale Rd. | 2021-2036 | \$2,100,000 | \$3,28,000 |
| YUB15930 | Yes | ruba | Yuba County | B- Road \& Highway Capacity | Goldfields Pkwy. | Construct New Road: 4 lanes from North Beale Rd. to north of Hammonton-Smartsville Rd. | 2021-2036 | \$995,000 | \$1,56,000 |
| YUB15931 | Yes | Yuba | Yuba County | B- Road \& Highway Capacity | Goldfields Pkwy. | Construct New Interchange: Goldfields Pkwy. at Hwy. 65 / Hwy 70 connection. | 2021-2036 | \$66,000,000 | \$103,220,000 |
| YUB15933 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \\ \hline \end{array}$ | ruba | Yuba County | B- Road \& Highway Capacity | Goldfields Pkwy. | Widen from 4 to 6 lanes from Erle Rd. to North Beale Rd. | Completion after 2036 | \$600,000 |  |
| YUB15934 | $\begin{array}{\|c\|} \hline \text { Project } \\ \text { Development } \\ \text { Only } \\ \hline \end{array}$ | Yuba | Yuba County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | Grifith Ave. | Widen: 3 lanes from Hammonton-Smartsville Rd. to Linda Ave. | Completion after 2036 | \$6,600,000 |  |
| YUB16035 | Yes | Yuba | Yuba County | B- Road \& Highway Capacity | Hammonton Smartville Rd. Shoulder Widening | Hammonton Smartville Rd between South Golden Parkway and approx. 1 mile west: Widen and pave shoulder, including installation of safety edge. (HSIP6-03-022) | Completion by 202 | \$665,000 | \$665,000 |
| YUB15939 | Yes | Yuba | Yuba County | G- System Management, Operations, and ITS | Hammonton-Smartsvill e Rd. / Goldfields Pkwy. | Traffic Signalization: at Hammonton-Smartsville Rd/Goldfields Pkwy. | 2021-2036 | \$300,000 | \$366,000 |
| YUB15940 | yes | Yuba | Yuba County | G- System Management, Operations, and ITS | Hammonton-Smartsvill R Rd. / Grifith Ave. | Traffic Signalization: at Hammonton-Smartsvill e Rd/Grifitit Ave. | 2021-2036 | \$300,000 | \$366,000 |
| YUB16030 | Yes | Yuba | Yuba County | B- Road \& Highway Capacity | Hammonton-Smartsville Rd. Shoulder Improvements | Hammonton-Smartsville Rd. from 0.18 mile E of Doolittle Gate Rd. to 2.28 miles E of Doolittle Gate Rd.: Widen and pave shoulders, curve corrections. (HSIP5-03-026) | Completion by 2020 | \$1,123,600 | \$1,123,600 |
| YUB15938 | ves | Yuba | Yuba County | G- System Management, Operations, and ITS | Hammonton-Smartville Rd. / Dantoni Rd. | Traffic Signalization: at Hammonton-Smartsville Rd/Dantoni Ave. | 2021-2036 | \$300,000 | 66,00 |
| YUB15867 | ves | Yuba | Yuba County | G- System Management, Operations, and ITS | Highway 70 | Widen: overpas at McGowan Pkwy. Includes: new trafic signals. | 2021-2036 | \$4,200,000 | \$5,12, 000 |
| YUB16032 | ves | Yuba | Yuba County | C- Maintenance \& Rehabilitation | Iowa City Rd. Bridge Replacement | Iowa City Rd. over Jack Slough, 0.35 miles east of Fruitland Rd.: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON) | Completion by 2020 | \$903,000 | \$903,000 |
| YUB15942 | Yes | Yuba | Yuba County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | La Porte Rd. | Widen and Realign: from Butte County to Willow Glen Rd. | 2021-2036 | \$3,20,000 | \$5,005,000 |
| YUB15944 | Project <br> Development <br> Only <br> Prele | ruba | Yuba County | B- Road \& Highway Capacity | Links Parkway Extension to County Club Road | From Plumas Arboga Rd to Country Club Rd., construct new extension of Links Parkway. | Completion after 2036 | \$12,000,000 |  |
| YUB15943 | Project Development Only | Yuba | Yuba County | B- Road \& Highway | Links Pkwy. | Construct New Road: 4 lane arterial from Ella Ave. to Plumas Arboga Rd. | Completion after 2036 | \$850,000 |  |
| YUB15906 | ves | Yuba | Yuba County | G- System Management, Operations, and ITS | Links Pkwy. / Anderson Rd. | Traffic Signalization: at Links Pkw/Anderson Rd. | 2021-2036 | \$267,000 | \$326,000 |
| YUB15945 | ves | Yuba | Yuba County | G- System Management, Operations, and ITS | Loma Rica Rd. | Roadway Operational Improvements: Widen and construct turn pockets at various locations. Includes: shoulder widening | Completion by 2020 | \$2,650,000 | \$2,780,000 |
| YUB15946 | Yes | ruba | Yuba County | G- System Management, Operations, and ITS | oma Rica Rd. | Traffic Signalization: at Hwv. 20 / Loma Rica Rd. | 2021-2036 | \$300,000 | \$366,000 |
| YUB16031 | Yes | Yuba | Yuba County | C- Maintenance \& Rehabilitation | Los Verjeles Rd. Bridge Replacement | Los Verjeles Rd., over South Honcut Cr., at Butte County Line: Replace existing 2 lane bridge with a new 2 lane bridge. | Completion by 2020 | \$3,15,000 | \$3,151,000 |
| YUB15949 | ves | Yuba | Yuba County | G- System Management, Operations, and ITS | Mar | Roadway Operational Improvements: Construct turn pockets and widen shoulders at various intersections from Hwy. 20 to Willow Glen Rd. | Completion by 202 | \$3,95,000 | \$4,148,000 |
| YUB16040 | Yes | Yuba | Yuba County | C- Maintenance \& Rehabilitation | Mathews Ln. and Ramirez Rd. Farm-to-Market Project | Matthews Ln., from Woodruff Ln. to Ramirez. Rd., and Ramirez Rd., from Matthews Ln. to Fruitland Rd.,: Rehabilitate lanes and improve intersection to connect to Farm-to-Market truck destinations. | Completion by 2020 | \$2,460,400 | \$2,460,400 |
| YUB15950 | Yes | Yuba | Yuba County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \end{aligned}$ | McGowan Parkway | Construct 3-lane collector McGowan Parkway from Arboga Road to Union Pacific Railroad. | 2021-2036 | \$1,300,000 | \$2,03, 000 |
| YUB15871 | Yes | Yuba | Yuba County | G- System Management, Operations, and ITS | McGowan Parkway and Arboga Road Traffic Signalization | Install new Traffic Signal at the intersection of McGowan Parkway and Arboga Road. | Completion by 2020 | \$250,000 | \$262,00 |
| YUB15951 | Project Development Only | Yuba | Yuba County | B- Road \& Highway Capacity | McGowan Pkwy. | Widen: 4 lanes from UPRR to Hwy. 65. Includes: turn lane, curb, gutter, sidewalk, and landscaping. | Completion after 2036 | \$278,000 |  |
| YUB15868 | Yes | Yuba | Yuba County | G- System Management, Operations, and ITS | McGowan Pkwy. / UPRR | Rail Crossing Project: Upgrade the existing at grade intersection at the UPRR tracks. | 2021-20 | \$810,000 | \$988,000 |
| YUB15886 | yes | Yuba | Yuba County | G- System Management, Operations, and ITS | N. Beale Rd. / Grifith Rd. | Traffic Signalization: at the intersection of North Beale Rd. / Griffith Rd. | 2021-2036 | \$215,000 | \$262,000 |
| YUB16018 | ves | Yuba | Yuba County | C- Maintenance \& Rehabilitation | New York House Rd Bridge Replacement | New York House Rd over Dry Creek, 0.2 miles northeast of Frenchtown Rd: Replace the existing structurally deficient 2 lane bridge with a new 2 -lane bridge. (Toll Credits for PE, ROW \& CON). Toll Credits for ENG, Toll Credits for ROW, Toll Credits for CON | Completion by 2020 | \$1,68,000 | \$1,680,000 |
| YUB16041 | Yes | Yuba | Yuba County | A- Bike \& Ped | North Beale Rd. Complete Streets Phase 2 | North Beal Rd.,from Hammonton Smartsville Rd. to Linda Ave.: construct bicycle lanes, curb and gutter, sidewalks, drainage facilities, lighting and other improvements. | Completion by 2020 | \$3,233,138 | \$3,23, 138 |

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2036 . These projects remain eligible to seek federal and state funding,
but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment but under the financial constraint requirements for projecting revenues, the construction phase is not included in the DPS. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment
to the MTP/SCS following a technical analysis and consistency with plan requirements. While total costs are shown for these projects, for budgeting purposes, no more than $10 \%$ of the total project costs are anticipated to be captured within the MTP/SCS planning period. Year of to the MTP/SSS following a technical analysis and consistency with plan requirements. While total costs are shown or these
expenditure costs are not provided since construction of these projects is not part of the financially constrained project list.

| Project ID | Included in DPS | COUNTY | LEAD AgEncY | CATEGORY | TITLE | PROJECT DESCRIPTION | Completion Timing | total cost (2015 Dollars) | YEAR OF EXPENDITURE COST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| YUB16027 | Yes | Yuba | Yuba County | A- Bike \& Ped | North Beale Rd. Complete Streets Revitalization Phase 1 | Construct complete streets improvements for a one-mile stretch on North Beale Rd. from Lindhurst Ave. to Hammonton Smartsville Rd. in the community of Linda. The project will construct curbs, gutters, sidewalks, ADA compliant corner ramps, transit stop enhancements, intersection improvements and several other streetscape features. (PE is programmed on YUB16008) (Toll Credits for CON) | Completion by 2020 | \$1,995,000 | \$1,995,000 |
| YUB16029 | Yes | Yuba | Yuba County | A- Bike \& Ped | North Beale Rd. Complete Streets Revitalization Phase 3 | Construct complete streets improvements for a 9400 ft stretch on North Beale Rd. from Linda Avenue. to Griffith Ave. in the community of Linda. The project will construct curbs, gutters, sidewalks, ADA compliant corner ramps, transit stop enhancements, intersection improvements and several other streetscape features. (PE is programmed on YUB16008) | Completion by 2020 | \$11,450,000 | \$12,010,000 |
| YUB15877 | Yes | Yuba | Yuba County | B- Road \& Highway Capacity | North Beale Road Improvements | Widen Roadway from 2 -lanes to 4 -lanes and install curb gutter and sidewalk from Linda Ave to Griffith Rd. | Completion by 2020 | \$2,000,000 | \$2,000,000 |
| YUB15892 | Yes | Yuba | Yuba County | G- System Management, Operations, and ITS | Olivehurst Ave. / McGowan Pkwy. | Traffic Signalization: at the intersection of McGowan Pkwy. and Olivehurst Ave. | Completion by 2020 | \$215,000 | \$226,000 |
| YUB16012 | Yes | Yuba | Yuba County | A- Bike \& Ped | Olivehurst Ave. Complete Street | Olivehurst Ave., from 7th Ave. to McGowan Pkwy: Install curbs, gutters, sidewalks, bicycle lanes, center turn lane, improved transit stops, and associate drainage improvements. | Completion by 2020 | \$1,820,000 | \$1,820,000 |
| YUB16042 | Yes | Yuba | Yuba County | A- Bike \& Ped | Olivehurst Ave. Roundabout | At intersection of Olivehurst Ave. and Powerline Rd.: construct a roundabout, widen sidewalks to facilitate pedestrians and bicyclists around the perimeter of the roundabout, install lighting and provide refuge islands at Powerline Rd. to the east and Oliverhurst Ave. to both the north and south. | Completion by 2020 | \$810,000 | \$810,000 |
| YUB15913 | Yes | Yuba | Yuba County | G- System Management, Operations, and ITS | Plumas Arboga Rd. | Rail Crossing Project: Upgrade at the Union Pacific Railroad. | 2021-2036 | \$815,000 | \$995,000 |
| YUB15915 | Yes | Yuba | Yuba County | G- System Management, Operations, and ITS | Plumas Arboga Rd. | Traffic Signalization: at Plumas Arboga Rd. / Arboga Rd. | 2021-2036 | \$267,000 | \$326,000 |
| YUB15917 | Yes | Yuba | Yuba County | G- System Management, Operations, and ITS | Plumas Arboga Rd. | Traffic Signalization: at Plumas Arboga Rd. / Feather River Blvd. | 2021-2036 | \$267,000 | \$326,000 |
| YUB15918 | Yes | Yuba | Yuba County | G- System Management, Operations, and ITS | Plumas Arboga Rd. | Traffic Signalization: at Plumas Arboga Rd. / Links Pkwy. | 2021-2036 | \$267,000 | \$326,000 |
| YUB15908 | Yes | Yuba | Yuba County | $\begin{array}{\|l\|l\|} \hline \text { B- Road \& Highway } \\ \text { Capacity } \end{array}$ | Plumas Arboga Rd. | Widen 2 to 3 lane collector from Arboga Rd. to UPRR. | 2021-2036 | \$2,000,000 | \$3,128,000 |
| YUB15909 | Project Development Only | Yuba | Yuba County | B- Road \& Highway | Plumas Arboga Rd. | Widen from 2 to 3 lane collector from UPRR to Algodon Rd. | Completion after 2036 | \$8,700,000 |  |
| YUB15916 | Yes | Yuba | Yuba County | B- Road \& Highway Capacity | Plumas Arboga Rd. | Widen 2 to 3 lane collector from Feather River Blvd. to Arboga Rd. | 2021-2036 | \$2,500,000 | \$3,910,000 |
| YUB15958 | Project Development Only | Yuba | Yuba County | B- Road \& Highway | Plumas Arboga Rd. Ext | Plumas Arboga Rd. Extension to the new interchange at SR 65 | Completion after 2036 | \$2,675,000 |  |
| YUB15919 | Yes | Yuba | Yuba County | B- Road \& Highway Capacity | Plumas Lake Blvd. | Construct New Road: 4 lanes from Plumas Lake Blvd. Interchange to Plumas Arboga Rd. Includes: a structure over the RR tracks. | 2021-2036 | \$2,700,000 | \$4,223,000 |
| YUB16006 | Yes | Yuba | Yuba County | A- Bike \& Ped | Powerline Rd Bike/Ped Improvements Phase 2 | Olivehurst, on Powerline Rd, from 15th Ave. to 9th Ave.: Construct new sidewalks and bicycle lanes. (Emission Benefits: 0.01 ROG kg/day.) | Completion by 2020 | \$1,342,800 | \$1,342,800 |
| YUB16034 | Yes | Yuba | Yuba County | C- Maintenance \& Rehabilitation | Rices Crossing Rd. Bridge | Rices Crossing Rd, Over Oregon House Creek, 0.04 MI S/E Marysville Rd., replace structurally deficient 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, R/W, \& CON.) | Completion by 2020 | \$921,000 | \$921,000 |
| YUB15920 | Yes | Yuba | Yuba County | B- Road \& Highway Capacity | River Oaks Blvd | Construct new 4-lane modified arterial from Algodon Rd to Draper Ranch South development. | 2021-2036 | \$7,50,000 | \$11,730,000 |
| YUB15925 | Yes | Yuba | Yuba County | G- System Management, Operations, and ITS | River Oaks Blvd. | Traffic Signalization: at River Oaks Blvd. / Broadway St. | 2021-2036 | \$270,000 | \$329,000 |
| YUB15921 | Yes | Yuba | Yuba County | B- Road \& Highway Capacity | River Oaks Blvd. | Road Extension: 4 lanes from Broadway St. to Draper Ranch South development. | Completion by 2020 | \$6,300,000 | \$6,608,000 |
| YUB15923 | Yes | Yuba | Yuba County | $\begin{array}{\|l\|l\|} \hline \text { B- Road \& Highway } \\ \text { Capacity } \end{array}$ | River Oaks Blvd. | Road Extension: 2 inner lanes of 4-lane arterial from Feather River Blvd. to Lateral 16. | 2021-2036 | \$2,000,000 | \$3,128,000 |
| YUB16017 | Yes | Yuba | Yuba County | C- Maintenance \& Rehabilitation | Scales Rd Bridge Widening | Scales Rd, over Slate Creek, 3 miles northeast of La Porte Rd.: replace existing 1 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW \& CON) | Completion by 2020 | \$3,076,000 | \$3,076,000 |
| YUB16033 | Yes | Yuba | Yuba County | C- Maintenance \& Rehabilitation | Spring Valley Rd. Bridge Replacement | Spring Valley Rd. over Little Dry Creek, 0.3 miles west of Marysville Rd.: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON) | Completion by 2020 | \$1,703,000 | \$1,703,000 |
| YUB16022 | Yes | Yuba | Yuba County | C- Maintenance \& Rehabilitation | Spring Valley Rd/ Browns Valley Ditch Bridge Replacement | Spring Valley Rd, over Browns Valley Ditch, 2 mi NE of SH 20 . Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. (Toll credits programmed for PE, ROW, \& CON.) | Completion by 2020 | \$1,506,000 | \$1,506,000 |
| YUB15580 | Yes | Yuba | Yuba County | $\begin{aligned} & \text { B- Road \& Highway } \\ & \text { Capacity } \\ & \hline \end{aligned}$ | SR 65 Interchange at Forty Mile Road | South of Marysville, SR 65 at Forty Mile Road Interchange: construct interchange to accommodate traffic from the Yuba County Motorplex. | 2021-2036 | \$2,070,000 | \$3,237,000 |
| YUB15965 | Yes | Yuba | Yuba County | C- Maintenance \& Rehabilitation | Timbuctoo Rd. Bridge Replacement | In Yuba County: Timbuctoo Road, over Deep Ravine No.1, 1 mile NW/O SR 20. Replace the existing structurally deficient one lane bridge with a new two lane bridge. (Toll Credits for ROW \& CON) | Completion by 2020 | \$1,946,000 | \$1,946,000 |
| YUB16023 | Yes | Yuba | Yuba County | C- Maintenance \& Rehabilitation | Waldo Rd/Dry Creek Bridge Replacement | Waldo Rd, over Dry Creek. Replace the existing one lane truss bridge with a new two lane bridge. (Toll credits for PE, ROW, \& CON.) | Completion by 2020 | \$2,868,000 | \$2,868,000 |
| YUB15956 | Yes | Yuba | Yuba County | G- System Management, Operations, and ITS | Woodruff Ln. | Roadway Safety Improvements: Widen shoulders on each side of road from Hwy. 70 to Hwy. 20. | 2021-2036 | \$2,300,000 | \$2,807,000 |
| YUB15967 | Yes | Yuba | Yuba County | C- Maintenance \& Rehabilitation | Woodruff Ln. | Pavement Rehabilitation: from Hwy. 70 to Jack Slough Rd. | Completion by 2020 | \$600,000 | \$629,000 |
| YST10440 | Yes | Yuba | Yuba Sutter Transit | E-Transit Capital (Minor) | New Freedom Accessible Path in Linda | Construction of an ADA accessible path to a currently inaccessible, but high use bus stop on North Beale Road in the unincorporated community of Linda. Includes curbs, gutters, and sidewalks; accessible curb cuts; accessible pedestrian signals; and other accessibility features as necessary and appropriate for the selected bus stops. (Toll Credits for CON) | Completion by 2020 | \$200,000 | \$200,000 |
| YST10435 | Yes | Yuba | Yuba Sutter Transit | E-Transit Capital (Minor) | North Beale Rd \& Lowe Ave Transit Accessibility | At North Beale Rd \& Lowe Ave: Construct an ADA accessible path to a high use Yuba-Sutter Transit bus stop including the curbcuts, sidewalks, accessible pedestrian signals and other accessibility features as necessary. (FFY 2007 and FFY 2008 FTA Section 5317 funds programmed in 2008 with Yuba County General Funds for the local match.) | Completion by 2020 | \$57,500 | \$57,500 |

## APPENDIX J.1.9:

Baseline No Project Level of Service (LOS) Calculations

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
AM Peak Hour

Intersection 1 I 5 SB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 586 | 564 | 96.3\% | 27.2 | 2.5 | C |
|  | Through | 12 | 13 | 106.7\% | 26.1 | 13.2 | C |
|  | Right Turn | 481 | 486 | 101.1\% | 10.5 | 1.0 | B |
|  | Subtotal | 1,079 | 1,064 | 98.6\% | 19.6 | 1.8 | B |
| EB | Left Turn Through $\qquad$ | $298$ | $311$ | 104.3\% | $24.3$ | 2.7 | C |
|  | Right Turn | 46 | 49 | 107.0\% | 3.1 | 1.1 | A |
|  | Subtotal | 344 | 360 | 104.7\% | 21.4 | 2.5 | C |
| WB | Left Turn | 253 | 232 | 91.7\% | 6.7 | 2.0 | A |
|  | Through Right Turn | 145 | 143 | 98.5\% | 6.1 | 1.9 | A |
|  | Subtotal | 398 | 375 | 94.2\% | 6.5 | 1.8 | A |
| Total |  | 1,821 | 1,798 | 98.8\% | 17.2 | 1.3 | B |

[^17]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 51 | 56 | 110.6\% | 19.5 | 4.7 | B |
|  | Through | 8 | 13 | 160.0\% | 9.3 | 7.0 | A |
|  | Right Turn | 819 | 821 | 100.2\% | 16.6 | 2.6 | B |
|  | Subtotal | 878 | 890 | 101.4\% | 16.7 | 2.3 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 137 | 122 | 89.3\% | 29.1 | 8.5 | C |
|  | Through Right Turn | 747 | 725 | 97.0\% | 4.0 | 1.0 | A |
|  | Subtotal | 884 | 847 | 95.8\% | 7.6 | 1.5 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 347 | 318 | 91.6\% | 14.2 | 2.5 | B |
|  | Right Turn | 298 | 285 | 95.7\% | 3.0 | 0.4 | A |
|  | Subtotal | 645 | 603 | 93.5\% | 9.0 | 1.5 | A |
| Total |  | 2,407 | 2,340 | 97.2\% | 11.4 | 0.9 | B |

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

Bercut Dr/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 97 | 91 | 93.6\% | 32.5 | 2.8 | C |
|  | Through | 11 | 12 | 112.7\% | 30.8 | 17.7 | C |
|  | Right Turn | 9 | 9 | 97.8\% | 6.7 | 4.9 | A |
|  | Subtotal | 117 | 112 | 95.7\% | 30.5 | 4.2 | C |
| SB | Left Turn | 36 | 36 | 100.0\% | 35.5 | 7.5 | D |
|  | Through | 3 | 3 | 106.7\% | 33.6 | 34.5 | C |
|  | Right Turn | 68 | 65 | 95.9\% | 5.1 | 0.7 | A |
|  | Subtotal | 107 | 104 | 97.6\% | 17.1 | 3.7 | B |
| EB | Left Turn | 126 | 120 | 95.2\% | 35.2 | 4.3 | D |
|  | Through | 1,180 | 1,166 | 98.8\% | 12.9 | 2.6 | B |
|  | Right Turn | 260 | 260 | 100.0\% | 2.5 | 0.2 | A |
|  | Subtotal | 1,566 | 1,546 | 98.7\% | 12.9 | 2.0 | B |
| WB | Left Turn | 32 | 28 | 87.5\% | 43.1 | 8.3 | D |
|  | Through | 480 | 456 | 95.1\% | 13.9 | 2.4 | B |
|  | Right Turn | 10 | 10 | 100.0\% | 12.0 | 10.7 | B |
|  | Subtotal | 522 | 494 | 94.7\% | 15.5 | 1.9 | B |
| Total |  | 2,312 | 2,257 | 97.6\% | 14.6 | 1.8 | B |

## Intersection 4

N 3rd St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 21 | 16 | 74.3\% | 41.6 | 18.0 | D |
|  | Through | 5 | 7 | 144.0\% | 22.4 | 14.2 | C |
|  | Right Turn | 8 | 14 | 170.0\% | 8.2 | 3.1 | A |
|  | Subtotal | 34 | 36 | 107.1\% | 27.7 | 12.2 | C |
| SB | Left Turn | 15 | 12 | 82.7\% | 34.4 | 14.7 | C |
|  | Through | 5 | 6 | 120.0\% | 41.3 | 27.8 | D |
|  | Right Turn | 17 | 21 | 124.7\% | 5.6 | 2.2 | A |
|  | Subtotal | 37 | 40 | 107.0\% | 21.2 | 5.7 | C |
| EB | Left Turn | 57 | 52 | 90.5\% | 39.3 | 8.2 | D |
|  | Through | 1,074 | 1,072 | 99.8\% | 5.0 | 1.7 | A |
|  | Right Turn | 94 | 86 | 91.5\% | 5.1 | 2.0 | A |
|  | Subtotal | 1,225 | 1,210 | 98.7\% | 6.4 | 1.7 | A |
| WB | Left Turn | 21 | 18 | 83.8\% | 39.0 | 16.5 | D |
|  | Through | 484 | 457 | 94.4\% | 6.7 | 1.1 | A |
|  | Right Turn | 34 | 32 | 92.9\% | 6.2 | 4.6 | A |
|  | Subtotal | 539 | 506 | 93.9\% | 7.8 | 1.3 | A |
| Total |  | 1,835 | 1,792 | 97.6\% | 7.5 | 1.4 | A |

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

Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 41 | 39 | 94.6\% | 41.9 | 8.7 | D |
|  | Through | 3 | 3 | 106.7\% | 20.5 | 26.0 | C |
|  | Right Turn | 10 | 10 | 100.0\% | 8.1 | 4.2 | A |
|  | Subtotal | 54 | 52 | 96.3\% | 34.1 | 3.8 | C |
| SB | Left Turn | 5 | 6 | 112.0\% | 33.6 | 22.1 | C |
|  | Through | 10 | 9 | 92.0\% | 39.8 | 19.1 | D |
|  | Right Turn | 7 | 8 | 114.3\% | 6.5 | 6.2 | A |
|  | Subtotal | 22 | 23 | 103.6\% | 30.9 | 7.0 | C |
| EB | Left Turn | 56 | 58 | 103.6\% | 33.9 | 6.0 | C |
|  | Through | 1,036 | 1,025 | 98.9\% | 6.3 | 1.9 | A |
|  | Right Turn | 5 | 4 | 80.0\% | 1.3 | 2.2 | A |
|  | Subtotal | 1,097 | 1,087 | 99.1\% | 7.7 | 1.6 | A |
| WB | Left Turn | 24 | 23 | 95.0\% | 38.3 | 8.7 | D |
|  | Through | 491 | 461 | 93.9\% | 5.8 | 2.1 | A |
|  | Right Turn | 26 | 25 | 96.9\% | 4.2 | 3.0 | A |
|  | Subtotal | 541 | 509 | 94.1\% | 7.2 | 1.9 | A |
| Total |  | 1,714 | 1,671 | 97.5\% | 8.7 | 1.4 | A |

## Intersection $6 \quad$ N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 3 | 56.0\% | 19.9 | 28.2 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 5 | 10 | 200.0\% | 5.8 | 4.6 | A |
|  | Subtotal | 10 | 13 | 128.0\% | 14.8 | 16.3 | B |
| SB | Left Turn | 16 | 18 | 110.0\% | 30.2 | 19.6 | C |
|  | Through | 5 | 5 | 104.0\% | 29.3 | 30.4 | C |
|  | Right Turn | 20 | 20 | 98.0\% | 5.3 | 1.5 | A |
|  | Subtotal | 41 | 42 | 103.4\% | 21.8 | 6.9 | C |
| EB | Left Turn | 54 | 56 | 103.0\% | 44.2 | 8.9 | D |
|  | Through | 989 | 970 | 98.0\% | 5.2 | 1.4 | A |
|  | Right Turn | 8 | 5 | 60.0\% | 3.5 | 5.1 | A |
|  | Subtotal | 1,051 | 1,030 | 98.0\% | 7.3 | 1.7 | A |
| WB | Left Turn | 9 | 8 | 88.9\% | 33.5 | 21.2 | C |
|  | Through | 516 | 490 | 95.0\% | 7.9 | 1.9 | A |
|  | Right Turn | 17 | 23 | 136.5\% | 9.4 | 5.3 | A |
|  | Subtotal | 542 | 522 | 96.2\% | 8.4 | 2.1 | A |
| Total |  | 1,644 | 1,607 | 97.7\% | 8.0 | 1.8 | A |

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

N 7th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 34 | 25 | 74.1\% | 34.1 | 14.1 | C |
|  | Through | 82 | 79 | 96.1\% | 36.1 | 9.7 | D |
|  | Right Turn | 249 | 259 | 103.9\% | 29.1 | 6.7 | C |
|  | Subtotal | 365 | 363 | 99.4\% | 31.0 | 6.9 | C |
| SB | Left Turn | 7 | 7 | 97.1\% | 48.5 | 23.0 | D |
|  | Through | 16 | 14 | 85.0\% | 51.8 | 26.0 | D |
|  | Right Turn | 21 | 18 | 85.7\% | 43.1 | 20.7 | D |
|  | Subtotal | 44 | 38 | 87.3\% | 47.7 | 12.3 | D |
| EB | Left Turn | 124 | 116 | 93.2\% | 43.9 | 9.7 | D |
|  | Through | 790 | 764 | 96.8\% | 32.9 | 5.5 | C |
|  | Right Turn | 96 | 93 | 96.7\% | 28.7 | 7.3 | C |
|  | Subtotal | 1,010 | 973 | 96.3\% | 33.8 | 5.7 | C |
| WB | Left Turn | 325 | 319 | 98.2\% | 57.3 | 11.0 | E |
|  | Through | 489 | 471 | 96.4\% | 24.8 | 5.6 | C |
|  | Right Turn | 14 | 13 | 94.3\% | 18.5 | 13.4 | B |
|  | Subtotal | 828 | 804 | 97.1\% | 37.4 | 5.2 | D |
| Total |  | 2,247 | 2,178 | 96.9\% | 34.9 | 3.8 | C |

## Intersection 8 <br> N 10th St/Richards Blvd <br> Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 12 | 13 | 106.7\% | 38.6 | 19.9 | D |
|  | Through | 32 | 28 | 88.8\% | 32.5 | 8.7 | C |
|  | Right Turn | 12 | 11 | 93.3\% | 6.5 | 4.5 | A |
|  | Subtotal | 56 | 52 | 93.6\% | 29.1 | 7.6 | C |
| SB | Left Turn | 7 | 5 | 74.3\% | 33.1 | 20.5 | C |
|  | Through | 7 | 8 | 120.0\% | 50.5 | 24.5 | D |
|  | Right Turn | 32 | 32 | 98.8\% | 8.1 | 3.8 | A |
|  | Subtotal | 46 | 45 | 98.3\% | 21.0 | 8.7 | C |
| EB | Left Turn | 137 | 134 | 98.1\% | 39.2 | 7.8 | D |
|  | Through | 870 | 842 | 96.8\% | 7.8 | 2.1 | A |
|  | Right Turn | 39 | 39 | 99.5\% | 5.8 | 1.0 | A |
|  | Subtotal | 1,046 | 1,015 | 97.1\% | 11.8 | 1.8 | B |
| WB | Left Turn | 15 | 12 | 82.7\% | 29.2 | 14.3 | C |
|  | Through | 892 | 886 | 99.3\% | 8.7 | 0.7 | A |
|  | Right Turn | 51 | 51 | 100.4\% | 7.2 | 3.6 | A |
|  | Subtotal | 958 | 949 | 99.1\% | 8.9 | 0.8 | A |
| Total |  | 2,106 | 2,062 | 97.9\% | 11.1 | 1.2 | B |

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

| Intersection 9 |  | Dos Rios St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | $\begin{array}{\|c\|} \text { Demand } \\ \text { Volume (vph) } \\ \hline \end{array}$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 22 | 21 | 94.5\% | 35.1 | 10.6 | D |
|  | Through | 7 | 8 | 108.6\% | 26.1 | 15.1 | C |
|  | Right Turn | 27 | 30 | 109.6\% | 9.9 | 4.1 | A |
|  | Subtotal | 56 | 58 | 103.6\% | 22.2 | 8.5 | C |
| SB | Left Turn | 40 | 34 | 86.0\% | 33.7 | 9.4 | C |
|  | Through | 11 | 9 | 83.6\% | 34.1 | 22.8 | C |
|  | Right Turn | 21 | 21 | 99.0\% | 13.0 | 5.8 | B |
|  | Subtotal | 72 | 64 | 89.4\% | 27.1 | 5.5 | C |
| EB | Left Turn | 26 | 23 | 89.2\% | 43.1 | 13.5 | D |
|  | Through | 835 | 766 | 91.8\% | 12.5 | 4.8 | B |
|  | Right Turn | 28 | 31 | 111.4\% | 5.9 | 2.8 | A |
|  | Subtotal | 889 | 821 | 92.3\% | 13.1 | 4.9 | B |
| WB | Left Turn | 27 | 27 | 100.7\% | 47.6 | 13.7 | D |
|  | Through | 915 | 908 | 99.2\% | 10.6 | 2.6 | B |
|  | Right Turn | 27 | 28 | 103.7\% | 9.4 | 2.4 | A |
|  | Subtotal | 969 | 963 | 99.4\% | 11.6 | 2.7 | B |
| Total |  | 1,986 | 1,906 | 96.0\% | 13.1 | 3.3 | B |

## Intersection 10 N 12th St-N 16th St/Richards Blvd

Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 65 | 65 | 99.7\% | 67.3 | 11.8 | E |
|  | Through | 1,039 | 1,052 | 101.2\% | 12.2 | 2.0 | B |
|  | Right Turn | 2 | 4 | 180.0\% | 1.3 | 0.7 | A |
|  | Subtotal | 1,106 | 1,120 | 101.3\% | 15.5 | 1.6 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 2,380 | 2,255 | 94.7\% | 37.9 | 7.6 | D |
|  | Right Turn | 968 | 968 | 100.0\% | 20.3 | 5.2 | C |
|  | Subtotal | 3,348 | 3,222 | 96.2\% | 32.6 | 7.0 | C |
| EB | Left Turn | 839 | 635 | 75.7\% | 98.2 | 25.2 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 20 | 16 | 80.0\% | 25.9 | 16.2 | C |
|  | Subtotal | 859 | 651 | 75.8\% | 96.4 | 24.5 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 1 | 1 | 80.0\% | 7.9 | 22.2 | A |
|  | Right Turn | 2 | 2 | 80.0\% | 1.2 | 2.8 | A |
|  | Subtotal | 3 | 2 | 80.0\% | 9.2 | 21.9 | A |
| Total |  | 5,316 | 4,996 | 94.0\% | 37.1 | 5.9 | D |

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

Intersection 11
Bercut Dr/Bannon St
Medical Center / Stadium / Railyards SP EIR
Baseline No Project
AM Peak Hour

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 | 9 | 8 | 84.4\% | 5.9 | 3.8 | A |
|  | Right Turn | 3 | 3 | 106.7\% | 2.4 | 3.3 | A |
|  | Subtotal | 12 | 11 | 90.0\% | 5.1 | 2.4 | A |
| SB | Left Turn | 245 | 242 | 98.6\% | 5.4 | 0.4 | A |
|  | Through | 16 | 15 | 92.5\% | 5.4 | 0.7 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 261 | 256 | 98.2\% | 5.4 | 0.4 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 3 | 2 | 53.3\% | 2.0 | 3.3 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 49 | 47 | 96.3\% | 2.7 | 0.5 | A |
|  | Subtotal | 52 | 49 | 93.8\% | 2.9 | 0.4 | A |
| Total |  | 325 | 316 | 97.2\% | 5.0 | 0.4 | A |

## Intersection 12

Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 44 | 42 | 95.5\% | 4.5 | 0.4 | A |
|  | Through Right Turn | 49 | 51 | 103.7\% | 6.0 | 0.6 | A |
|  | Subtotal | 93 | 93 | 99.8\% | 5.3 | 0.3 | A |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 31 \\ 8 \end{gathered}$ | $\begin{gathered} 28 \\ 8 \end{gathered}$ | $\begin{gathered} 91.6 \% \\ 105.0 \% \end{gathered}$ | $7.4$ | $\begin{aligned} & 1.1 \\ & 1.8 \end{aligned}$ | A |
|  | Right Turn |  |  |  |  |  | A |
|  | Subtotal | 39 | 37 | 94.4\% | 6.7 | 0.9 | A |
| EB | Left Turn | 5 | 3 | 56.0\% | 2.1 | 2.2 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 243 | 235 | 96.8\% | 4.3 | 0.5 | A |
|  | Subtotal | 248 | 238 | 96.0\% | 4.3 | 0.5 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 380 | 368 | 96.7\% | 4.8 | 0.4 | A |

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

N 7th St/NB St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 24 | 98.3\% | 27.2 | 8.3 | C |
|  | Through | 326 | 327 | 100.4\% | 28.7 | 6.4 | C |
|  | Right Turn | 26 | 30 | 113.8\% | 29.9 | 12.2 | C |
|  | Subtotal | 376 | 380 | 101.2\% | 28.8 | 6.0 | C |
| SB | Left Turn | 11 | 10 | 90.9\% | 72.2 | 36.0 | E |
|  | Through | 421 | 393 | 93.3\% | 32.8 | 11.2 | C |
|  | Right Turn | 7 | 7 | 97.1\% | 35.2 | 23.5 | D |
|  | Subtotal | 439 | 410 | 93.3\% | 33.7 | 12.0 | C |
| EB | Left Turn | 10 | 8 | 80.0\% | 34.2 | 26.3 | C |
|  | Through | 46 | 44 | 96.5\% | 39.2 | 13.7 | D |
|  | Right Turn | 73 | 74 | 101.9\% | 20.5 | 6.5 | C |
|  | Subtotal | 129 | 127 | 98.3\% | 27.8 | 6.6 | C |
| WB | Left Turn | 185 | 174 | 94.3\% | 47.7 | 15.5 | D |
|  | Through | 68 | 67 | 98.2\% | 46.9 | 18.1 | D |
|  | Right Turn | 27 | 29 | 106.7\% | 32.0 | 10.3 | C |
|  | Subtotal | 280 | 270 | 96.4\% | 46.0 | 14.1 | D |
| Total |  | 1,224 | 1,187 | 97.0\% | 34.4 | 7.1 | C |

## Intersection 14

Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 31 | 29 | 92.9\% | 40.5 | 11.0 | D |
|  | Through | 100 | 113 | 113.2\% | 38.3 | 4.2 | D |
|  | Right Turn | 22 | 22 | 101.8\% | 41.3 | 9.7 | D |
|  | Subtotal | 153 | 164 | 107.5\% | 39.3 | 3.7 | D |
| SB | Left Turn | 2 | 2 | 100.0\% | 21.9 | 33.0 | C |
|  | Through | 16 | 16 | 100.0\% | 40.1 | 15.5 | D |
|  | Right Turn | 9 | 9 | 102.2\% | 21.0 | 28.1 | C |
|  | Subtotal | 27 | 27 | 100.7\% | 34.2 | 11.1 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 61 | 64 | 105.6\% | 36.6 | 7.0 | D |
|  | Right Turn | 22 | 18 | 83.6\% | 21.7 | 13.6 | C |
|  | Subtotal | 83 | 83 | 99.8\% | 33.6 | 6.0 | C |
| SW | Left Turn | 18 | 14 | 80.0\% | 5.4 | 5.5 | A |
|  | Through | 2,290 | 2,155 | 94.1\% | 11.1 | 2.9 | B |
|  | Right Turn | 173 | 163 | 94.1\% | 15.9 | 5.1 | B |
|  | Subtotal | 2,481 | 2,332 | 94.0\% | 11.4 | 2.9 | B |
| Total |  | 2,744 | 2,606 | 95.0\% | 14.1 | 2.6 | B |

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

N 16th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 127 | 124 | 97.6\% | 7.3 | 1.3 | A |
|  | Through | 1,078 | 1,088 | 101.0\% | 5.9 | 0.7 | A |
|  | Right Turn | 6 | 8 | 126.7\% | 1.6 | 2.0 | A |
|  | Subtotal | 1,211 | 1,220 | 100.7\% | 6.0 | 0.7 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 47 | 48 | 103.0\% | 14.7 | 2.6 | B |
|  | Through Right Turn | 6 | 7 | 113.3\% | 9.2 | 10.3 | A |
|  | Subtotal | 53 | 55 | 104.2\% | 13.7 | 2.6 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 6 | 5 | 86.7\% | 11.4 | 12.0 | B |
|  | Right Turn | 2 | 3 | 160.0\% | 2.2 | 3.1 | A |
|  | Subtotal | 8 | 8 | 105.0\% | 9.4 | 9.9 | A |
| Total |  | 1,272 | 1,284 | 100.9\% | 6.4 | 0.7 | A |

## Intersection 16 Sunbeam Ave-Sproule Ave/N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 16 | 18 | 110.0\% | 15.8 | 6.3 | B |
|  | Through Right Turn | 13 | 15 | 116.9\% | 9.7 | 6.4 | A |
|  | Subtotal | 29 | 33 | 113.1\% | 12.6 | 4.6 | B |
| SB | Left Turn <br> Through | 25 | 25 | 99.2\% | 11.2 | 4.4 | B |
|  | Right Turn | 33 | 31 | 93.3\% | 8.0 | 5.5 | A |
|  | Subtotal | 58 | 56 | 95.9\% | 9.2 | 3.7 | A |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 5 | 65.0\% | 10.7 | 13.4 | B |
|  | Subtotal | 8 | 5 | 65.0\% | 10.7 | 13.4 | B |
| WB | Left Turn | 39 | 36 | 91.3\% | 5.0 | 2.6 | A |
|  | Through | 2,353 | 2,220 | 94.3\% | 8.4 | 1.8 | A |
|  | Right Turn | 8 | 10 | 120.0\% | 4.6 | 2.1 | A |
|  | Subtotal | 2,400 | 2,265 | 94.4\% | 8.3 | 1.7 | A |
| Total |  | 2,495 | 2,359 | 94.5\% | 8.4 | 1.7 | A |

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

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 7 | 4 | 62.9\% | 5.1 | 7.8 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 7 | 4 | 62.9\% | 3.9 | 5.8 | A |
|  | Subtotal | 14 | 9 | 62.9\% | 5.2 | 4.9 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 475 | 493 | 103.7\% | 15.9 | 5.1 | B |
|  | Right Turn | 62 | 72 | 115.5\% | 12.0 | 5.6 | B |
|  | Subtotal | 537 | 564 | 105.1\% | 15.4 | 5.0 | B |
| WB | Left Turn | 10 | 7 | 72.0\% | 42.8 | 16.1 | D |
|  | Through | 182 | 142 | 78.2\% | 9.1 | 1.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 192 | 150 | 77.9\% | 10.9 | 2.1 | B |
| Total |  | 743 | 723 | 97.3\% | 14.3 | 4.0 | B |

## Intersection 53 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 72.0\% | 7.2 | 10.1 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 40 | 34 | 85.0\% | 5.3 | 2.6 | A |
|  | Subtotal | 45 | 38 | 83.6\% | 6.1 | 2.3 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 472 | 487 | 103.2\% | 17.7 | 3.9 | B |
|  | Right Turn | 10 | 12 | 116.0\% | 15.0 | 8.5 | B |
|  | Subtotal | 482 | 499 | 103.5\% | 17.7 | 3.8 | B |
| WB | Left Turn | 101 | 80 | 79.6\% | 21.1 | 3.3 | C |
|  | Through | 187 | 147 | 78.5\% | 2.2 | 1.1 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 288 | 227 | 78.9\% | 9.0 | 2.1 | A |
| Total |  | 815 | 764 | 93.7\% | 14.5 | 2.9 | B |

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

Medical Center / Stadium / Railyards SP EIR

## Baseline No Project

AM Peak Hour

Intersection 54 7th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 2 | 1 | 60.0\% | 6.5 | 13.8 | A |
|  | Through Right Turn | 30 | 32 | 105.3\% | 18.3 | 6.9 | B |
|  | Subtotal | 32 | 33 | 102.5\% | 18.4 | 7.1 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 393 | 320 | 81.4\% | 78.6 | 26.0 | E |
|  | Right Turn | 286 | 228 | 79.9\% | 71.1 | 28.1 | E |
|  | Subtotal | 679 | 548 | 80.8\% | 75.4 | 27.0 | E |
| EB | Left Turn | 346 | 358 | 103.6\% | 20.2 | 3.3 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 166 | 164 | 98.8\% | 4.9 | 0.8 | A |
|  | Subtotal | 512 | 522 | 102.0\% | 15.4 | 2.5 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,223 | 1,104 | 90.2\% | 45.5 | 13.4 | D |

## Intersection 60 5th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 14 | 9 | 62.9\% | 0.0 | 0.0 | A |
|  | Subtotal | 14 | 9 | 62.9\% | 0.0 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 72 | 77 | 107.2\% | 0.4 | 0.1 | A |
|  | Subtotal | 72 | 77 | 107.2\% | 0.4 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 86 | 86 | 100.0\% | 0.3 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
AM Peak Hour

Intersection 61 6th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 45 | 40 | 88.0\% | 0.0 | 0.1 | A |
|  | Subtotal | 45 | 40 | 88.0\% | 0.0 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 111 | 92 | 82.9\% | 0.8 | 0.2 | A |
|  | Subtotal | 111 | 92 | 82.9\% | 0.8 | 0.2 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 156 | 132 | 84.4\% | 0.6 | 0.1 | A |

Intersection 62 5th St/Stevens St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 14 | 8 | 60.0\% | 0.0 | 0.0 | A |
|  | Subtotal | 14 | 8 | 60.0\% | 0.0 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 72 | 77 | 106.7\% | 0.0 | 0.0 | A |
|  | Subtotal | 72 | 77 | 106.7\% | 0.0 | 0.0 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 86 | 85 | 99.1\% | 0.0 | 0.0 | A |

Average Results from 10 Runs
Volume and Delay by Movement

Baseline No Project AM Peak Hour
Intersection 63 6th St/Stevens St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 45 | 40 | 89.8\% | 0.0 | 0.1 | A |
|  | Subtotal | 45 | 40 | 89.8\% | 0.0 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 111 | 92 | 82.9\% | 0.2 | 0.1 | A |
|  | Subtotal | 111 | 92 | 82.9\% | 0.2 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 156 | 132 | 84.9\% | 0.2 | 0.1 | A |

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

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 7 | 5 | 68.6\% | 16.4 | 9.9 | B |
|  | Through | 5 | 4 | 72.0\% | 7.5 | 8.6 | A |
|  | Right Turn | 87 | 77 | 88.7\% | 7.8 | 1.7 | A |
|  | Subtotal | 99 | 86 | 86.5\% | 8.6 | 2.4 | A |
| SB | Left Turn | 265 | 270 | 101.7\% | 11.8 | 1.9 | B |
|  | Through | 265 | 257 | 97.1\% | 5.4 | 1.1 | A |
|  | Right Turn | 29 | 28 | 97.9\% | 3.3 | 2.0 | A |
|  | Subtotal | 559 | 555 | 99.3\% | 8.4 | 0.9 | A |
| EB | Left Turn | 3 | 2 | 53.3\% | 2.6 | 7.4 | A |
|  | Through | 3 | 4 | 133.3\% | 2.6 | 4.1 | A |
|  | Right Turn | 4 | 2 | 50.0\% | 1.7 | 2.6 | A |
|  | Subtotal | 10 | 8 | 76.0\% | 4.7 | 5.2 | A |
| WB | Left Turn | 75 | 80 | 106.7\% | 13.9 | 2.6 | B |
|  | Through | 13 | 12 | 92.3\% | 10.0 | 8.0 | A |
|  | Right Turn | 24 | 28 | 115.0\% | 4.8 | 0.8 | A |
|  | Subtotal | 112 | 120 | 106.8\% | 11.3 | 1.7 | B |
| Total |  | 780 | 768 | 98.5\% | 8.8 | 0.5 | A |


| Intersection 19 |  | 8th St/F St |  |  | All-way Stop |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | $\begin{array}{\|c} \text { Demand } \\ \text { Volume (vph) } \end{array}$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 37 | 36 | 97.3\% | 6.2 | 1.0 | A |
|  | Through | 32 | 31 | 96.3\% | 6.1 | 0.6 | A |
|  | Right Turn | 36 | 30 | 83.3\% | 4.7 | 0.8 | A |
|  | Subtotal | 105 | 97 | 92.2\% | 5.7 | 0.7 | A |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 67 | 75 | 112.2\% | 7.2 | 0.8 | A |
|  | Through Right Turn | 174 | 161 | 92.6\% | 7.9 | 0.6 | A |
|  | Subtotal | 241 | 236 | 98.1\% | 7.7 | 0.6 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 82 | 92 | 112.7\% | 5.4 | 0.4 | A |
|  | Right Turn | 13 | 12 | 95.4\% | 2.9 | 1.1 | A |
|  | Subtotal | 95 | 105 | 110.3\% | 5.1 | 0.3 | A |
| Total |  | 441 | 438 | 99.3\% | 6.7 | 0.5 | A |

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

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 3 | 56.0\% | 15.8 | 16.8 | B |
|  | Through Right Turn | 5 | 5 | 104.0\% | 9.1 | 10.7 | A |
|  | Subtotal | 10 | 8 | 80.0\% | 13.9 | 11.5 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 289 | 288 | 99.7\% | 18.3 | 1.6 | B |
|  | Right Turn | 25 | 21 | 83.2\% | 13.8 | 6.3 | B |
|  | Subtotal | 314 | 309 | 98.3\% | 18.0 | 1.8 | B |
| EB | Left Turn | 254 | 230 | 90.7\% | 21.6 | 3.8 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 33 | 31 | 93.3\% | 4.1 | 1.5 | A |
|  | Subtotal | 287 | 261 | 91.0\% | 19.5 | 3.3 | B |
| WB | Left Turn | 5 | 8 | 152.0\% | 22.7 | 16.2 | C |
|  | Through | 331 | 317 | 95.8\% | 13.9 | 2.9 | B |
|  | Right Turn | 40 | 36 | 90.0\% | 6.3 | 1.8 | A |
|  | Subtotal | 376 | 361 | 96.0\% | 13.5 | 2.8 | B |
| Total |  | 987 | 939 | 95.1\% | 16.6 | 1.5 | B |

## Intersection 22

5th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 13 | 16 | 126.2\% | 16.1 | 8.0 | B |
|  | Through | 221 | 215 | 97.2\% | 8.7 | 2.1 | A |
|  | Right Turn | 350 | 340 | 97.3\% | 5.7 | 0.9 | A |
|  | Subtotal | 584 | 572 | 97.9\% | 7.1 | 1.2 | A |
| SB | Left Turn | 36 | 33 | 91.1\% | 29.1 | 4.9 | C |
|  | Through | 452 | 454 | 100.4\% | 17.1 | 2.7 | B |
|  | Right Turn | 5 | 4 | 88.0\% | 20.0 | 19.2 | B |
|  | Subtotal | 493 | 491 | 99.6\% | 17.9 | 2.6 | B |
| EB | Left Turn | 5 | 7 | 136.0\% | 8.9 | 7.2 | A |
|  | Through | 39 | 41 | 105.6\% | 13.5 | 6.9 | B |
|  | Right Turn | 5 | 7 | 136.0\% | 8.1 | 6.4 | A |
|  | Subtotal | 49 | 55 | 111.8\% | 12.1 | 4.5 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,126 | 1,117 | 99.2\% | 12.1 | 1.0 | B |

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

6th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 93 | 88 | 95.1\% | 15.1 | 3.2 | B |
|  | Right Turn | 61 | 59 | 97.0\% | 4.5 | 0.8 | A |
|  | Subtotal | 154 | 148 | 95.8\% | 10.8 | 1.9 | B |
| SB | Left Turn | 13 | 15 | 113.8\% | 10.7 | 5.8 | B |
|  | Through | 44 | 43 | 98.2\% | 10.9 | 3.9 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 57 | 58 | 101.8\% | 10.6 | 3.5 | B |
| EB | Left Turn | 5 | 6 | 112.0\% | 7.9 | 8.2 | A |
|  | Through | 392 | 380 | 96.9\% | 9.1 | 0.5 | A |
|  | Right Turn | 28 | 32 | 114.3\% | 4.5 | 2.0 | A |
|  | Subtotal | 425 | 418 | 98.3\% | 8.8 | 0.6 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 636 | 623 | 98.0\% | 9.5 | 0.4 | A |

Intersection 24 7th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 185 | 181 | 97.7\% | 11.0 | 1.7 | B |
|  | Through Right Turn | 158 | 163 | 103.0\% | 8.9 | 2.0 | A |
|  | Subtotal | 343 | 344 | 100.2\% | 10.0 | 1.8 | A |
| EB | Left Turn | 5 | 3 | 64.0\% | 7.2 | 11.0 | A |
|  | Through | 412 | 407 | 98.8\% | 8.8 | 1.4 | A |
|  | Right Turn | 49 | 48 | 98.0\% | 4.5 | 1.9 | A |
|  | Subtotal | 466 | 458 | 98.4\% | 8.4 | 1.3 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 809 | 802 | 99.1\% | 9.1 | 0.8 | A |

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

Medical Center / Stadium / Railyards SP EIR

## Baseline No Project

AM Peak Hour

Intersection 25
8th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 357 | 354 | 99.2\% | 8.1 | 1.1 | A |
|  | Right Turn | 82 | 75 | 91.2\% | 6.2 | 1.2 | A |
|  | Subtotal | 439 | 429 | 97.7\% | 7.8 | 1.0 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 328 | 323 | 98.5\% | 7.9 | 1.5 | A |
|  | Through | 173 | 162 | 93.6\% | 9.2 | 2.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 501 | 485 | 96.8\% | 8.3 | 1.5 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 940 | 914 | 97.2\% | 8.1 | 0.7 | A |

Intersection 26 Jiboom St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 63 | 60 | 94.6\% | 35.1 | 9.8 | D |
|  | Through <br> Right Turn | 457 | 462 | 101.0\% | 35.2 | 11.7 | D |
|  | Subtotal | 520 | 521 | 100.2\% | 35.2 | 11.4 | D |
| EB | Left Turn | 493 | 454 | 92.1\% | 52.6 | 13.6 | D |
|  | Through | 56 | 56 | 99.3\% | 42.2 | 16.4 | D |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 549 | 510 | 92.8\% | 51.5 | 13.7 | D |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 93 | 86 | 92.0\% | 28.8 | 8.2 | C |
|  | Right Turn | 10 | 10 | 96.0\% | 6.6 | 10.2 | A |
|  | Subtotal | 103 | 95 | 92.4\% | 26.9 | 8.6 | C |
| Total |  | 1,172 | 1,126 | 96.1\% | 42.1 | 8.9 | D |

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

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 117 | 127 | 108.7\% | 15.9 | 1.9 | B |
|  | Through Right Turn | 524 | 511 | 97.5\% | 9.7 | 0.9 | A |
|  | Subtotal | 641 | 638 | 99.5\% | 11.0 | 0.8 | B |
| SB | Left Turn <br> Through <br> Right Turn | 462 | 458 | 99.1\% | 10.6 | 2.4 | B |
|  | Subtotal | 462 | 458 | 99.1\% | 10.6 | 2.4 | B |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 452 \\ 71 \end{gathered}$ | $\begin{gathered} 431 \\ 72 \end{gathered}$ | $\begin{gathered} 95.4 \% \\ 100.8 \% \end{gathered}$ | $\begin{aligned} & 3.6 \\ & 4.5 \end{aligned}$ | $\begin{aligned} & 0.5 \\ & 1.0 \end{aligned}$ | A A |
|  | Subtotal | 523 | 503 | 96.1\% | 3.7 | 0.5 | A |
| Total |  | 1,626 | 1,599 | 98.3\% | 8.6 | 0.7 | A |

## Intersection 28

6th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 37 | 30 | 80.0\% | 11.8 | 5.1 | B |
|  | Through Right Turn | 95 | 91 | 96.0\% | 10.8 | 2.9 | B |
|  | Subtotal | 132 | 121 | 91.5\% | 11.2 | 3.3 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 40 | 39 | 97.0\% | 15.9 | 3.7 | B |
|  | Right Turn | 32 | 32 | 101.3\% | 6.2 | 3.0 | A |
|  | Subtotal | 72 | 71 | 98.9\% | 11.3 | 2.5 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 61 | 56 | 91.8\% | 8.0 | 1.6 | A |
|  | Through | 454 | 442 | 97.3\% | 8.6 | 0.9 | A |
|  | Right Turn | 59 | 57 | 96.3\% | 9.1 | 2.8 | A |
|  | Subtotal | 574 | 554 | 96.6\% | 8.6 | 1.0 | A |
| Total |  | 778 | 746 | 95.9\% | 9.3 | 0.9 | A |

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

## Intersection 29

7th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through Right Turn | $\begin{gathered} 202 \\ 5 \end{gathered}$ | $\begin{gathered} 204 \\ 6 \end{gathered}$ | $\begin{aligned} & 101.2 \% \\ & 120.0 \% \end{aligned}$ | $\begin{aligned} & 5.7 \\ & 1.1 \end{aligned}$ | $\begin{aligned} & 1.4 \\ & 1.8 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 207 | 210 | 101.6\% | 5.5 | 1.3 | A |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 119 | 121 | 101.8\% | 7.6 | 2.1 | A |
|  | Through Right Turn | 569 | 545 | 95.8\% | 7.8 | 2.2 | A |
|  | Subtotal | 688 | 666 | 96.9\% | 7.8 | 2.1 | A |
| Total |  | 895 | 877 | 98.0\% | 7.2 | 1.5 | A |

## Intersection 30 8th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 122 | 125 | 102.6\% | 7.4 | 1.4 | A |
|  | Through Right Turn | 328 | 312 | 95.2\% | 8.3 | 1.0 | A |
|  | Subtotal | 450 | 438 | 97.2\% | 8.0 | 0.9 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 566 \\ & 111 \end{aligned}$ | $\begin{aligned} & 544 \\ & 120 \end{aligned}$ | $\begin{gathered} 96.2 \% \\ 107.7 \% \end{gathered}$ | $\begin{aligned} & 8.7 \\ & 7.3 \end{aligned}$ | $\begin{aligned} & 0.9 \\ & 1.6 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 677 | 664 | 98.1\% | 8.4 | 0.7 | A |
| Total |  | 1,127 | 1,102 | 97.7\% | 8.3 | 0.7 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
AM Peak Hour

Intersection 31
3rd St-I 5 NB Off Ramp/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 55 | 53 | 96.0\% | 39.1 | 9.7 | D |
|  | Through | 1,346 | 1,381 | 102.6\% | 33.4 | 7.9 | C |
|  | Right Turn | 234 | 249 | 106.3\% | 22.6 | 10.7 | C |
|  | Subtotal | 1,635 | 1,682 | 102.9\% | 32.0 | 8.1 | C |
| SB | Left Turn | 76 | 69 | 91.1\% | 60.7 | 11.0 | E |
|  | Through | 132 | 130 | 98.5\% | 79.5 | 25.0 | E |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 208 | 199 | 95.8\% | 72.9 | 18.5 | E |
| EB | Left Turn | 11 | 10 | 90.9\% | 71.8 | 27.2 | E |
|  | Through | 1,257 | 1,170 | 93.0\% | 88.2 | 17.9 | F |
|  | Right Turn | 584 | 448 | 76.6\% | 175.0 | 24.2 | F |
|  | Subtotal | 1,852 | 1,627 | 87.9\% | 112.0 | 18.6 | F |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 48 | 38 | 80.0\% | 22.9 | 4.7 | C |
|  | Subtotal | 48 | 38 | 80.0\% | 22.9 | 4.7 | C |
| Total |  | 3,743 | 3,547 | 94.8\% | 71.1 | 8.3 | E |

## Intersection 32

5th St/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 124 | 118 | 94.8\% | 29.2 | 3.6 | C |
|  | Right Turn | 195 | 192 | 98.7\% | 23.9 | 4.6 | C |
|  | Subtotal | 319 | 310 | 97.2\% | 25.9 | 3.0 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 517 | 520 | 100.7\% | 22.4 | 7.0 | C |
|  | Through | 2,107 | 2,039 | 96.8\% | 14.2 | 2.8 | B |
|  | Right Turn | 103 | 97 | 94.4\% | 13.2 | 3.2 | B |
|  | Subtotal | 2,727 | 2,656 | 97.4\% | 15.8 | 3.4 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 3,046 | 2,966 | 97.4\% | 16.9 | 2.9 | B |

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

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 120 | 120 | 99.7\% | 17.5 | 2.4 | B |
|  | Through Right Turn | 201 | 202 | 100.7\% | 25.5 | 2.1 | C |
|  | Subtotal | 321 | 322 | 100.3\% | 22.5 | 1.4 | C |
| EB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 1,851 \\ 257 \end{gathered}$ | $\begin{gathered} 1,808 \\ 244 \end{gathered}$ | $\begin{aligned} & 97.7 \% \\ & 95.1 \% \end{aligned}$ | $8.4$ | $\begin{aligned} & 0.5 \\ & 0.7 \end{aligned}$ | A |
|  | Right Turn | 257 | 244 | 95.1\% | 6.8 | 0.7 | A |
|  | Subtotal | 2,108 | 2,053 | 97.4\% | 8.2 | 0.4 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,429 | 2,375 | 97.8\% | 10.1 | 0.4 | B |

Intersection $34 \quad$ C St/3rd St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 42 | 54 | 128.6\% | 33.3 | 10.8 | C |
|  | Through | 65 | 78 | 119.4\% | 21.0 | 3.1 | C |
|  | Right Turn | 205 | 252 | 123.1\% | 8.1 | 4.0 | A |
|  | Subtotal | 312 | 384 | 123.1\% | 14.2 | 3.5 | B |
| SB | Left Turn | 77 | 87 | 113.2\% | 39.0 | 4.1 | D |
|  | Through | 143 | 168 | 117.2\% | 18.0 | 4.0 | B |
|  | Right Turn | 6 | 6 | 106.7\% | 4.5 | 5.2 | A |
|  | Subtotal | 226 | 261 | 115.6\% | 24.9 | 3.3 | C |
| EB | Left Turn | 6 | 8 | 133.3\% | 39.0 | 21.3 | D |
|  | Through | 237 | 291 | 122.9\% | 22.7 | 2.0 | C |
|  | Right Turn | 98 | 119 | 121.2\% | 13.4 | 3.2 | B |
|  | Subtotal | 341 | 418 | 122.6\% | 20.4 | 1.9 | C |
| WB | Left Turn | 130 | 151 | 116.0\% | 35.5 | 5.7 | D |
|  | Through | 176 | 213 | 120.9\% | 20.3 | 5.6 | C |
|  | Right Turn | 39 | 49 | 126.2\% | 4.2 | 0.4 | A |
|  | Subtotal | 345 | 413 | 119.7\% | 23.9 | 4.3 | C |
| Total |  | 1,224 | 1,476 | 120.6\% | 20.5 | 2.1 | C |

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

Medical Center / Stadium / Railyards SP EIR

## Baseline No Project

AM Peak Hour

Intersection 35 5th St/C St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 16 | 18 | 115.0\% | 23.6 | 6.4 | C |
|  | Through | 1 | 0 | 40.0\% | 8.5 | 20.4 | A |
|  | Right Turn | 46 | 51 | 111.3\% | 9.8 | 3.3 | A |
|  | Subtotal | 63 | 70 | 111.1\% | 13.8 | 3.1 | B |
| SB | Left Turn | 8 | 11 | 135.0\% | 31.3 | 16.9 | C |
|  | Through | 6 | 9 | 146.7\% | 31.8 | 17.0 | C |
|  | Right Turn | 3 | 2 | 53.3\% | 1.8 | 2.5 | A |
|  | Subtotal | 17 | 21 | 124.7\% | 31.2 | 12.9 | C |
| EB | Left Turn | 1 | 0 | 40.0\% | 4.7 | 7.0 | A |
|  | Through | 495 | 591 | 119.4\% | 14.2 | 4.2 | B |
|  | Right Turn | 23 | 27 | 118.3\% | 8.8 | 3.4 | A |
|  | Subtotal | 519 | 618 | 119.2\% | 14.0 | 4.1 | B |
| WB | Left Turn | 219 | 250 | 114.3\% | 24.5 | 3.1 | C |
|  | Through | 326 | 400 | 122.6\% | 7.5 | 0.9 | A |
|  | Right Turn | 5 | 5 | 96.0\% | 4.1 | 3.0 | A |
|  | Subtotal | 550 | 655 | 119.1\% | 13.9 | 1.3 | B |
| Total |  | 1,149 | 1,364 | 118.7\% | 14.3 | 2.1 | B |

Intersection 47 Jibboom St/Railyards Blvd All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 161 | 144 | 89.7\% | 26.8 | 4.2 | D |
|  | Right Turn | 342 | 324 | 94.9\% | 21.8 | 3.6 | C |
|  | Subtotal | 503 | 469 | 93.2\% | 23.3 | 3.6 | C |
| SB | Left Turn | 195 | 202 | 103.6\% | 9.5 | 2.0 | A |
|  | Through | 340 | 344 | 101.3\% | 12.1 | 2.6 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 535 | 546 | 102.1\% | 11.1 | 2.1 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 180 | 175 | 97.3\% | 7.9 | 1.5 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 9 | 10 | 115.6\% | 2.1 | 1.0 | A |
|  | Subtotal | 189 | 186 | 98.2\% | 7.5 | 1.4 | A |
| Total |  | 1,227 | 1,201 | 97.9\% | 15.4 | 2.2 | C |

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

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 9 | 10 | 111.1\% | 9.9 | 7.5 | A |
|  | Right Turn | 217 | 204 | 93.8\% | 5.4 | 1.1 | A |
|  | Subtotal | 226 | 214 | 94.5\% | 5.6 | 1.2 | A |
| SB | Left Turn | 31 | 22 | 72.3\% | 12.3 | 4.1 | B |
|  | Through | 41 | 51 | 124.9\% | 8.3 | 1.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 72 | 74 | 102.2\% | 9.5 | 1.1 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 452 | 441 | 97.5\% | 8.9 | 2.5 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 5 | 6 | 112.0\% | 2.4 | 1.8 | A |
|  | Subtotal | 457 | 446 | 97.7\% | 8.9 | 2.4 | A |
| Total |  | 755 | 734 | 97.2\% | 8.0 | 1.4 | A |

## Intersection 65

6th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 72.0\% | 3.9 | 4.2 | A |
|  | Through | 17 | 21 | 124.7\% | 2.3 | 0.6 | A |
|  | Right Turn | 76 | 69 | 90.5\% | 2.3 | 0.5 | A |
|  | Subtotal | 98 | 94 | 95.5\% | 2.5 | 0.6 | A |
| SB | Left Turn | 5 | 4 | 72.0\% | 8.1 | 8.8 | A |
|  | Through | 5 | 4 | 88.0\% | 1.7 | 2.6 | A |
|  | Right Turn | 101 | 108 | 107.3\% | 4.6 | 1.5 | A |
|  | Subtotal | 111 | 116 | 104.9\% | 4.8 | 1.5 | A |
| EB | Left Turn | 23 | 20 | 88.7\% | 16.6 | 6.6 | B |
|  | Through | 206 | 190 | 92.4\% | 9.4 | 1.4 | A |
|  | Right Turn | 19 | 18 | 92.6\% | 4.0 | 2.6 | A |
|  | Subtotal | 248 | 228 | 92.1\% | 9.8 | 0.9 | A |
| WB | Left Turn | 5 | 4 | 80.0\% | 5.9 | 9.5 | A |
|  | Through | 351 | 331 | 94.2\% | 9.7 | 3.6 | A |
|  | Right Turn | 5 | 3 | 64.0\% | 4.3 | 6.8 | A |
|  | Subtotal | 361 | 338 | 93.6\% | 9.8 | 3.4 | A |
| Total |  | 818 | 776 | 94.9\% | 8.2 | 1.8 | A |

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

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 8 | 12 | 145.2\% | 37.3 | 18.4 | D |
|  | Through | 255 | 218 | 85.3\% | 34.1 | 5.1 | C |
|  | Right Turn | 148 | 143 | 96.6\% | 12.2 | 2.2 | B |
|  | Subtotal | 411 | 372 | 90.5\% | 25.7 | 3.4 | C |
| SB | Left Turn | 91 | 85 | 93.2\% | 4.7 | 3.0 | A |
|  | Through | 165 | 124 | 75.1\% | 23.4 | 7.0 | C |
|  | Right Turn | 34 | 25 | 73.5\% | 9.9 | 9.7 | A |
|  | Subtotal | 290 | 234 | 80.6\% | 15.4 | 4.0 | B |
| EB | Left Turn | 88 | 73 | 82.8\% | 75.5 | 7.4 | E |
|  | Through | 731 | 678 | 92.7\% | 43.7 | 7.5 | D |
|  | Right Turn | 5 | 2 | 42.2\% | 7.2 | 14.2 | A |
|  | Subtotal | 824 | 753 | 91.4\% | 46.6 | 7.7 | D |
| WB | Left Turn | 36 | 28 | 78.2\% | 62.0 | 15.7 | E |
|  | Through | 115 | 105 | 90.9\% | 31.2 | 9.3 | C |
|  | Right Turn | 39 | 34 | 88.5\% | 5.7 | 1.3 | A |
|  | Subtotal | 190 | 167 | 88.0\% | 31.2 | 8.1 | C |
| Total |  | 1,715 | 1,526 | 89.0\% | 35.2 | 4.4 | D |

Intersection 37
3rd St-Riverfront St/Tower Bridge Gateway
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 2 | 2 | 105.6\% | 12.9 | 15.4 | B |
|  | Through | 44 | 38 | 87.2\% | 24.3 | 2.9 | C |
|  | Right Turn | 50 | 42 | 84.5\% | 9.8 | 2.4 | A |
|  | Subtotal | 96 | 83 | 86.2\% | 16.7 | 2.2 | B |
| SB | Left Turn | 73 | 64 | 88.2\% | 26.9 | 5.8 | C |
|  | Through | 11 | 11 | 102.4\% | 16.5 | 9.0 | B |
|  | Right Turn | 23 | 20 | 87.2\% | 3.0 | 1.0 | A |
|  | Subtotal | 107 | 96 | 89.5\% | 21.7 | 5.8 | C |
| EB | Left Turn | 249 | 225 | 90.3\% | 37.2 | 12.8 | D |
|  | Through | 720 | 682 | 94.7\% | 16.8 | 6.1 | B |
|  | Right Turn | 1 | 4 | 352.0\% | 18.8 | 17.9 | B |
|  | Subtotal | 970 | 911 | 93.9\% | 21.9 | 7.5 | C |
| WB | Left Turn | 11 | 8 | 73.6\% | 37.8 | 18.1 | D |
|  | Through | 165 | 140 | 85.1\% | 17.7 | 3.8 | B |
|  | Right Turn | 141 | 132 | 93.6\% | 8.2 | 2.4 | A |
|  | Subtotal | 317 | 281 | 88.5\% | 13.8 | 2.5 | B |
| Total |  | 1,490 | 1,370 | 91.9\% | 19.9 | 5.5 | B |

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

| 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 | 14 | 18 | 125.7\% | 7.9 | 4.2 | A |
|  | Through | 2,315 | 2,294 | 99.1\% | 8.7 | 1.0 | A |
|  | Right Turn | 30 | 29 | 96.0\% | 4.9 | 2.3 | A |
|  | Subtotal | 2,359 | 2,341 | 99.2\% | 8.6 | 0.9 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 68 | 62 | 90.6\% | 14.9 | 3.9 | B |
|  | Right Turn | 14 | 14 | 97.1\% | 11.3 | 7.3 | B |
|  | Subtotal | 82 | 75 | 91.7\% | 14.2 | 3.3 | B |
| WB | Left Turn | 11 | 12 | 109.1\% | 14.0 | 5.4 | B |
|  | Through | 70 | 84 | 119.4\% | 16.2 | 3.1 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 81 | 96 | 118.0\% | 16.0 | 2.5 | B |
| Total |  | 2,522 | 2,512 | 99.6\% | 9.0 | 0.8 | A |

Intersection 20 12th St/F St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 255 | 230 | 90.0\% | 8.8 | 1.4 | A |
|  | Through | 2,013 | 2,022 | 100.4\% | 11.2 | 1.4 | B |
|  | Right Turn | 72 | 70 | 96.7\% | 9.0 | 2.0 | A |
|  | Subtotal | 2,340 | 2,321 | 99.2\% | 10.9 | 1.4 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 122 | 120 | 98.4\% | 18.4 | 4.9 | B |
|  | Right Turn | 5 | 8 | 160.0\% | 8.6 | 5.4 | A |
|  | Subtotal | 127 | 128 | 100.8\% | 17.9 | 4.7 | B |
| WB | Left Turn | 4 | 2 | 40.0\% | 11.2 | 16.4 | B |
|  | Through | 28 | 27 | 97.1\% | 14.0 | 5.2 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 32 | 29 | 90.0\% | 14.8 | 5.1 | B |
| Total |  | 2,499 | 2,478 | 99.1\% | 11.3 | 1.2 | B |

Intersection 1
I 5 SB Ramps/Richards Blvd
Signal

| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Through Through/Right | $\begin{aligned} & \hline 2,725 \\ & 2,725 \end{aligned}$ | 75 | 12 | $\begin{aligned} & \hline 150 \\ & 125 \end{aligned}$ | 30 | $\begin{aligned} & \hline \hline 150 \\ & 125 \end{aligned}$ | 40 | $\begin{aligned} & \hline \hline 0 \% \\ & 0 \% \end{aligned}$ | 0\% |
|  |  |  | 75 | 18 |  | 35 |  | 43 |  | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
|  | Left Turn | 325 | 150 | 19 | 200 | 33 | 200 | 42 | 0\% | 0\% |
|  | Left/Through | 1,500 | 175 | 27 | 250 | 47 | 250 | 48 | 0\% | 0\% |
| SB | Right Turn | 325 | 100 | 12 | 175 | 22 | 175 | 30 | 0\% | 0\% |
|  | Left Turn | 1,275 | 50 | 14 | 75 | 26 | 100 | 23 | 0\% | 0\% |
|  | Through | 275 | 50 | 11 | 75 | 28 | 75 | 38 | 0\% | 0\% |
| WB |  |  |  |  |  |  |  |  |  |  |
| 0 |  |  |  |  |  |  |  |  |  |  |

Intersection 215 NB Ramps/Richards Blvd

Signal


| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left/Through | 600 | 325 | 85 | 550 | 135 | 550 | 121 | 0\% | 1\% |
|  | Through | 600 | 625 | 75 | 825 | 87 | 700 | 12 | 0\% | 40\% |
|  | Through/Right | 600 | 600 | 20 | 675 | 24 | 650 | 20 | 0\% | 16\% |
| NB | Right Turn | 1,025 | 25 | 2 | 25 | 7 | 25 | 10 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| NE | Shared | 975 | 400 | 76 | 550 | 120 | 550 | 121 | 0\% | 0\% |
|  | Right Turn | 975 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Right Turn | 975 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Right Turns | 350 | 225 | 48 | 325 | 42 | 300 | 46 | 1\% | 0\% |
| SB | Left Turn | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |




 Key
Kxperss
ane (HOV)

| Name | Pstio St | Jstolot | Lston-Ramp | ISto Richards Evd |  |  |  |  | W. EIC Camino Ave to 1080 | 1.800 of |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Flow Rate in Express Lanes |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) |  |  |  |  |  |  |  |  |  |  |
| Lanes |  |  |  |  |  |  |  |  |  |  |
| Terrain |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Tuck \& Bus \% |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{E}_{\mathrm{T}}$ |  |  |  |  |  |  |  |  |  |  |
| $E_{\text {r }}$ |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\text {tov }}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Flow (pcph)Flow Rate (pcphpl) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Calculate operations in Express Lanes |  |  |  |  |  |  |  |  |  |  |
| fFs | ${ }^{65}$ | 65 | 65 | ${ }_{6}$ | 65 | 65 | 65 | ${ }_{6}$ | ${ }_{6}$ | 65 |
| Capacity (pcph) <br> v/c ratio |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Calculate on Ramp Flow Rate |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $\substack{\text { PHF } \\ \text { Lanes }}$ 0.79  0.78 0.97 0.84 |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Flow (pcph)Flow Rate (pcphpl) | ${ }_{4} 46$ |  | ${ }^{256}$ | 415 |  | 535 |  | 440 |  |  |
|  | 436 |  | 256 | 208 |  | 535 |  | 440 |  |  |
| Calculate On Ramp Roadway Operations |  |  |  |  |  |  |  |  |  |  |
| Ramp Type | Right |  | Right 45 | Right 45 |  | Right 45 |  | Right 45 |  |  |
| $\underset{\text { Ramp Speed (mph) }}{\substack{\text { Ramp Capacily (coph) }}}$ | 45 2,100 |  | 45 2.100 | 45 4.200 |  |  |  |  |  |  |
| ${ }_{\text {R }}{ }_{\text {Ramp }}$ | ${ }_{0} 0.21$ |  | 0.12 | 0.10 |  | 2.25 |  | ${ }_{0} \mathbf{2}, 1000$ |  |  |
|  |  |  |  |  |  |  |  |  |  |  |


 $\stackrel{\text { Key }}{ }$

| Name | PSto J St | Jstio Lst | Lston-Ramp | ISto Richards Blvd | Between Richards Blvd Ramps  |  |  |  | W. EIC Camino Ave to 1.80 | $1-80 \mathrm{off}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate off Ramp Flow Rate |  |  |  |  |  |  |  |  |  |  |
| Volume (yph) | 1.635 |  |  |  |  | 924 |  | 960 |  | 2.034 |
| PHF | 0.9 |  |  | 0.89 |  | 0.91 |  | 0.9 |  | 0.94 |
| Lanes | 2 |  |  | , |  | 1 |  | 2 |  | 2 |
| Terain | Level |  |  | Level |  | Level |  | Level |  | Level |
| Grade \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  | 0.0\% |
| Grade Length (mi) | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  | 0.00 |
| Tuck \& Bus \% | 3.0\% |  |  | 3.0\% |  | 3.0\% |  | 3.0\% |  | 10.0\% |
| Rv\% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  | 0.0\% |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  | 1.5 |
| $\mathrm{EF}_{\mathrm{r}}$ | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  | 1.2 |
| ${ }_{\text {tuv }}$ | 0.985 |  |  | 0.985 |  | 0.985 |  | 0.985 |  | 0.552 |
| $t_{0}$ | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  | 1.00 |
| Fow (poph) | 1.844 |  |  | 1,001 |  | 1,031 |  | 1,083 |  | 2.272 |
| Fow Rate (Pophnp) | 922 |  |  | 1.001 |  | 1,031 |  | 541 |  | 1,136 |
| te off Ramp Roadway Operations |  |  |  |  |  |  |  |  |  |  |
| Ramp Type | Right |  |  | Right |  | Right |  | Right |  | Major |
| Ramp Speed | 45 |  |  | 45 |  | 45 |  | 45 |  | 60 |
| $\underset{\substack{\text { Ramp Capacity (coph) } \\ \text { Ramp vecraio }}}{ }$ | 4.200 |  |  | 2.100 |  | 2.100 |  | 4,200 |  | 4,600 |
| mp VV craio | 0.44 |  |  | 0.48 |  | 0.49 |  | 0.26 |  | 0.49 |
| Determine Adjacent Ramp for Three-Lane Mainline Segments with One-Lane Ramps <br> Up Type |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Up Distance |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Down Type |  |  |  |  |  |  |  |  |  |  |
| Down Distance <br> Down Flow (pcph) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{Up}_{\text {U Ramp Leo }}$ |  |  |  |  |  |  |  |  |  |  |
| Down Ramp $\mathrm{L}_{\mathrm{EQ}}$ <br> $P_{F M}($ Eqn 13-3) <br> 0.589 |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $P_{\text {Pru }}($ Eqa 13.5$)$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $\left.\begin{array}{l} v_{34}(\text { (poph } \\ \mathrm{v}_{12}(\mathrm{pChh}) \end{array}\right)$ |  |  | 6,005 2,950 |  |  |  |  |  |  |  |
| $V_{\text {R12a }}$ (pcph) |  |  | 2,250 3,206 |  |  |  |  |  |  |  |
|  |  |  | 0.38 |  |  |  |  |  |  |  |
| Area Speed |  |  | 56.3 |  |  |  |  |  |  |  |
| Outer Lanes Volume |  |  | 2.213 58.8 |  |  |  |  |  |  |  |
| $\underset{\substack{\text { Ouer anes Speed } \\ \text { Segmen Speed }}}{ }$ |  |  | 58.8 57.7 |  |  |  |  |  |  |  |
| vcratio |  |  | 0.70 |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { Density } \\ & \text { to } \end{aligned}$ |  |  | 27.7 |  |  |  |  |  |  |  |
|  |  |  | c |  |  |  |  |  |  |  |



| кеу |
| :--- |
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кey

| Name | Psto Jst | ${ }_{\text {Jstio }}$ St | LSton-Ramp | ISto Richards Elvd | Beween Richars Svid Rams | Richards Sivd to Garden Huw | Beeween Garden HMY Ramos |  | W. El C Camino Ave to I : 80 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Naninin to off Ramp Fow Rate for Weave Segments |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Terain | ${ }_{\text {Level }}^{0.95}$ |  |  | ${ }^{0.95}$ |  | 0.95 |  |  |  |  |
| Grade \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade Lengt (mi) | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  |  |
| Tuck \& Bus \% | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
| Rv\% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  |  |
| $\mathrm{E}_{\mathrm{n}}$ | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  |  |
| ${ }_{\text {tuv }}$ | 0.971 |  |  | 0.971 |  | 0.971 |  | 0.971 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| PHF | 0.95 |  |  | 0.95 |  | 0.95 |  | 0.95 |  |  |
| ${ }_{\text {Terain }}$ | Level |  |  | Level |  | Level |  | Level |  |  |
| ${ }_{\text {Grade }}$ \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade Length (mi) Truck \& Bus \% | ${ }^{0.00}$ |  |  | ${ }^{0.00}$ |  | ${ }^{0.00}$ |  | ${ }^{0.00}$ |  |  |
|  | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
| Rv\% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| $E_{\text {T }}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  |  |
| $\mathrm{E}_{\substack{\text { a }}}^{\text {fiver }}$ | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  |  |
|  | 0.971 |  |  | 0.971 |  | 0.971 |  | 0.971 |  |  |
| $t_{\text {to }}$ | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  |  |
| GP to gP Fiow (poph) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |

 :

| Name | P Sto Jst | Jsto LSt | Lston-Ramp | ISto Richards Blvd | Beween Riciads Eviv Ranss | Richars Evid to aramen Hwy | I Betwen Garden Him Rampe |  | W. El C amino Ave to 1 .80 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculat Weave Segment operations |  |  |  |  |  |  |  |  |  |  |
| Type |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Segment Lanes |  |  |  |  |  |  |  |  | Weave Lanes |  |
| Weave Flow (pcph) Non-Weave Flow |  |  |  |  |  |  |  |  |  |  |
| Segment Flow |  |  |  |  |  |  |  |  |  |  |
| Max Weave Length |  |  |  |  |  |  |  |  |  |  |
| Length Check Ideal Weave Capacity |  |  |  |  |  |  |  |  |  |  |
| $t_{\text {frv }}$ |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{f}_{\mathrm{p}}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Capacity Condition 2v/c ratio |  |  |  |  |  |  |  |  |  |  |
| Inecrchange Density |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Lane Changes ML to Off |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Min Lane Change Rate Weave LC Rate |  |  |  |  |  |  |  |  |  |  |
| Non-Weave LC Rate 1 |  |  |  |  |  |  |  |  |  |  |
| Non-Weave LC Rate 2 |  |  |  |  |  |  |  |  |  |  |
| Non-Weave LC Rate 3 |  |  |  |  |  |  |  |  |  |  |
| Segment LC Rate Weave Intensity Factor |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Non-Weaves Speed |  |  |  |  |  |  |  |  |  |  |
| Segment Speed |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { Density } \\ & \text { cos } \end{aligned}$ |  |  |  |  |  |  |  |  |  |  |
| Summarie Segment operations |  |  |  |  |  |  |  |  |  |  |
| Segmenty cratio |  | 0.78 | 0.70 |  | 0.75 |  | 0.70 |  | 0.63 |  |
| Segment Density |  | 29.6 | 27.7 |  | 28.0 |  | 25.5 |  | 22.7 | 20.6 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Type | Weave | Basic | Merse | Weave | Basic | Weave | Basic | Weave | Basic | Diverge |
| Report | Weave | Basic | Merse | Weave | Basic | Weave | ${ }_{\text {Basic }}$ | Weave | ${ }_{\text {Basic }}$ | Diverse |













$\underset{>\text { Express Lane (HOV) }}{\text { Key }}$

| Name | Northate Eivd Oft-Ramp |  |  |
| :---: | :---: | :---: | :---: |
| Operations for Exting | nes |  |  |
| Fow (poph) | 1,797 | 1.608 |  |
| Lanes | 3 | 2 |  |
| Capacily (coph) | 7,050 | 4,800 |  |
| ver catio | 0.25 | 0.33 |  |
| Fow rate (cophno) | 599 | 804 |  |
| Speed (mph) | 65.0 | 70.0 |  |
| Density (ophop) | 9.2 | ${ }^{11.5}$ |  |
| Los | A | в |  |



$\stackrel{\text { Key }}{\text { Kxpess Lane (HOV) }}$


\begin{tabular}{|c|c|c|c|}
\hline Location \& 1 \& 2 \& 3 <br>
\hline \multicolumn{4}{|l|}{\multirow[t]{2}{*}{}} <br>
\hline \& \& \& <br>
\hline \multicolumn{4}{|l|}{\multirow[t]{2}{*}{Key}} <br>
\hline \& \& \& <br>
\hline Name \& Northale Elvd Oft-Ramp \& Nortrate Bud to oel Pas \& Paso Bud to Leis <br>
\hline \multicolumn{4}{|l|}{Off Ramp Flow Rate} <br>
\hline \multicolumn{4}{|l|}{} <br>
\hline PHF \& 0.94 \& 0.94 \& <br>
\hline ${ }^{\text {Lanes }}$ \& Lev \& , \& <br>
\hline \multirow[t]{2}{*}{Grade \%} \& Level \& Level \& <br>
\hline \& 0.0\% \& 0.0\% \& <br>
\hline Grade Length (mi) \& 0.00 \& 0.00 \& <br>
\hline Truck \& Bus \% \& 3.0\% \& 3.0\% \& <br>
\hline  \& 1.5 \& 1.5 \& <br>
\hline ${ }_{\text {E }}^{\mathrm{E}_{\mathrm{r}}}$ \& 1.2 \& 1.2 \& <br>
\hline ${ }_{\text {tovo }}^{\text {to }}$ \& 0.985 \& 0.985 \& <br>
\hline \multirow[t]{2}{*}{${ }_{\text {Fow (poph) }}^{\text {for }}$} \& 1.00 \& 1.00 \& <br>
\hline \& 233

238 \& 189
189 \& <br>
\hline Flow Rate (pcphpl) \& \& \& <br>
\hline \multicolumn{4}{|l|}{Off Ramp Roadway Operations} <br>

\hline \multirow[t]{2}{*}{| Ramp Type |
| :--- |
| Ramp Speed |} \& Right \& Left \& <br>

\hline \& 45 \& ${ }^{35}$ \& <br>

\hline \multirow[t]{2}{*}{Ramp Capacity (pcph) Ramp v/c ratio} \& $$
\begin{aligned}
& 2.100 \\
& 0.11
\end{aligned}
$$ \& \[

$$
\begin{aligned}
& 2.000 \\
& 0.09
\end{aligned}
$$
\] \& <br>

\hline \multicolumn{4}{|l|}{\multirow[b]{2}{*}{Adiacent Ramp for Three-Lane Maininies Segments with one-Lane Ramps}} <br>
\hline \& \& \& <br>
\hline Up Type \& \& Off
3,035 \& <br>
\hline Up Flow (poph) \& \& ${ }^{233}$ \& <br>
\hline Down Type \& No \& No \& <br>
\hline Down Distance \& \& \& <br>
\hline Down Flow (coph) \& \& \& <br>
\hline \multicolumn{2}{|l|}{Merge influence Area operations} \& \& <br>
\hline \multirow[t]{2}{*}{Effective $v_{P}(p c p h)$ Up Ramp $L_{E Q}$} \& \& \& <br>
\hline \& \& \& <br>
\hline Down Ramp $L_{\text {EQ }}$ \& \& \& <br>
\hline $P_{\text {Prx }}($ Eqn $13-4)$ \& \& \& <br>
\hline $\left.P_{\text {Pm (Ean }} 13.5\right)$ \& \& \& <br>

\hline \multirow[t]{2}{*}{$$
{ }_{V_{1}(1 \text { (poph })}^{P_{f n}}
$$} \& \& \& <br>

\hline \& \& \& <br>
\hline $v_{s}($ foph $)$ \& \& \& <br>
\hline  \& \& \& <br>
\hline $v^{\text {vara (poph) }}$ \& \& \& <br>

\hline | Speed Index |
| :--- |
| Area Speed | \& \& \& <br>

\hline Outer Lanes Volume \& \& \& <br>
\hline Outer Lanes Speed \& \& \& <br>
\hline Segment Speed \& \& \& <br>
\hline v/c ratio \& \& \& <br>

\hline $$
\begin{gathered}
\text { Density } \\
\text { LOS }
\end{gathered}
$$ \& \& \& <br>

\hline
\end{tabular}


 $\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

[^18]


| Key |
| :---: |
| Expess Lane (HOV) |


| Name |  | Paso | OLeisur |
| :---: | :---: | :---: | :---: |
| Weave Segment operations |  |  |  |
| Se segment | 0.34 |  |  |
| ${ }_{\text {Segment }}^{\text {Segment Density }}$ | 15.7 | ${ }_{8.6}$ | 11.5 |
| Segment Los | в | A | в |
| Over Capacily |  |  |  |




$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | North of Del Paso Blvd | Del Paso Elvd On.Ramp |  |
| :---: | :---: | :---: | :---: |
| perations ore Exiting cp Lanes |  |  |  |
|  |  |  |  |
|  |  |  |  |
| $\begin{aligned} & \text { pacity (pcph } \\ & \text { v/c ratio } \end{aligned}$ |  |  |  |
| Flow Rate (pcphpl) Speed (mph) |  |  |  |
|  |  |  |  |
| Density (pcphpl) |  |  |  |
|  |  |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | North of Def Paso Bivd | Del Paso Bud On-Ramp |  | Notrgate Evid On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Flow Rate in Express Lanes Operations in Express Lanes |  |  |  |  |
|  |  |  |  |  |
| Operations in Express Lanes On Ramp Flow Rate |  |  |  |  |
| Volume ( yph) |  | ${ }^{231}$ |  | ${ }^{384}$ |
| PHF |  | 0.88 |  | 0.88 |
| Lanes |  |  |  |  |
| Terain |  | Level |  | Level |
| Grade \% |  | 0.0\% |  | 0.0\% |
| Grade Lengh (mi) |  | 0.00 |  | 0.00 |
| Tuek \& Bus\% |  | 3.0\% |  | 3.0\% |
| Rv |  | 0.0\% |  | 0.0\% |
| ${ }_{\text {ET }}$ |  | 1.5 |  | 1.5 |
| $\mathrm{E}_{\mathrm{r}}$ |  | 1.2 |  | 1.2 |
| ${ }_{\text {fuv }}$ |  | 0.985 |  | 0.985 |
| $t_{0}$ |  | 1.00 |  | 1.00 |
| Fow (poch) |  | 266 |  | 443 |
| Fow rate (Pcophn) |  | 266 |  | 443 |
|  |  |  |  |  |
| On Ramp Roadway Operations |  |  |  |  |
| Ramp Tyee |  | Right |  | Right |
| Famp Speed (mph) |  | 45 |  | 45 |
| Ramp Capacity (pcph) Ramp v/c ratio |  | $\begin{aligned} & 2.100 \\ & 0.13 \end{aligned}$ |  | $\begin{aligned} & 2,100 \\ & 0.20 \end{aligned}$ |
|  |  |  |  |  |


| Name | Sort of Del Paso Bivd | d On-Ramp | Evad | Northate Evd On-Rame |
| :---: | :---: | :---: | :---: | :---: |
| Off Ramp Fow Rate |  |  |  |  |
| Off Ramp Roadvay Ope | ns |  |  |  |
| Adiacent Ramp for Three-Lane Mainine Segmenss with one-Lane Ramps |  |  |  |  |
| Up Tpe |  |  |  | No |
| Up Distance |  |  |  |  |
| Up Fow (poph) |  |  |  |  |
| Down Type |  |  |  | No |
| Down Distance |  |  |  |  |
| Down Fow (poph) |  |  |  |  |
| Merge infuence Area operations |  |  |  |  |
|  |  |  |  |  |
| Effective $v_{p}($ poch $)$ |  | 3,194 |  |  |
| $\mathrm{UP}^{\text {Pramp Leo }}$ |  |  |  |  |
| Down Ramp Lea <br> $P_{\text {FM }}$ (Eqn 13-3) |  | 0.599 |  |  |
| $P_{\text {Pme }}($ Eqn 13.4$)$ |  |  |  |  |
| $P_{\text {fme }}($ Eqn 13.5$)$ |  |  |  |  |
| Pfu |  | 1.000 |  |  |
| $v_{12}($ poch $)$ |  | 3,194 |  |  |
| $v_{s}($ poch $)$ |  |  |  |  |
| $v_{s}($ (poph $)$ |  |  |  |  |
| $V_{\text {vara }}($ Poph $)$ |  | 3,194 |  |  |
| $V^{\text {Vraza (ophl }}$ ) |  | 3,460 |  |  |
| ${ }^{\text {Speed Index }}$ |  | 0.38 563 |  |  |
| Area Speed |  | 56.3 |  |  |
|  |  |  |  |  |
| Segment speed |  | 56.3 |  |  |
| v/cratio |  | 0.75 |  |  |
| Density |  | ${ }^{27.6}$ |  |  |
| Los |  | c |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | Notht of del Pasa Blvd | Del Paso Bud On-Ramp |  | Northate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Diverge infuence Area Operations |  |  |  |  |
| Eteceive $v_{p}$ (poph) |  |  |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $\left.{ }^{\text {Prof (Ean }} 13.9\right)$ |  |  |  |  |
| Pro (Eap 13-11) |  |  |  |  |
| Pro |  |  |  |  |
| $v_{12}($ Poph $)$ |  |  |  |  |
| $v_{3}$ (poph) |  |  |  |  |
|  |  |  |  |  |
| $v^{\text {vasempoph }}$ |  |  |  |  |
| Speed Index |  |  |  |  |
| Area Speed |  |  |  |  |
| Outer Lanes Volume |  |  |  |  |
| Outer Lanes Speed <br> Segment Speed |  |  |  |  |
|  |  |  |  |  |
| Segment Speed v/c ratio |  |  |  |  |
| Density |  |  |  |  |
|  |  |  |  |  |
| Ramp to off Ramp | Rate for weave Segr |  |  |  |
| amp to Mainine | ate for Weave Seg |  |  |  |



$\underset{\substack{\text { Kepress Lane (HOV) }}}{\text { K. }}$


| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |


$\underset{\substack{\text { Kepress Lane (HOV) }}}{\text { K. }}$

| Name | North of Pel Paso Blvd | Dal Paso Blvd On.Ramp | Dal Pase ivid it Notrfate Eval | Northate Evvd On. Pamp |
| :---: | :---: | :---: | :---: | :---: |
| Weave Segment Operations <br> Summarize Segment Operations |  |  |  |  |
|  |  |  |  |  |
| Segment VV/ raio | ${ }^{0.71}$ | ${ }^{0.75}$ | ${ }^{0.74}$ | ${ }^{0.55}$ |
| Segment Density | 29.0 | 27.6 | 27.3 | 20.0 |
| Segment Los | - | c | - | c |
| Over Capacity |  |  |  |  |

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 8,391 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 8,794 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 339 |
| :---: |
| $4 \%$ |
| 1.5 |
| 346 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $N_{b}$ | 4 |
| :---: | :---: |
| $N$ | $\frac{5}{2,775}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project AM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | I Street |
| Off-ramp | Richards Blvd |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 7,350 |
|  |  |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) |  |

On-ramp to Mainline ( $\mathrm{W}_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 397 |
| :---: |
| $4 \%$ |
| 1.5 |
| 405 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 878 |
| :---: |
| $4 \%$ |
| 1.5 |
| 896 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{1,900}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project AM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Richards Blvd |
| Off-ramp | Garden Highway |
|  |  |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections , Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $N_{b}$ | 4 |
| :---: | :---: |
| $N$ | 5 |
|  | 1,175 |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project AM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Garden Highway |
| Off-ramp | El Camino Ave |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 6,364 |
|  | Truck Percentage |
|  | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 6,669 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 373 |
| :---: |
| $4 \%$ |
| 1.5 |
| 380 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 960 |
| :---: |
| $4 \%$ |
| 1.5 |
| 979 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $N_{b}$ | 4 |
| :---: | :---: |
| $N$ | $\frac{5}{2,000}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project AM Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Garden Highway |
| Off-ramp | Richards Blvd |
|  |  |


| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 7,969 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 8,352 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 629 | Volume (vph)* | 992 |
| :---: | :---: | :---: |
| 4\% | Truck Percentage | 4\% |
| 1.5 | PCE for Trucks | 1.5 |
| 642 | Volume (pcph) | 1,012 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{2,300}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project AM Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Richards Blvd |
| Off-ramp | J Street |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 7,201 |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 7,547 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 299 | Volume (vph)* |
| :---: | :--- |
| $4 \%$ | Truck Percentage |
| 1.5 | PCE for Trucks |
| 305 | Volume (pcph) |


| 1,026 |
| :---: |
| $4 \%$ |
| 1.5 |
| 1,047 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

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

| Intersection 1 |  | 15 SB Ramps/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 267 | 274 | 102.6\% | 28.7 | 2.3 | C |
|  | Through | 69 | 70 | 100.9\% | 29.9 | 5.7 | C |
|  | Right Turn | 314 | 329 | 104.7\% | 10.5 | 1.5 | B |
|  | Subtotal | 650 | 672 | 103.4\% | 19.9 | 1.2 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 588 | 520 | 88.4\% | 84.2 | 50.4 | F |
|  | Right Turn | 54 | 48 | 88.9\% | 5.5 | 2.1 | A |
|  | Subtotal | 642 | 568 | 88.4\% | 77.9 | 46.7 | E |
| WB | Left Turn | 658 | 598 | 90.9\% | 11.3 | 2.7 | B |
|  | Through | 393 | 368 | 93.7\% | 6.7 | 1.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 1,051 | 966 | 92.0\% | 9.5 | 2.1 | A |
| Total |  | 2,343 | 2,206 | 94.2\% | 29.8 | 10.6 | C |

[^19]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 58 | 60 | 102.8\% | 28.0 | 6.3 | C |
|  | Through | 10 | 12 | 116.0\% | 30.6 | 16.3 | C |
|  | Right Turn | 434 | 456 | 105.0\% | 9.5 | 1.4 | A |
|  | Subtotal | 502 | 527 | 104.9\% | 12.1 | 1.2 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 426 | 362 | 85.0\% | 56.5 | 4.5 | E |
|  | Through Right Turn | 429 | 420 | 97.9\% | 2.0 | 0.6 | A |
|  | Subtotal | 855 | 782 | 91.5\% | 27.3 | 2.4 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 993 | 904 | 91.0\% | 21.7 | 3.9 | C |
|  | Right Turn | 810 | 728 | 89.9\% | 5.2 | 0.3 | A |
|  | Subtotal | 1,803 | 1,632 | 90.5\% | 14.4 | 2.4 | B |
| Total |  | 3,160 | 2,941 | 93.1\% | 17.3 | 1.2 | B |

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

| Intersection 3 |  | Bercut Dr/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | $\begin{array}{\|c\|} \text { Demand } \\ \text { Volume (vph) } \\ \hline \end{array}$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 269 | 257 | 95.6\% | 39.1 | 15.3 | D |
|  | Through | 4 | 4 | 100.0\% | 20.9 | 21.5 | C |
|  | Right Turn | 4 | 5 | 130.0\% | 7.3 | 6.7 | A |
|  | Subtotal | 277 | 266 | 96.2\% | 38.5 | 14.9 | D |
| SB | Left Turn | 34 | 37 | 108.2\% | 39.4 | 7.0 | D |
|  | Through | 8 | 8 | 95.0\% | 23.2 | 12.6 | C |
|  | Right Turn | 166 | 157 | 94.5\% | 16.9 | 4.1 | B |
|  | Subtotal | 208 | 201 | 96.7\% | 21.5 | 3.9 | C |
| EB | Left Turn | 80 | 86 | 108.0\% | 27.9 | 3.7 | C |
|  | Through | 693 | 708 | 102.2\% | 12.7 | 2.8 | B |
|  | Right Turn | 90 | 93 | 103.1\% | 2.1 | 0.1 | A |
|  | Subtotal | 863 | 887 | 102.8\% | 13.1 | 2.2 | B |
| WB | Left Turn | 18 | 12 | 68.9\% | 37.8 | 14.4 | D |
|  | Through | 1,368 | 1,264 | 92.4\% | 37.1 | 9.4 | D |
|  | Right Turn | 9 | 8 | 88.9\% | 37.9 | 24.1 | D |
|  | Subtotal | 1,395 | 1,284 | 92.0\% | 37.1 | 9.4 | D |
| Total |  | 2,743 | 2,639 | 96.2\% | 28.1 | 5.8 | C |

```
Intersection 4
```

N 3rd St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 89 | 86 | 96.6\% | 37.7 | 7.5 | D |
|  | Through | 5 | 6 | 120.0\% | 30.2 | 18.4 | C |
|  | Right Turn | 15 | 16 | 104.0\% | 5.4 | 4.0 | A |
|  | Subtotal | 109 | 108 | 98.7\% | 33.2 | 6.8 | C |
| SB | Left Turn | 39 | 40 | 101.5\% | 28.5 | 5.7 | C |
|  | Through | 5 | 2 | 48.0\% | 11.0 | 14.2 | B |
|  | Right Turn | 17 | 14 | 84.7\% | 16.3 | 14.0 | B |
|  | Subtotal | 61 | 56 | 92.5\% | 24.9 | 5.0 | C |
| EB | Left Turn | 13 | 14 | 107.7\% | 45.3 | 12.6 | D |
|  | Through | 706 | 712 | 100.9\% | 2.7 | 0.5 | A |
|  | Right Turn | 12 | 14 | 120.0\% | 2.4 | 1.2 | A |
|  | Subtotal | 731 | 741 | 101.3\% | 3.4 | 0.7 | A |
| WB | Left Turn | 2 | 2 | 120.0\% | 23.1 | 31.1 | C |
|  | Through | 1,289 | 1,218 | 94.5\% | 18.9 | 8.0 | B |
|  | Right Turn | 10 | 8 | 80.0\% | 17.3 | 14.4 | B |
|  | Subtotal | 1,301 | 1,228 | 94.4\% | 18.9 | 8.0 | B |
| Total |  | 2,202 | 2,133 | 96.9\% | 14.5 | 5.0 | B |

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

Intersection 5
Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 20 | 83.3\% | 37.6 | 12.1 | D |
|  | Through | 5 | 5 | 104.0\% | 28.6 | 25.6 | C |
|  | Right Turn | 24 | 24 | 100.0\% | 9.3 | 3.7 | A |
|  | Subtotal | 53 | 49 | 92.8\% | 24.6 | 8.3 | C |
| SB | Left Turn | 24 | 24 | 101.7\% | 36.1 | 13.9 | D |
|  | Through | 19 | 16 | 86.3\% | 36.5 | 14.8 | D |
|  | Right Turn | 49 | 51 | 103.7\% | 19.0 | 3.1 | B |
|  | Subtotal | 92 | 92 | 99.6\% | 26.5 | 4.8 | C |
| EB | Left Turn | 8 | 8 | 100.0\% | 46.9 | 20.0 | D |
|  | Through | 747 | 743 | 99.4\% | 5.5 | 1.0 | A |
|  | Right Turn | 5 | 6 | 112.0\% | 4.6 | 8.1 | A |
|  | Subtotal | 760 | 756 | 99.5\% | 5.9 | 0.8 | A |
| WB | Left Turn | 11 | 13 | 120.0\% | 41.0 | 21.8 | D |
|  | Through | 1,228 | 1,191 | 97.0\% | 11.0 | 6.4 | B |
|  | Right Turn | 10 | 10 | 96.0\% | 20.7 | 34.9 | C |
|  | Subtotal | 1,249 | 1,214 | 97.2\% | 11.4 | 6.5 | B |
| Total |  | 2,154 | 2,111 | 98.0\% | 10.4 | 4.0 | B |

## Intersection $6 \quad$ N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 4 | 3 | 80.0\% | 27.4 | 34.0 | C |
|  | Through | 5 | 6 | 128.0\% | 31.2 | 20.1 | C |
|  | Right Turn | 8 | 5 | 65.0\% | 5.5 | 4.6 | A |
|  | Subtotal | 17 | 15 | 87.1\% | 31.6 | 14.7 | C |
| SB | Left Turn | 8 | 4 | 55.0\% | 30.7 | 26.0 | C |
|  | Through | 5 | 6 | 120.0\% | 17.1 | 12.6 | B |
|  | Right Turn | 70 | 76 | 108.6\% | 16.0 | 5.1 | B |
|  | Subtotal | 83 | 86 | 104.1\% | 17.7 | 5.3 | B |
| EB | Left Turn | 16 | 13 | 80.0\% | 45.0 | 18.7 | D |
|  | Through | 774 | 776 | 100.2\% | 4.1 | 0.8 | A |
|  | Right Turn | 5 | 4 | 80.0\% | 1.5 | 2.2 | A |
|  | Subtotal | 795 | 792 | 99.7\% | 4.7 | 0.9 | A |
| WB | Left Turn | 1 | 1 | 120.0\% | 11.6 | 25.3 | B |
|  | Through | 1,175 | 1,120 | 95.3\% | 9.0 | 1.3 | A |
|  | Right Turn | 3 | 5 | 173.3\% | 7.4 | 7.7 | A |
|  | Subtotal | 1,179 | 1,126 | 95.5\% | 9.1 | 1.4 | A |
| Total |  | 2,074 | 2,020 | 97.4\% | 7.9 | 1.0 | A |

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

| Intersection 7 |  | N 7th St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 108 | 83 | 76.7\% | 35.9 | 13.0 | D |
|  | Through | 27 | 22 | 81.5\% | 37.0 | 14.5 | D |
|  | Right Turn | 246 | 197 | 80.2\% | 20.8 | 5.6 | C |
|  | Subtotal | 381 | 302 | 79.3\% | 25.9 | 6.7 | C |
| SB | Left Turn | 53 | 45 | 85.3\% | 33.1 | 6.2 | C |
|  | Through | 89 | 91 | 102.0\% | 29.8 | 5.8 | C |
|  | Right Turn | 76 | 80 | 104.7\% | 30.0 | 7.9 | C |
|  | Subtotal | 218 | 216 | 98.9\% | 30.8 | 4.8 | C |
| EB | Left Turn | 4 | 4 | 110.0\% | 31.7 | 23.5 | C |
|  | Through | 699 | 682 | 97.6\% | 28.0 | 4.2 | C |
|  | Right Turn | 87 | 95 | 109.0\% | 24.8 | 6.4 | C |
|  | Subtotal | 790 | 782 | 98.9\% | 27.7 | 4.2 | C |
| WB | Left Turn | 155 | 145 | 93.7\% | 42.7 | 7.3 | D |
|  | Through | 997 | 970 | 97.3\% | 18.0 | 2.8 | B |
|  | Right Turn | 14 | 16 | 114.3\% | 13.5 | 7.6 | B |
|  | Subtotal | 1,166 | 1,131 | 97.0\% | 21.1 | 2.7 | C |
| Total |  | 2,555 | 2,430 | 95.1\% | 24.7 | 1.7 | C |

## Intersection 8 N 10th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 36 | 29 | 80.0\% | 31.7 | 7.2 | C |
|  | Through | 3 | 3 | 93.3\% | 26.9 | 31.2 | C |
|  | Right Turn | 28 | 28 | 101.4\% | 7.1 | 3.0 | A |
|  | Subtotal | 67 | 60 | 89.6\% | 21.3 | 5.6 | C |
| SB | Left Turn | 84 | 78 | 92.4\% | 29.0 | 7.4 | C |
|  | Through | 63 | 51 | 81.3\% | 26.3 | 5.3 | C |
|  | Right Turn | 134 | 128 | 95.2\% | 8.3 | 1.7 | A |
|  | Subtotal | 281 | 256 | 91.2\% | 18.2 | 2.8 | B |
| EB | Left Turn | 37 | 34 | 90.8\% | 40.9 | 7.5 | D |
|  | Through | 917 | 840 | 91.6\% | 7.1 | 1.8 | A |
|  | Right Turn | 44 | 45 | 102.7\% | 5.9 | 2.0 | A |
|  | Subtotal | 998 | 919 | 92.1\% | 8.2 | 1.6 | A |
| WB | Left Turn | 7 | 6 | 85.7\% | 38.1 | 26.4 | D |
|  | Through | 918 | 892 | 97.2\% | 7.4 | 1.4 | A |
|  | Right Turn | 17 | 17 | 98.8\% | 5.0 | 2.4 | A |
|  | Subtotal | 942 | 915 | 97.1\% | 7.6 | 1.3 | A |
| Total |  | 2,288 | 2,150 | 94.0\% | 9.5 | 1.0 | A |

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

| Intersection 9 |  | Dos Rios St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | $\begin{array}{\|c\|} \text { Demand } \\ \text { Volume (vph) } \\ \hline \end{array}$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 23 | 23 | 99.1\% | 40.8 | 10.4 | D |
|  | Through | 6 | 6 | 100.0\% | 34.7 | 21.8 | C |
|  | Right Turn | 30 | 30 | 98.7\% | 11.6 | 3.2 | B |
|  | Subtotal | 59 | 58 | 99.0\% | 25.0 | 6.3 | C |
| SB | Left Turn | 29 | 28 | 97.9\% | 36.2 | 14.7 | D |
|  | Through | 10 | 10 | 96.0\% | 50.5 | 14.0 | D |
|  | Right Turn | 27 | 26 | 97.8\% | 12.0 | 5.5 | B |
|  | Subtotal | 66 | 64 | 97.6\% | 29.3 | 7.3 | C |
| EB | Left Turn | 14 | 19 | 134.3\% | 40.5 | 12.8 | D |
|  | Through | 988 | 901 | 91.2\% | 7.6 | 2.1 | A |
|  | Right Turn | 27 | 26 | 94.8\% | 5.9 | 2.9 | A |
|  | Subtotal | 1,029 | 945 | 91.9\% | 8.2 | 1.9 | A |
| WB | Left Turn | 18 | 16 | 88.9\% | 46.3 | 20.8 | D |
|  | Through | 892 | 866 | 97.0\% | 7.5 | 1.1 | A |
|  | Right Turn | 6 | 6 | 106.7\% | 6.8 | 6.4 | A |
|  | Subtotal | 916 | 888 | 96.9\% | 8.2 | 1.3 | A |
| Total |  | 2,070 | 1,956 | 94.5\% | 9.4 | 1.3 | A |

## Intersection 10 N 12th St-N 16th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 60 | 51 | 84.7\% | 76.4 | 19.6 | E |
|  | Through | 3,903 | 3,574 | 91.6\% | 34.4 | 8.9 | C |
|  | Right Turn | 9 | 9 | 97.8\% | 24.8 | 18.6 | C |
|  | Subtotal | 3,972 | 3,634 | 91.5\% | 35.0 | 8.9 | C |
| SB | Left Turn Through | 1,746 | 1,778 | 101.8\% | 23.0 | 7.7 | C |
|  | Right Turn | 845 | 813 | 96.2\% | 7.8 | 2.9 | A |
|  | Subtotal | 2,591 | 2,591 | 100.0\% | 18.2 | 6.3 | B |
| EB | Left Turn | 776 | 664 | 85.5\% | 47.4 | 11.9 | D |
|  | Through <br> Right Turn | 117 | 106 | 90.6\% | 8.8 | 5.4 | A |
|  | Subtotal | 893 | 770 | 86.2\% | 42.1 | 11.0 | D |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 5 | 5 | 96.0\% | 53.8 | 44.6 | D |
|  | Right Turn | 7 | 8 | 108.6\% | 27.5 | 22.0 | C |
|  | Subtotal | 12 | 12 | 103.3\% | 48.4 | 21.6 | D |
| Total |  | 7,468 | 7,006 | 93.8\% | 29.5 | 5.9 | C |

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

Intersection 11
Bercut Dr/Bannon St
Medical Center / Stadium / Railyards SP EIR
Baseline No Project
PM Peak Hour

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 | 9 | 7 | 80.0\% | 5.0 | 1.3 | A |
|  | Right Turn | 2 | 2 | 120.0\% | 1.4 | 1.5 | A |
|  | Subtotal | 11 | 10 | 87.3\% | 4.4 | 0.8 | A |
| SB | Left Turn | 70 | 66 | 93.7\% | 4.9 | 1.0 | A |
|  | Through | 3 | 4 | 133.3\% | 4.7 | 0.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 73 | 70 | 95.3\% | 4.9 | 1.0 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 1 | 2 | 160.0\% | 2.5 | 3.3 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 297 | 298 | 100.3\% | 5.2 | 0.7 | A |
|  | Subtotal | 298 | 300 | 100.5\% | 5.2 | 0.7 | A |
| Total |  | 382 | 379 | 99.2\% | 5.1 | 0.7 | A |

## Intersection 12

Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 290 | 288 | 99.3\% | 6.9 | 0.5 | A |
|  | Through Right Turn | 45 | 39 | 86.2\% | 7.2 | 1.6 | A |
|  | Subtotal | 335 | 327 | 97.6\% | 7.0 | 0.4 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 27 | 24 | 87.4\% | 7.6 | 0.7 | A |
|  | Right Turn | 8 | 12 | 155.0\% | 4.9 | 1.3 | A |
|  | Subtotal | 35 | 36 | 102.9\% | 6.6 | 0.7 | A |
| EB | Left Turn | 8 | 8 | 105.0\% | 3.8 | 2.1 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 64 | 60 | 93.1\% | 2.9 | 0.4 | A |
|  | Subtotal | 72 | 68 | 94.4\% | 3.1 | 0.4 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 442 | 431 | 97.5\% | 6.3 | 0.3 | A |

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

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 130 | 106 | 81.2\% | 46.7 | 16.9 | D |
|  | Through | 359 | 294 | 81.9\% | 50.5 | 15.1 | D |
|  | Right Turn | 210 | 151 | 72.0\% | 45.1 | 12.7 | D |
|  | Subtotal | 699 | 551 | 78.8\% | 48.2 | 14.2 | D |
| SB | Left Turn | 36 | 32 | 90.0\% | 52.5 | 21.0 | D |
|  | Through | 282 | 273 | 96.7\% | 32.5 | 7.4 | C |
|  | Right Turn | 15 | 14 | 96.0\% | 29.7 | 14.3 | C |
|  | Subtotal | 333 | 320 | 96.0\% | 34.4 | 7.2 | C |
| EB | Left Turn | 1 | 0 | 40.0\% | 0.5 | 1.7 | A |
|  | Through | 55 | 59 | 106.9\% | 40.4 | 5.9 | D |
|  | Right Turn | 18 | 16 | 86.7\% | 25.9 | 11.8 | C |
|  | Subtotal | 74 | 75 | 101.1\% | 37.1 | 6.6 | D |
| WB | Left Turn | 176 | 173 | 98.4\% | 41.5 | 10.6 | D |
|  | Through | 76 | 72 | 94.7\% | 47.8 | 10.9 | D |
|  | Right Turn | 19 | 18 | 96.8\% | 31.4 | 9.0 | C |
|  | Subtotal | 271 | 264 | 97.3\% | 42.6 | 9.2 | D |
| Total |  | 1,377 | 1,209 | 87.8\% | 42.8 | 7.3 | D |

## Intersection 14

Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 43 | 38 | 88.4\% | 40.8 | 8.1 | D |
|  | Through | 105 | 106 | 101.3\% | 32.6 | 6.4 | C |
|  | Right Turn | 22 | 28 | 125.5\% | 29.7 | 13.2 | C |
|  | Subtotal | 170 | 172 | 101.2\% | 33.8 | 4.8 | C |
| SB | Left Turn | 5 | 4 | 72.0\% | 42.7 | 40.2 | D |
|  | Through | 28 | 22 | 80.0\% | 49.5 | 14.3 | D |
|  | Right Turn | 7 | 7 | 102.9\% | 17.8 | 13.1 | B |
|  | Subtotal | 40 | 33 | 83.0\% | 43.7 | 8.0 | D |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 235 | 195 | 82.9\% | 34.7 | 7.2 | C |
|  | Right Turn | 61 | 48 | 78.0\% | 26.6 | 10.8 | C |
|  | Subtotal | 296 | 242 | 81.9\% | 33.0 | 6.8 | C |
| SW | Left Turn | 34 | 33 | 97.6\% | 4.4 | 2.4 | A |
|  | Through | 1,621 | 1,632 | 100.7\% | 8.3 | 1.8 | A |
|  | Right Turn | 160 | 152 | 94.8\% | 11.1 | 3.1 | B |
|  | Subtotal | 1,815 | 1,817 | 100.1\% | 8.4 | 1.9 | A |
| Total |  | 2,321 | 2,264 | 97.6\% | 13.5 | 1.9 | B |

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

N 16th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 54 | 61 | 112.6\% | 12.4 | 2.3 | B |
|  | Through | 3,402 | 3,359 | 98.7\% | 11.7 | 1.1 | B |
|  | Right Turn | 2 | 2 | 80.0\% | 0.5 | 1.0 | A |
|  | Subtotal | 3,458 | 3,422 | 98.9\% | 11.7 | 1.1 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 258 | 248 | 96.3\% | 20.7 | 2.2 | C |
|  | Through Right Turn | 3 | 3 | 106.7\% | 8.6 | 9.9 | A |
|  | Subtotal | 261 | 252 | 96.4\% | 20.6 | 2.3 | C |
| WB | Left Turn Through | 10 | 10 | 96.0\% | 13.6 | 9.0 | B |
|  | Right Turn | 3 | 4 | 133.3\% | 5.4 | 6.5 | A |
|  | Subtotal | 13 | 14 | 104.6\% | 12.4 | 7.4 | B |
| Total |  | 3,732 | 3,687 | 98.8\% | 12.3 | 0.9 | B |

## Intersection 16 Sunbeam Ave-Sproule Ave/N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 31 | 99.4\% | 13.5 | 6.4 | B |
|  | Through Right Turn | 13 | 15 | 116.9\% | 10.8 | 7.6 | B |
|  | Subtotal | 44 | 46 | 104.5\% | 13.3 | 4.6 | B |
| SB | Left Turn <br> Through | 158 | 145 | 91.6\% | 15.3 | 3.8 | B |
|  | Right Turn | 65 | 59 | 90.5\% | 9.0 | 3.7 | A |
|  | Subtotal | 223 | 204 | 91.3\% | 13.4 | 3.8 | B |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 8 | 105.0\% | 35.5 | 13.4 | D |
|  | Subtotal | 8 | 8 | 105.0\% | 35.5 | 13.4 | D |
| WB | Left Turn | 79 | 78 | 98.2\% | 6.3 | 1.9 | A |
|  | Through | 1,777 | 1,812 | 101.9\% | 8.6 | 1.5 | A |
|  | Right Turn | 7 | 4 | 62.9\% | 2.8 | 3.0 | A |
|  | Subtotal | 1,863 | 1,894 | 101.6\% | 8.5 | 1.5 | A |
| Total |  | 2,138 | 2,152 | 100.6\% | 9.2 | 1.4 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
PM Peak Hour

Intersection 51 5th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 6 | 120.0\% | 3.0 | 5.1 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 5 | 2 | 48.0\% | 0.8 | 1.8 | A |
|  | Subtotal | 10 | 8 | 84.0\% | 3.2 | 4.8 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 344 | 350 | 101.9\% | 11.1 | 1.8 | B |
|  | Right Turn | 6 | 6 | 106.7\% | 2.7 | 3.5 | A |
|  | Subtotal | 350 | 357 | 101.9\% | 11.0 | 1.8 | B |
| WB | Left Turn | 29 | 27 | 92.4\% | 23.8 | 8.4 | C |
|  | Through | 311 | 294 | 94.4\% | 2.7 | 0.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 340 | 320 | 94.2\% | 4.5 | 1.0 | A |
| Total |  | 700 | 686 | 97.9\% | 7.9 | 1.3 | A |

[^20]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 8 | 152.0\% | 7.4 | 5.2 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 205 | 188 | 91.7\% | 6.0 | 1.4 | A |
|  | Subtotal | 210 | 196 | 93.1\% | 6.0 | 1.4 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 344 | 346 | 100.5\% | 17.8 | 5.8 | B |
|  | Right Turn | 5 | 4 | 88.0\% | 10.5 | 12.4 | B |
|  | Subtotal | 349 | 350 | 100.3\% | 17.8 | 5.7 | B |
| WB | Left Turn | 92 | 88 | 95.2\% | 30.2 | 5.2 | C |
|  | Through | 335 | 314 | 93.6\% | 5.5 | 0.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 427 | 401 | 94.0\% | 10.9 | 1.4 | B |
| Total |  | 986 | 947 | 96.0\% | 12.5 | 2.3 | B |

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

Medical Center / Stadium / Railyards SP EIR

## Baseline No Project

PM Peak Hour

Intersection 54 7th St/Railyards Blvd Signal


| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn | 10 | 8 | 84.0\% | 0.0 | 0.0 | A |
|  | Subtotal | 10 | 8 | 84.0\% | 0.0 | 0.0 | A |
| SB | Left Turn <br> Through Right Turn | 35 | 33 | 94.9\% | 0.8 | 0.1 | A |
|  | Subtotal | 35 | 33 | 94.9\% | 0.8 | 0.1 | A |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 45 | 42 | 92.4\% | 0.6 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
PM Peak Hour

Intersection 61 6th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 210 | 197 | 93.9\% | 0.2 | 0.1 | A |
|  | Subtotal | 210 | 197 | 93.9\% | 0.2 | 0.1 | A |
| SB | Left Turn <br> Through Right Turn | 97 | 92 | 94.8\% | 0.8 | 0.2 | A |
|  | Subtotal | 97 | 92 | 94.8\% | 0.8 | 0.2 | A |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 307 | 289 | 94.2\% | 0.4 | 0.1 | A |

Intersection 62 5th St/Stevens St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 10 | 8 | 84.0\% | 0.0 | 0.0 | A |
|  | Subtotal | 10 | 8 | 84.0\% | 0.0 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 35 | 33 | 93.7\% | 0.1 | 0.1 | A |
|  | Subtotal | 35 | 33 | 93.7\% | 0.1 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 45 | 41 | 91.6\% | 0.0 | 0.1 | A |


| Intersection 63 |  | 6th St/Stevens St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 210 | 198 | 94.3\% | 0.2 | 0.1 | A |
|  | Subtotal | 210 | 198 | 94.3\% | 0.2 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 97 | 92 | 94.8\% | 0.2 | 0.1 | A |
|  | Subtotal | 97 | 92 | 94.8\% | 0.2 | 0.1 | A |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 307 | 290 | 94.5\% | 0.2 | 0.1 | A |

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

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 234 | 221 | 94.5\% | 10.9 | 2.0 | B |
|  | Right Turn | 20 | 20 | 100.0\% | 6.6 | 1.7 | A |
|  | Subtotal | 254 | 241 | 95.0\% | 10.5 | 1.9 | B |
| SB | Left Turn | 86 | 77 | 89.3\% | 13.7 | 5.1 | B |
|  | Through | 91 | 90 | 98.5\% | 5.6 | 1.0 | A |
|  | Right Turn | 1 | 1 | 80.0\% | 0.0 | 0.0 | A |
|  | Subtotal | 178 | 167 | 93.9\% | 9.2 | 2.7 | A |
| EB | Left Turn | 40 | 39 | 97.0\% | 6.2 | 2.1 | A |
|  | Through | 9 | 13 | 142.2\% | 5.9 | 5.4 | A |
|  | Right Turn | 11 | 11 | 101.8\% | 3.6 | 1.8 | A |
|  | Subtotal | 60 | 63 | 104.7\% | 6.3 | 1.9 | A |
| WB | Left Turn | 192 | 194 | 100.8\% | 11.1 | 1.3 | B |
|  | Through | 3 | 2 | 53.3\% | 4.5 | 4.9 | A |
|  | Right Turn | 5 | 6 | 112.0\% | 5.1 | 3.8 | A |
|  | Subtotal | 200 | 201 | 100.4\% | 10.9 | 1.3 | B |
| Total |  | 692 | 672 | 97.1\% | 9.8 | 1.6 | A |

```
Intersection 19
```

8th St/F St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 6 | 112.0\% | 5.2 | 2.5 | A |
|  | Through | 243 | 241 | 99.3\% | 6.6 | 0.5 | A |
|  | Right Turn | 68 | 79 | 115.9\% | 4.9 | 0.7 | A |
|  | Subtotal | 316 | 326 | 103.0\% | 6.2 | 0.5 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 38 | 31 | 82.1\% | 6.4 | 0.9 | A |
|  | Through Right Turn | 145 | 139 | 95.7\% | 6.7 | 0.9 | A |
|  | Subtotal | 183 | 170 | 92.9\% | 6.6 | 0.9 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 224 | 230 | 102.7\% | 6.7 | 0.7 | A |
|  | Right Turn | 6 | 6 | 106.7\% | 4.2 | 3.3 | A |
|  | Subtotal | 230 | 236 | 102.8\% | 6.6 | 0.8 | A |
| Total |  | 729 | 732 | 100.4\% | 6.4 | 0.6 | A |

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

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 5 | 3 | 64.0\% | 6.6 | 11.0 | A |
|  | Subtotal | 5 | 3 | 64.0\% | 6.6 | 11.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 298 \\ 43 \end{gathered}$ | $\begin{gathered} 300 \\ 40 \end{gathered}$ | $\begin{gathered} 100.7 \% \\ 94.0 \% \end{gathered}$ | $\begin{aligned} & 18.6 \\ & 13.6 \end{aligned}$ | $\begin{aligned} & 2.5 \\ & 3.7 \end{aligned}$ | B |
|  | Subtotal | 341 | 340 | 99.8\% | 18.0 | 2.2 | B |
| EB | Left Turn | 222 | 203 | 91.5\% | 33.6 | 7.5 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 10 | 10 | 100.0\% | 6.4 | 2.6 | A |
|  | Subtotal | 232 | 213 | 91.9\% | 32.4 | 7.5 | C |
| WB | Left Turn | 105 | 105 | 99.8\% | 6.1 | 2.7 | A |
|  | Through | 366 | 377 | 103.1\% | 12.6 | 2.6 | B |
|  | Right Turn | 239 | 238 | 99.7\% | 6.2 | 1.1 | A |
|  | Subtotal | 710 | 720 | 101.5\% | 9.6 | 1.8 | A |
| Total |  | 1,288 | 1,277 | 99.2\% | 15.6 | 2.4 | B |

## Intersection 22

5th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 11 | 10 | 90.9\% | 17.3 | 9.4 | B |
|  | Through | 273 | 276 | 101.1\% | 5.5 | 0.9 | A |
|  | Right Turn | 268 | 268 | 99.9\% | 5.3 | 0.9 | A |
|  | Subtotal | 552 | 554 | 100.3\% | 5.7 | 0.7 | A |
| SB | Left Turn | 1 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through Right Turn | 279 | 286 | 102.7\% | 15.0 | 2.4 | B |
|  | Subtotal | 280 | 286 | 102.3\% | 15.0 | 2.4 | B |
| EB | Left Turn | 5 | 3 | 64.0\% | 3.8 | 8.0 | A |
|  | Through | 35 | 36 | 102.9\% | 13.0 | 3.6 | B |
|  | Right Turn | 5 | 7 | 136.0\% | 5.0 | 4.8 | A |
|  | Subtotal | 45 | 46 | 102.2\% | 12.4 | 3.4 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 877 | 886 | 101.0\% | 9.0 | 0.8 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
PM Peak Hour

Intersection 23 6th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 158 | 135 | 85.6\% | 22.3 | 3.3 | C |
|  | Right Turn | 5 | 5 | 104.0\% | 2.4 | 2.0 | A |
|  | Subtotal | 163 | 140 | 86.1\% | 21.6 | 3.2 | C |
| SB | Left Turn | 5 | 6 | 112.0\% | 13.0 | 10.8 | B |
|  | Through | 322 | 313 | 97.1\% | 9.3 | 2.1 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 327 | 318 | 97.4\% | 9.4 | 2.1 | A |
| EB | Left Turn | 5 | 6 | 120.0\% | 11.8 | 10.4 | B |
|  | Through | 279 | 275 | 98.6\% | 8.6 | 1.1 | A |
|  | Right Turn | 20 | 23 | 114.0\% | 6.5 | 3.1 | A |
|  | Subtotal | 304 | 304 | 100.0\% | 8.6 | 1.0 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 794 | 763 | 96.1\% | 11.3 | 0.9 | B |

Intersection 24 7th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 166 | 157 | 94.7\% | 9.4 | 1.2 | A |
|  | Through Right Turn | 445 | 466 | 104.6\% | 7.8 | 0.9 | A |
|  | Subtotal | 611 | 623 | 101.9\% | 8.2 | 0.8 | A |
| EB | Left Turn | 5 | 3 | 64.0\% | 5.2 | 8.7 | A |
|  | Through | 258 | 256 | 99.2\% | 7.8 | 1.4 | A |
|  | Right Turn | 26 | 24 | 92.3\% | 6.9 | 2.9 | A |
|  | Subtotal | 289 | 283 | 98.0\% | 7.7 | 1.4 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 900 | 906 | 100.7\% | 8.1 | 0.7 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
PM Peak Hour

Intersection 25
8th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 413 | 425 | 103.0\% | 6.5 | 1.0 | A |
|  | Right Turn | 50 | 50 | 100.8\% | 4.1 | 1.2 | A |
|  | Subtotal | 463 | 476 | 102.7\% | 6.3 | 0.9 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 170 | 169 | 99.5\% | 7.6 | 0.8 | A |
|  | Through | 301 | 283 | 94.1\% | 9.2 | 0.7 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 471 | 452 | 96.1\% | 8.5 | 0.4 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 934 | 928 | 99.4\% | 7.4 | 0.5 | A |

Intersection 26 Jiboom St/l St Signal

| Direction | Movement | $\begin{array}{\|c\|} \text { Demand } \\ \text { Volume }(\mathrm{vph}) \\ \hline \end{array}$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB |  | 109 | 88 | 80.7\% | 133.5 | 32.2 | F |
|  | Through Right Turn | 597 | 475 | 79.6\% | 129.4 | 16.8 | F |
|  | Subtotal | 706 | 563 | 79.8\% | 130.0 | 19.0 | F |
| EB | Left Turn | 614 | 560 | 91.3\% | 82.3 | 36.5 | F |
|  | Through Right Turn | 125 | 119 | 95.4\% | 75.3 | 41.2 | E |
|  | Subtotal | 739 | 680 | 92.0\% | 81.0 | 37.2 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 142 | 138 | 96.9\% | 39.8 | 6.6 | D |
|  | Right Turn | 24 | 23 | 95.0\% | 8.4 | 7.1 | A |
|  | Subtotal | 166 | 160 | 96.6\% | 35.4 | 6.7 | D |
| Total |  | 1,611 | 1,403 | 87.1\% | 95.9 | 18.4 | F |

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

Medical Center / Stadium / Railyards SP EIR

## Baseline No Project

PM Peak Hour

| Intersection 27 |  | 5th St/I St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 216 | 194 | 89.6\% | 85.7 | 42.9 | F |
|  | Through Right Turn | 468 | 475 | 101.5\% | 36.3 | 3.7 | D |
|  | Subtotal | 684 | 669 | 97.8\% | 50.8 | 13.3 | D |
| SB | Left Turn <br> Through Right Turn | 314 | 325 | 103.4\% | 35.2 | 15.9 | D |
|  | Subtotal | 314 | 325 | 103.4\% | 35.2 | 15.9 | D |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 2,387 \\ 46 \end{gathered}$ | $\begin{gathered} 2,320 \\ 46 \end{gathered}$ | $\begin{gathered} 97.2 \% \\ 100.0 \% \end{gathered}$ | $\begin{aligned} & 9.0 \\ & 4.0 \end{aligned}$ | $\begin{aligned} & 2.2 \\ & 1.5 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 2,433 | 2,366 | 97.3\% | 8.9 | 2.2 | A |
| Total |  | 3,431 | 3,360 | 97.9\% | 19.8 | 3.5 | B |

## Intersection 28

6th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 150 | 114 | 76.0\% | 99.1 | 17.7 | F |
|  | Through Right Turn | 128 | 110 | 86.3\% | 100.5 | 16.8 | F |
|  | Subtotal | 278 | 224 | 80.7\% | 99.8 | 17.2 | F |
| SB | Left Turn <br> Through | 46 | 44 | 96.5\% | 41.8 | 19.9 | D |
|  | Right Turn | 296 | 283 | 95.7\% | 19.6 | 7.3 | B |
|  | Subtotal | 342 | 328 | 95.8\% | 22.8 | 9.7 | C |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 18 | 16 | 88.9\% | 22.8 | 4.3 | C |
|  | Through | 1,987 | 1,977 | 99.5\% | 19.2 | 2.5 | B |
|  | Right Turn | 35 | 32 | 91.4\% | 13.2 | 6.0 | B |
|  | Subtotal | 2,040 | 2,025 | 99.3\% | 19.1 | 2.4 | B |
| Total |  | 2,660 | 2,577 | 96.9\% | 26.6 | 3.3 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
PM Peak Hour

Intersection 29
7th St/I St
Signal

| Direction | Movement | Demand <br> 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 <br> Through Right Turn | $\begin{aligned} & 321 \\ & 150 \end{aligned}$ | $\begin{aligned} & 342 \\ & 150 \end{aligned}$ | $\begin{gathered} \text { 106.4\% } \\ 99.7 \% \end{gathered}$ | $\begin{aligned} & 29.7 \\ & 14.8 \end{aligned}$ | $\begin{aligned} & 2.5 \\ & 4.3 \end{aligned}$ | $\begin{aligned} & \text { C } \\ & \text { B } \end{aligned}$ |
|  | Subtotal | 471 | 491 | 104.3\% | 25.2 | 2.2 | C |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through Right Turn | $\begin{gathered} 50 \\ 1,890 \end{gathered}$ | $\begin{gathered} 46 \\ 1,875 \end{gathered}$ | $\begin{aligned} & \hline 91.2 \% \\ & 99.2 \% \end{aligned}$ | $\begin{aligned} & 5.4 \\ & 6.0 \end{aligned}$ | $\begin{aligned} & 0.9 \\ & 1.4 \end{aligned}$ | A |
|  | Subtotal | 1,940 | 1,920 | 99.0\% | 6.0 | 1.4 | A |
| Total |  | 2,411 | 2,412 | 100.0\% | 9.9 | 1.0 | A |

## Intersection 30 8th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 381 | 382 | 100.2\% | 33.0 | 4.7 | C |
|  | Through Right Turn | 446 | 453 | 101.5\% | 29.5 | 1.9 | C |
|  | Subtotal | 827 | 834 | 100.9\% | 31.1 | 2.6 | C |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 1,559 \\ 17 \end{gathered}$ | $\begin{gathered} 1,542 \\ 22 \end{gathered}$ | $\begin{gathered} 98.9 \% \\ 129.4 \% \end{gathered}$ | $\begin{gathered} 11.3 \\ 6.0 \end{gathered}$ | $\begin{aligned} & 0.8 \\ & 3.5 \end{aligned}$ | $\begin{aligned} & \text { B } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 1,576 | 1,564 | 99.3\% | 11.2 | 0.8 | B |
| Total |  | 2,403 | 2,399 | 99.8\% | 18.1 | 0.9 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
PM Peak Hour

Intersection 31
3rd St-I 5 NB Off Ramp/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 25 | 22 | 89.6\% | 33.4 | 7.8 | C |
|  | Through | 220 | 220 | 100.0\% | 34.4 | 2.9 | C |
|  | Right Turn | 26 | 32 | 121.5\% | 15.0 | 11.0 | B |
|  | Subtotal | 271 | 274 | 101.1\% | 32.2 | 4.1 | C |
| SB | Left Turn | 222 | 217 | 97.8\% | 33.8 | 3.8 | C |
|  | Through | 326 | 317 | 97.2\% | 37.1 | 3.2 | D |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 548 | 534 | 97.4\% | 35.8 | 3.1 | D |
| EB | Left Turn | 5 | 5 | 96.0\% | 18.7 | 20.2 | B |
|  | Through | 649 | 652 | 100.5\% | 23.1 | 2.4 | C |
|  | Right Turn | 336 | 332 | 98.8\% | 27.0 | 3.6 | C |
|  | Subtotal | 990 | 989 | 99.9\% | 24.4 | 2.0 | C |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 146 | 148 | 101.1\% | 3.8 | 0.8 | A |
|  | Subtotal | 146 | 148 | 101.1\% | 3.8 | 0.8 | A |
| Total |  | 1,955 | 1,945 | 99.5\% | 27.1 | 2.2 | C |

## Intersection 32

5th St/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 297 | 302 | 101.7\% | 19.0 | 14.8 | B |
|  | Right Turn | 133 | 130 | 97.7\% | 18.5 | 21.8 | B |
|  | Subtotal | 430 | 432 | 100.5\% | 18.9 | 17.1 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 387 | 393 | 101.5\% | 15.8 | 8.9 | B |
|  | Through | 904 | 914 | 101.2\% | 11.3 | 1.2 | B |
|  | Right Turn | 71 | 73 | 102.5\% | 8.7 | 2.1 | A |
|  | Subtotal | 1,362 | 1,380 | 101.3\% | 12.5 | 3.1 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,792 | 1,812 | 101.1\% | 13.9 | 6.2 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
PM Peak Hour

Intersection 33
7th St/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 65 | 72 | 110.2\% | 6.7 | 1.6 | A |
|  | Through Right Turn | 306 | 314 | 102.6\% | 4.3 | 0.5 | A |
|  | Subtotal | 371 | 386 | 103.9\% | 4.8 | 0.6 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 893 | 893 | 100.0\% | 13.4 | 0.8 | B |
|  | Right Turn | 151 | 154 | 101.7\% | 9.0 | 1.6 | A |
|  | Subtotal | 1,044 | 1,046 | 100.2\% | 12.8 | 0.8 | B |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,415 | 1,432 | 101.2\% | 10.6 | 0.6 | B |

## Intersection 34 C St/3rd St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 116 | 127 | 109.7\% | 36.2 | 4.8 | D |
|  | Through | 135 | 133 | 98.4\% | 20.5 | 2.5 | C |
|  | Right Turn | 179 | 188 | 105.0\% | 7.8 | 2.7 | A |
|  | Subtotal | 430 | 448 | 104.2\% | 19.7 | 2.8 | B |
| SB | Left Turn | 61 | 62 | 101.0\% | 37.7 | 5.4 | D |
|  | Through | 83 | 80 | 95.9\% | 23.2 | 6.5 | C |
|  | Right Turn | 14 | 14 | 100.0\% | 3.0 | 2.0 | A |
|  | Subtotal | 158 | 155 | 98.2\% | 27.4 | 5.9 | C |
| EB | Left Turn | 27 | 27 | 100.7\% | 42.4 | 11.0 | D |
|  | Through | 295 | 310 | 105.1\% | 23.3 | 3.0 | C |
|  | Right Turn | 74 | 80 | 108.6\% | 9.8 | 3.0 | A |
|  | Subtotal | 396 | 418 | 105.5\% | 22.0 | 2.7 | C |
| WB | Left Turn | 211 | 188 | 88.9\% | 36.1 | 4.4 | D |
|  | Through | 414 | 367 | 88.6\% | 21.3 | 4.5 | C |
|  | Right Turn | 93 | 78 | 83.9\% | 6.3 | 1.2 | A |
|  | Subtotal | 718 | 632 | 88.1\% | 23.8 | 3.1 | C |
| Total |  | 1,702 | 1,653 | 97.1\% | 22.5 | 2.3 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
PM Peak Hour

Intersection 35 5th St/C St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 26 | 21 | 80.0\% | 16.8 | 7.3 | B |
|  | Through | 10 | 8 | 76.0\% | 15.4 | 11.3 | B |
|  | Right Turn | 218 | 219 | 100.4\% | 8.2 | 1.1 | A |
|  | Subtotal | 254 | 247 | 97.3\% | 9.1 | 1.0 | A |
| SB | Left Turn | 7 | 12 | 165.7\% | 25.9 | 11.0 | C |
|  | Through | 3 | 3 | 93.3\% | 9.2 | 12.7 | A |
|  | Right Turn | 1 | 1 | 120.0\% | 2.4 | 4.7 | A |
|  | Subtotal | 11 | 16 | 141.8\% | 25.7 | 9.7 | C |
| EB | Left Turn | 3 | 2 | 53.3\% | 17.7 | 22.7 | B |
|  | Through | 514 | 535 | 104.1\% | 10.2 | 2.7 | B |
|  | Right Turn | 18 | 17 | 95.6\% | 6.7 | 1.9 | A |
|  | Subtotal | 535 | 554 | 103.6\% | 10.2 | 2.7 | B |
| WB | Left Turn | 33 | 27 | 82.4\% | 28.3 | 6.3 | C |
|  | Through | 691 | 618 | 89.4\% | 9.8 | 2.8 | A |
|  | Right Turn | 15 | 15 | 101.3\% | 9.8 | 5.4 | A |
|  | Subtotal | 739 | 660 | 89.3\% | 10.6 | 2.8 | B |
| Total |  | 1,539 | 1,477 | 96.0\% | 10.3 | 2.2 | B |

Intersection 47 Jibboom St/Railyards Blvd All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 374 | 331 | 88.4\% | 44.3 | 17.6 | E |
|  | Right Turn | 264 | 231 | 87.4\% | 39.3 | 18.7 | E |
|  | Subtotal | 638 | 562 | 88.0\% | 42.3 | 18.0 | E |
| SB | Left Turn | 86 | 72 | 84.2\% | 22.8 | 22.4 | C |
|  | Through | 409 | 388 | 94.9\% | 43.6 | 40.5 | E |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 495 | 460 | 93.0\% | 40.6 | 38.5 | E |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 297 | 285 | 96.0\% | 21.8 | 13.3 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 43 | 44 | 101.4\% | 3.1 | 1.0 | A |
|  | Subtotal | 340 | 329 | 96.7\% | 19.4 | 11.6 | C |
| Total |  | 1,473 | 1,351 | 91.7\% | 35.5 | 19.4 | E |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
PM Peak Hour

Intersection 64
5th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 5 | 4 | 80.0\% | 8.7 | 8.7 | A |
|  | Right Turn | 273 | 272 | 99.6\% | 6.8 | 1.3 | A |
|  | Subtotal | 278 | 276 | 99.3\% | 6.9 | 1.2 | A |
| SB | Left Turn | 6 | 6 | 106.7\% | 7.3 | 7.2 | A |
|  | Through | 29 | 30 | 102.1\% | 6.7 | 1.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 35 | 36 | 102.9\% | 7.2 | 1.9 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 251 | 259 | 103.3\% | 7.5 | 1.4 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 5 | 4 | 72.0\% | 1.8 | 1.8 | A |
|  | Subtotal | 256 | 263 | 102.7\% | 7.4 | 1.4 | A |
| Total |  | 569 | 575 | 101.0\% | 7.2 | 0.9 | A |

## Intersection 65

6th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 88.0\% | 4.0 | 3.2 | A |
|  | Through | 100 | 95 | 94.8\% | 3.9 | 0.8 | A |
|  | Right Turn | 58 | 42 | 71.7\% | 2.3 | 0.4 | A |
|  | Subtotal | 163 | 141 | 86.4\% | 3.5 | 0.7 | A |
| SB | Left Turn | 5 | 5 | 104.0\% | 5.5 | 5.1 | A |
|  | Through | 21 | 18 | 83.8\% | 5.7 | 2.9 | A |
|  | Right Turn | 71 | 77 | 108.2\% | 2.4 | 0.5 | A |
|  | Subtotal | 97 | 100 | 102.7\% | 3.3 | 0.9 | A |
| EB | Left Turn | 105 | 107 | 102.1\% | 13.0 | 2.2 | B |
|  | Through | 169 | 168 | 99.4\% | 7.5 | 1.5 | A |
|  | Right Turn | 5 | 4 | 80.0\% | 2.1 | 3.0 | A |
|  | Subtotal | 279 | 279 | 100.1\% | 9.7 | 1.2 | A |
| WB | Left Turn | 224 | 233 | 103.9\% | 15.3 | 2.1 | B |
|  | Through | 180 | 179 | 99.6\% | 10.7 | 1.3 | B |
|  | Right Turn | 5 | 7 | 144.0\% | 5.8 | 4.4 | A |
|  | Subtotal | 409 | 419 | 102.5\% | 13.3 | 1.0 | B |
| Total |  | 948 | 939 | 99.0\% | 9.7 | 0.5 | A |

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

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 2 | 2 | 100.0\% | 5.4 | 13.1 | A |
|  | Through | 164 | 166 | 101.0\% | 43.3 | 4.7 | D |
|  | Right Turn | 71 | 70 | 99.2\% | 6.3 | 2.5 | A |
|  | Subtotal | 237 | 238 | 100.4\% | 32.1 | 3.6 | C |
| SB | Left Turn | 76 | 73 | 96.3\% | 7.3 | 3.7 | A |
|  | Through | 188 | 128 | 68.1\% | 29.6 | 4.0 | C |
|  | Right Turn | 58 | 42 | 71.7\% | 11.1 | 7.5 | B |
|  | Subtotal | 322 | 243 | 75.4\% | 19.8 | 3.0 | B |
| EB | Left Turn | 54 | 50 | 93.3\% | 57.2 | 11.9 | E |
|  | Through | 457 | 435 | 95.2\% | 38.5 | 2.4 | D |
|  | Right Turn | 5 | 3 | 56.0\% | 9.8 | 15.6 | A |
|  | Subtotal | 516 | 488 | 94.7\% | 40.6 | 2.1 | D |
| WB | Left Turn | 163 | 155 | 95.2\% | 62.8 | 7.2 | E |
|  | Through | 672 | 675 | 100.4\% | 47.5 | 8.1 | D |
|  | Right Turn | 125 | 123 | 98.2\% | 25.3 | 7.6 | C |
|  | Subtotal | 960 | 953 | 99.3\% | 47.2 | 7.1 | D |
| Total |  | 2,035 | 1,922 | 94.4\% | 40.2 | 3.6 | D |

## Intersection 37

3rd St-Riverfront St/Tower Bridge Gateway
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 1 | 1 | 80.0\% | 8.7 | 20.6 | A |
|  | Through | 4 | 6 | 150.0\% | 36.3 | 29.2 | D |
|  | Right Turn | 25 | 30 | 120.0\% | 5.4 | 2.3 | A |
|  | Subtotal | 30 | 37 | 122.7\% | 13.2 | 7.9 | B |
| SB | Left Turn | 248 | 250 | 100.8\% | 26.0 | 5.5 | C |
|  | Through | 124 | 116 | 93.2\% | 21.4 | 6.3 | C |
|  | Right Turn | 134 | 122 | 91.0\% | 12.3 | 4.0 | B |
|  | Subtotal | 506 | 488 | 96.4\% | 21.4 | 4.5 | C |
| EB | Left Turn | 26 | 23 | 89.2\% | 37.5 | 12.9 | D |
|  | Through | 573 | 545 | 95.1\% | 24.9 | 4.1 | C |
|  | Right Turn | 5 | 4 | 88.0\% | 11.9 | 16.5 | B |
|  | Subtotal | 604 | 572 | 94.8\% | 25.3 | 4.2 | C |
| WB | Left Turn | 121 | 144 | 119.3\% | 36.2 | 6.6 | D |
|  | Through | 825 | 852 | 103.3\% | 19.7 | 2.0 | B |
|  | Right Turn | 78 | 70 | 90.3\% | 17.7 | 4.9 | B |
|  | Subtotal | 1,024 | 1,067 | 104.2\% | 21.7 | 2.4 | C |
| Total |  | 2,164 | 2,164 | 100.0\% | 22.5 | 2.3 | C |

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

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 272 | 255 | 93.8\% | 9.6 | 1.1 | A |
|  | Through | 1,476 | 1,486 | 100.7\% | 8.0 | 0.6 | A |
|  | Right Turn | 5 | 4 | 88.0\% | 1.3 | 2.0 | A |
|  | Subtotal | 1,753 | 1,746 | 99.6\% | 8.2 | 0.5 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 302 | 309 | 102.3\% | 17.1 | 3.3 | B |
|  | Right Turn | 12 | 14 | 113.3\% | 15.6 | 7.0 | B |
|  | Subtotal | 314 | 322 | 102.7\% | 16.9 | 3.3 | B |
| WB | Left Turn | 24 | 27 | 111.7\% | 25.4 | 10.2 | C |
|  | Through | 55 | 52 | 95.3\% | 13.2 | 4.7 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 79 | 79 | 100.3\% | 17.3 | 3.7 | B |
| Total |  | 2,146 | 2,147 | 100.1\% | 9.9 | 0.6 | A |

Intersection 20 12th St/F St Signal

| Direction | Movement | $\begin{array}{\|c\|} \text { Demand } \\ \text { Volume }(\mathrm{vph}) \\ \hline \end{array}$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 218 | 214 | 98.3\% | 13.1 | 1.4 | B |
|  | Through | 1,193 | 1,212 | 101.6\% | 12.8 | 0.7 | B |
|  | Right Turn | 101 | 102 | 101.4\% | 9.0 | 2.6 | A |
|  | Subtotal | 1,512 | 1,529 | 101.1\% | 12.6 | 0.7 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 308 | 296 | 96.0\% | 15.2 | 2.5 | B |
|  | Right Turn | 5 | 5 | 96.0\% | 4.9 | 5.3 | A |
|  | Subtotal | 313 | 300 | 96.0\% | 15.1 | 2.5 | B |
| WB | Left Turn | 6 | 5 | 86.7\% | 15.8 | 16.2 | B |
|  | Through Right Turn | 49 | 47 | 95.5\% | 14.7 | 3.3 | B |
|  | Subtotal | 55 | 52 | 94.5\% | 14.7 | 2.7 | B |
| Total |  | 1,880 | 1,882 | 100.1\% | 13.1 | 0.7 | B |

Intersection 1
I 5 SB Ramps/Richards Blvd
Signal

Intersection 215 NB Ramps/Richards Blvd-I-80 EB On-ramp Signal


| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th | (ft) | Maximum | Queue (ft) | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left/Through | 600 | 125 | 17 | 175 | 32 | 150 | 33 | 0\% | 0\% |
|  | Through | 600 | 100 | 15 | 150 | 30 | 150 | 34 | 0\% | 0\% |
|  | Through/Right | 600 | 200 | 22 | 300 | 44 | 300 | 46 | 0\% | 0\% |
| NB | Right Turn | 1,025 | 25 | 3 | 25 | 11 | 25 | 16 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| NE | Shared <br> Right Turn <br> Right Turns | 975 | 75 | 17 | 150 | 33 | 150 | 41 | 0\% | 0\% |
|  |  | 975 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  |  | 350 | 50 | 14 | 75 | 27 | 75 | 27 | 0\% | 0\% |
| SB | Left Turn Left/Through | 300 | 50 | 62 | 75 | 115 | 75 | 110 | 0\% | 0\% |
|  |  | 300 | 75 | 120 | 75 | 150 | 75 | 140 | 11\% | 2\% |
|  |  |  |  |  |  |  |  |  |  |  |




 Key
Kxperss
ane (HOV)

| Name | Pstio St | Jstolot | $L^{\text {LSton-Ramp }}$ | ISto Richards Evd |  |  |  |  | W. EIC Camino Ave to -180 | 1.800 of |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Flow Rate in Express Lanes |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{E}_{\mathrm{T}}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $E_{R}$ |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\substack{\text { tiven } \\ t_{p}}}$ |  |  |  |  |  |  |  |  |  |  |
| Flow Rate (pcphpl) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Calculate operations in Express Lanes |  |  |  |  |  |  |  |  |  |  |
| fFs | 65 | 65 | 65 | 65 | 65 | 65 | 65 | ${ }_{6}$ | ${ }_{6}$ | 65 |
| Capacity (pcph) <br> v/c ratio |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Calculate on Ramp Flow Rate |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) | 1,070 |  | 987 | 1.037 |  | 1,246 |  | 750 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  | $1$ |  | $1$ | $2$ |  |  |  | $1$ |  |  |
| TerainGrade \% | Level |  | Level | Level |  | Level |  | Level |  |  |
|  | 0.0\% |  | 0.0\% | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Glade engat (mi) | 0.00 |  | 0.00 | 0.00 |  | 0.00 |  | 0.00 |  |  |
| Truck \& Bus \% | 3.0\% |  | 3.0\% | 3.0\% |  | 3.0\% |  | 3.0\% |  |  |
|  | 0.0\% |  | 0.0\% | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| $\mathrm{E}_{\mathrm{t}}$ |  |  | ${ }^{1.5}$ |  |  |  |  |  |  |  |
| $\mathrm{E}_{\mathrm{F}}$ | $1.2$ |  | 1.2 0.985 | 1.2 |  | $\begin{gathered} 1.2 \\ 0.955 \end{gathered}$ |  | 1.2 0.985 |  |  |
| $\mathrm{t}_{\mathrm{p}}$ | 1.00 |  | 1.00 | 1.00 |  | 1.900 |  | 1.00 |  |  |
|  | 1,263 |  | 1.022 | ${ }^{1.170}$ |  | ${ }_{1}^{1,331}$ |  | ${ }^{875}$ |  |  |
|  | 1.263 |  | 1.022 | 585 |  | 1,331 |  | 875 |  |  |
| Calculate on Ramp Roadway operations |  |  |  |  |  |  |  |  |  |  |
| $\begin{gathered} \text { Calculate On Ramp Roac } \\ \text { Ramp Type } \\ \text { Ramp Speed (mph) } \end{gathered}$ | Right |  | Right | Right |  | Right |  | Right |  |  |
|  | 45 |  | 45 | 45 |  | 45 |  | 45 |  |  |
| Ramp Capacity (pcph) Ramp v/c ratio | 2.100 0.60 |  | 2.100 0.49 | 4,200 0.28 |  | 2.100 0.63 |  | 2.100 0.42 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |


 ${ }^{\text {Key }}$

| Name | Psto Jst | Jstio Lst | Lston-Ramp | 1 Stio Richards Elvd | Beemen Riciands Eva Rams | Richars Budt o Garien H my | Beeween Garden Hmp Rampe |  | W. El C Camino Ave to 1 : 80 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate off Ramp Flow Rate |  |  |  |  |  |  |  |  |  |  |
| Volume (yph) | 271 |  |  | 502 |  | 797 |  | 1.033 |  | 2.034 |
| PHF | 0.96 |  |  | 0.86 |  | 0.94 |  | 0.93 |  | 0.96 |
| Lanes | 2 |  |  | , |  | 1 |  | 2 |  | 2 |
| Terain | Level |  |  | Level |  | Level |  | Level |  | Level |
| Grade \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  | 0.0\% |
| Grade Length (mi) | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  | 0.00 |
| Tuck \& Bus \% | 3.0\% |  |  | 3.0\% |  | 3.0\% |  | 3.0\% |  | 10.0\% |
| Rv\% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  | 0.0\% |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  | 1.5 |
| $\mathrm{EF}_{\mathrm{r}}$ | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  | 1.2 |
| ${ }_{\text {tuv }}$ | 0.985 |  |  | 0.985 |  | 0.985 |  | 0.985 |  | 0.952 |
| $t_{0}$ | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  | 1.00 |
| Fow (poph) | 287 |  |  | 592 592 |  | ${ }_{861} 86$ |  | ${ }_{1}^{1,127}$ |  | ${ }^{2} 2225$ |
| Fiow Rate (pochpol) | 143 |  |  | 592 |  | ${ }_{861}$ |  | 564 |  | 1,112 |
| Calculate off Ramp Roaitay Operations |  |  |  |  |  |  |  |  |  |  |
| Ramp Type | Right |  |  | Right |  | Right |  | Right |  | aior |
| Ramp Capacity (pcph) Ramp v/c ratio | 45 |  |  |  |  |  |  |  |  |  |
|  | $\begin{gathered} 4,200 \\ 0.07 \end{gathered}$ |  |  | $\begin{gathered} 2,100 \\ 0.28 \end{gathered}$ |  | $\begin{gathered} 2,100 \\ 0.41 \end{gathered}$ |  | $\begin{gathered} 4,200 \\ 0.27 \end{gathered}$ |  | $\begin{gathered} 4,600 \\ 0.48 \end{gathered}$ |
| Determine Adijeent Ramp for Three-Lane Mainine Segments with one-Lane Ramps |  |  |  |  |  |  |  |  |  |  |
| Up TypeUp Distance |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $\xrightarrow[\substack{\text { Up Fiow (poch) } \\ \text { Down Type }}]{ }$ |  |  |  |  |  |  |  |  |  |  |
| Down Type <br> Down Distance |  |  |  |  |  |  |  |  |  |  |
| Down isisance Down Fiow (coph) |  |  |  |  |  |  |  |  |  |  |
| Calculate erge influence Area Operations |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 7.690 |  |  |  |  |  |  |  |
| Up Ramp LEQ Down Ramp $\mathrm{L}_{\text {EQ }}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $P_{F M}$ (Eqn 13-3) <br> $P_{\text {FM }}$ (Eqn 13-4) |  |  | 0.589 |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $P_{F M}(\text { Eqn 13-5) }$ |  |  |  |  |  |  |  |  |  |  |
| $\begin{gathered} \mathrm{P}_{\mathrm{FM}} \\ \mathrm{v}_{12}(\mathrm{pcph}) \end{gathered}$ |  |  | $\begin{aligned} & 0.090 \\ & 0 \end{aligned}$ |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 6,998 |  |  |  |  |  |  |  |
| $v_{v_{2}(\text { poph }}$ |  |  | 3.076 |  |  |  |  |  |  |  |
|  |  |  | 4,098 <br> 0.58 |  |  |  |  |  |  |  |
| $\mathrm{V}_{\mathrm{R} 12 \mathrm{a}}(\mathrm{pcph})$ Speed Index |  |  | 0.52 58.1 |  |  |  |  |  |  |  |
| Area Speed |  |  | 2,307 |  |  |  |  |  |  |  |
| Outer Lanes Speed |  |  | 58.4 |  |  |  |  |  |  |  |
| Segment Speed |  |  | 55.8 |  |  |  |  |  |  |  |
| v/c ratio Density LOS |  |  | $\begin{aligned} & 0.89 \\ & 34.3 \end{aligned}$ |  |  |  |  |  |  |  |
|  |  |  | $\begin{gathered} 34.3 \\ \mathrm{D} \end{gathered}$ |  |  |  |  |  |  |  |
| tos |  |  |  |  |  |  |  |  |  |  |

 ${ }^{\text {key }}$



кey

| Name | Psto S St | ${ }_{\text {Jstio }}$ St | LSton-Ramp | 1 Sto R Rinaras Elvd | Beween Richars Evid Rams | Richards Sivd to Garden Huw | Beeween Garden HMY Ramos |  | W. El C Camino Ave to I : 80 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Mainine to off Ramp Fow Rate for Weave Segments |  |  |  |  |  |  |  |  |  |  |
| MLto of Volume (vph) |  |  |  |  |  | -223 |  |  |  |  |
| PHF | 0.95 |  |  | 0.95 |  | 0.95 |  | 0.95 |  |  |
| Terain | Level |  |  | Level |  | Level |  | Level |  |  |
| Grade \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade Length (mi) | ${ }^{0.00}$ |  |  | ${ }^{0.00}$ |  | ${ }^{0.00}$ |  | 0.00 |  |  |
| Tuok \& Bus \% | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
| RV\% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  |  |
| $\mathrm{E}_{\mathrm{r}}$ | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  |  |
| ${ }_{\text {tuv }}$ | 0.971 |  |  | 0.971 |  | 0.971 |  | 0.971 |  |  |
| to | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  |  |
| MLIo off fiow (ecph) |  |  |  |  |  | -242 |  |  |  |  |
|  | Calculate Seneral Purpose Lanes to Ceneral Purpose Lanes Flow Rate for weave Segments |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\text {PHF }}$ | 0.95 |  |  | 0.95 |  | ${ }_{0} 0.95$ |  | 0.95 |  |  |
| Terain | Level |  |  | Level |  | Level |  | Level |  |  |
| Girade $\%$ | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
|  | ${ }^{0.00}$ |  |  | ${ }^{0.00}$ |  | ${ }^{0.00}$ |  | ${ }^{0.00}$ |  |  |
|  | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
| Truck \& Bus \% <br> RV \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| $E_{T}$ |  |  |  |  |  | 1.5 |  |  |  |  |
| $\mathrm{E}_{\mathrm{r}}$ | $\begin{gathered} 1.2 \\ 0.971 \end{gathered}$ |  |  | $\begin{aligned} & 1.2 \\ & 0.971 \end{aligned}$ |  | $\begin{aligned} & 1.2 \\ & 0.971 \end{aligned}$ |  | $\begin{aligned} & 1.2 \\ & 0.971 \end{aligned}$ |  |  |
| ${ }_{\text {HV }}$ | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  |  |
| GP to GP Fiow (feph) |  |  |  |  |  | 8,871 |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |






| Location | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |




\begin{tabular}{|c|c|c|c|c|c|c|c|c|}
\hline Name \& 1.800 O.Ramp \& W. El Camino Ave WB On \& W. El C Camino Ave EB \& Garden Hwy Off \& Beween Garden Hwy Ramse \& Garden HMyto Richards Evod \& Beween Richars bsve Ramps \& Richars Svid to $\mathrm{S}^{\text {S }}$ <br>
\hline \multicolumn{2}{|l|}{Calculate Diverge influence Area Operations} \& \& \& \& \& \& \& <br>
\hline Effective $\mathrm{v}_{\mathrm{p}}$ (pcph) Up Ramp LeQ Down Ramp $\mathrm{L}_{\mathrm{EQ}}$ $P_{\text {FD }}$ (Eqn 13-9) $P_{\text {fo }}$ (Eqn 13-10) $P_{\text {FD }}$ (Eqn 13-11) $\mathrm{P}_{\mathrm{fd}}$ $v_{12}$ (pcph) $v_{3}$ (pcph) $v_{34}$ (pcph) $\mathrm{V}_{12 \mathrm{a}}$ (pcph) Speed Index Area Speed Outer Lanes Volume Outer Lanes Speed Segment Speed v/c ratio Density LOS \& \& \& \& 5,818
0.589

0.436
2,850
2,968
2,850
0.35
57.0
1,484
69.4
62.7
0.65
22.0
$C$ \& \& \& \& <br>
\hline \multicolumn{3}{|l|}{Calculate on Ramp to off Ramp Fow Rate for Weave Segments} \& \& \& \& \& \& <br>

\hline | On to Off Volume (vph) |
| :--- |
| PHF |
| Terrain |
| Grade \% |
| Grade Length (mi) |
| Truck \& Bus \% |
| RV \% | \& \& \& \& \& \& 0.95

Level
L.0\%
0.00
a.0\%

$0.0 \%$ \& \& $$
\begin{aligned}
& 0.95 \\
& \begin{array}{l}
\text { Leve } \\
0.0 \% \\
0.00 \\
\text { 3.0\% } \\
0.0 \%
\end{array}
\end{aligned}
$$ <br>

\hline $$
\begin{gathered}
E_{T} \\
E_{\mathrm{F}} \\
\mathrm{f}_{\mathrm{Hv}}
\end{gathered}
$$ \& \& \& \& \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$

\] \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.955
\end{aligned}
$$
\] <br>

\hline $t$ \& \& \& \& \& \& 1.00 \& \& 1.00 <br>
\hline Onto off fiow (paph) \& \& \& \& \& \& \& \& <br>
\hline \multicolumn{3}{|l|}{Calculate On Ramp to Maininine Fow Rate for Weave Segments} \& \& \& \& \& \& <br>

\hline \multirow[t]{3}{*}{} \& \& \& \& \& \& $$
\begin{aligned}
& 0.95 \\
& \text { eneve } \\
& 0.0 \% \\
& 0.00 \\
& \text { a.0\% } \\
& 0.0 \%
\end{aligned}
$$ \& \& \[

$$
\begin{aligned}
& 0.95 \\
& \text { Level } \\
& 0.0 \% \\
& 0.00 \\
& \begin{array}{l}
0.0
\end{array} \\
& 0.0 \%
\end{aligned}
$$
\] <br>

\hline \& \& \& \& \& \& $$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$ \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$
\] <br>

\hline \& \& \& \& \& \& 1.00 \& \& 1.00 <br>
\hline MLFow (popl \& \& \& \& \& \& \& \& <br>
\hline
\end{tabular}





:
$\underset{>\text { Express Lane (HOV) }}{\text { Key }}$

| Name | Northate Blvd Of:-Ramp |  | Del Paso Elva to Leisiure Ln |
| :---: | :---: | :---: | :---: |
| Operations tor Exiting | nes |  |  |
| Fow (opat) | 4.523 | 4.089 |  |
| Lanes | 3 | 2 |  |
| Capacit (poph) | 7.050 | 4.800 |  |
| v/cratio | 0.64 | 0.85 |  |
| Fiow Rate (caphpl) | 1,508 | 2.045 |  |
| Speed (mph) | 64.8 | 61.7 |  |
| Density (pochpo) | ${ }^{23.3}$ | ${ }^{33.1}$ |  |
| Los |  |  |  |



$\stackrel{\text { Key }}{<>}$ Kxpess Lane (HOV)


| Location | 1 | 2 | 3 |
| :---: | :---: | :---: | :---: |
|  | $E$ |  |  |
|  |  |  |  |
| Name |  |  |  |
| Off Ramp Flow Rate |  |  |  |
| PHF | 497 | 402 |  |
|  | 0.94 | 0.94 |  |
| $\underset{\text { Lenes }}{\substack{\text { Lerain } \\ \text { T }}}$ | 1 | 1 |  |
| ${ }_{\text {crande }}^{\text {Gerain }}$ | Level | Level |  |
| Grade Length (mi) Truck \& Bus \% | 0.00 | 0.00 |  |
|  | 3.0\% | 3.0\% |  |
| RV\% | 0.0\% | 0.0\% |  |
| $\mathrm{EFT}_{\text {T }}$ | 1.5 | 1.5 |  |
| $\mathrm{E}_{\mathrm{n}}$ | 1.2 0.955 | 1.2 <br> 0.985 <br> 0.0 |  |
| ${ }_{\text {fuv }}$ | 0.985 | ${ }_{0} 0.985$ |  |
| Fow (poph) | 1.00 537 | 1.00 <br> 434 |  |
| Fow Raie (cophp) | ${ }_{537}$ | 434 |  |
| Off Ramp Roadway Operations |  |  |  |
|  |  |  |  |
| Ramp Type | 45 | ${ }_{35}$ |  |
| Ramp Capacity (pcph) Ramp v/c ratio | 2.100 | 2.000 |  |
|  | 0.26 | 0.22 |  |
| Adiacent Ramp for Three.Lane Maininie Segments with one.Lane Ramps |  |  |  |
| Up Type |  | Of |  |
| Up Distance |  | 3,035 |  |
|  | No | 537 $\mathrm{NO}_{0}$ |  |
| Down Distance |  |  |  |
| Down flow (coph) |  |  |  |
| Merse enfluence Area operations |  |  |  |
| Effective $\mathrm{v}_{\mathrm{P}}$ (pcph) Up Ramp $L_{\text {EQ }}$ |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
| $\left.P_{\text {Prm( Ean }} 13.4\right)$ |  |  |  |
| $P_{f M}(\operatorname{Ean} 13.5)$ <br> $P_{\text {prow }}$ |  |  |  |
| $\mathrm{P}_{\mathrm{V}(\mathrm{f}(\mathrm{Pcpp})}$ |  |  |  |
| $v_{s}($ poph $)$ |  |  |  |
| $v_{38}($ poph $)$ |  |  |  |
| $v_{\mathrm{Vaf}}(\text { Pepph })$ |  |  |  |
| Speed ndex |  |  |  |
| Area Speed |  |  |  |
| Outer Lanes Volume |  |  |  |
|  |  |  |  |
| Segment Speed |  |  |  |
| Vcratio Densiy Los |  |  |  |
| Los |  |  |  |

$\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

| Name | Northage Bld Offr-Ramp | Deal | Del Paso Blva to L |
| :---: | :---: | :---: | :---: |
| Diverge influence Area operations |  |  |  |
| Eftecive $v_{p}($ (poph $)$ | 5.060 |  |  |
| Up Ramp Leo |  |  |  |
| Down Ramp Leo |  |  |  |
| Pfol $\operatorname{Ean} 13.9)$ | 0.609 |  |  |
| Pro (Eaq 13.10) |  |  |  |
| Pro (Eap 13.11) |  |  |  |
| $P_{\text {fo }}$ | 0.609 |  |  |
| $v_{12}($ poph $)$ | 3,290 |  |  |
| $\mathrm{v}_{3}($ poph $)$ | 1,769 |  |  |
| $v_{34}($ poch $)$ |  |  |  |
| $v_{\text {vara }}$ (poph $)$ | 3.290 |  |  |
| Speed Index | 0.35 |  |  |
| Area Speed | 57.0 |  |  |
| Outer Lanes Voume | 1,769 |  |  |
| Outer Lanes Speed | 68.3 |  |  |
| Segment Speed | 60.5 |  |  |
| Vcratio | 0.75 |  |  |
| Density | 31.2 |  |  |
| Los | - |  |  |
| Ramp | Fow Rate tor Weave Segme |  |  |
| On Ramp to Mainline | fow Rate for Weave Segmeris |  |  |

 $\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

[^21]


| Key |
| :---: |
| Expess Lane (HOV) |


| Name | Northate Elvd Offramp | Nortrase Evid to ofe Pase elva | Paso Eviva to Leisure |
| :---: | :---: | :---: | :---: |
| Weave Segment Operations |  |  |  |
| Segmenty caio |  |  |  |
| Segment Density | 31.2 | 21.9 | 33.1 |
| Segment Los | - | c | D |
| Over Capacity |  |  |  |






| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | Northof Del Paso Elivd | Del Paso Blvd On:Ramp |  | Nortgate Elvd On-Rame |
| :---: | :---: | :---: | :---: | :---: |
| Flow Rate in Express Lanes Operations in Express Lanes |  |  |  |  |
|  |  |  |  |  |
| On Ramp Flow Rate |  |  |  |  |
| Volume (pph) |  | 186 |  | ${ }^{315}$ |
| PHF |  | 0.97 |  | 0.97 |
| Lanes |  |  |  |  |
| Terain |  | Level |  | Level |
| Grade \% |  | 0.0\% |  | 0.0\% |
| Grade ength (mi) |  | 0.00 |  | 0.00 |
| Tuck \& Bus \% |  | 3.0\% |  | 3.0\% |
| Rv\% |  | 0.0\% |  | 0.0\% |
| $\mathrm{Et}_{\text {t }}$ |  | 1.5 |  | 1.5 |
| $\mathrm{E}_{\mathrm{n}}$ |  | 1.2 |  | 1.2 |
| ${ }_{\text {fivo }}$ |  | 0.985 |  | 0.985 |
| $\mathrm{tp}_{0}$ |  | 1.00 |  | 1.00 |
| Fow (poph) |  | 195 |  | ${ }^{330}$ |
| Fow Rate (pochpo) |  | 195 |  | 330 |
| On Ramp Roadway Operations |  |  |  |  |
|  |  |  |  |  |
| Ramp Type |  | Right |  | Right |
| Ramp Speed (mph) |  | 45 |  | 45 |
| Ramp Capacity (pcph) Ramp v/c ratio |  | $\begin{aligned} & 2,100 \\ & 0.00 \end{aligned}$ |  | $\begin{aligned} & 2.100 \\ & 0.16 \\ & 0.16 \end{aligned}$ |
|  |  |  |  |  |


| Name | North of Pel Paso Blvd | Del Paso Bud On-Ramp | Evito Notryate elva | Northate Bud On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Off Ramp Flow Rate |  |  |  |  |
| Adiacent Ramp tor Three-Lane Mainine Segments with One-Lane Ramps |  |  |  |  |
|  |  |  |  |  |
| Up Type |  |  |  | No |
| Up istance |  |  |  |  |
| Up Fow (poph) |  |  |  |  |
| Down Type |  |  |  | No |
| Down Distance |  |  |  |  |
| Down Fow (poph) |  |  |  |  |
| Merge infuence Area Operations |  |  |  |  |
| Effecive $v_{p}($ (caph $)$ |  | 2,187 |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp teo |  |  |  |  |
|  |  | 0.599 |  |  |
| $\mathrm{P}_{\text {Pn }}(\operatorname{Eqn} 13 \cdot 4)$ |  |  |  |  |
| $\mathrm{P}_{\text {Pm }}(\mathrm{Eqn} 13.5)$ |  |  |  |  |
| $\mathrm{P}_{\text {fu }}$ |  | 1.000 |  |  |
| $v_{12}($ Poph $)$ |  | 2,187 |  |  |
| $v_{s}($ poph $)$ |  |  |  |  |
| $v_{34}($ Pcph $)$ |  |  |  |  |
| $\mathrm{V}_{\text {vas }}($ (poph $)$ |  | ${ }_{2}^{2,187}$ |  |  |
|  |  | 2,382 |  |  |
| Speed Index Area Speed |  | $\begin{aligned} & 0.30 \\ & 58.2 \\ & \end{aligned}$ |  |  |
| Outer Lanes Soume |  |  |  |  |
| Ouer Lanes Speed |  |  |  |  |
| Segment Speed |  | 58.2 |  |  |
| v/cratio |  | 0.52 |  |  |
| ${ }_{\substack{\text { Density } \\ \text { Los }}}$ |  | 19.2 $B$ |  |  |
|  |  |  |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | Noth of Pel Paso Blvd | Del Paso Bud On-Ramp |  | Northate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Diverge infuence Area Operations |  |  |  |  |
| Eteceive $v_{p}$ (poph) |  |  |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $\left.{ }^{\text {Prof (Ean }} 13.9\right)$ |  |  |  |  |
| Pro (Eap 13-11) |  |  |  |  |
| Pro |  |  |  |  |
| $v_{12}($ Poph $)$ |  |  |  |  |
| $v_{3}$ (poph) |  |  |  |  |
|  |  |  |  |  |
| $v^{\text {vasempoph }}$ |  |  |  |  |
| Speed Index |  |  |  |  |
| Area Speed |  |  |  |  |
| Outer Lanes Volume |  |  |  |  |
| Outer Lanes Speed <br> Segment Speed |  |  |  |  |
|  |  |  |  |  |
| Segment Speed v/c ratio |  |  |  |  |
| Density |  |  |  |  |
|  |  |  |  |  |
| Ramp to off Ramp | Rate for Weave Segn |  |  |  |
| amp to Mainine | ate for Weave Seg |  |  |  |

$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$


| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |




| Name | North of del Paso Elvd | Dal Paso Blvd On.Ramp | Dei Paso blutio Nootrgate evod | Northate Evd 0 -R-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Weave Segment Operations Summarize Segment Operations |  |  |  |  |
|  |  |  |  |  |
| Segment V/ cratio | 0.49 | ${ }^{0.52}$ | ${ }^{0.51}$ | ${ }^{0.38}$ |
| Segment Density | 19.9 | 19.2 | 18.3 | 13.9 |
| SegmentLos | c | в | c | в |

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

Total Weaving Section (V)
Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| $\frac{6,728}{10 \%}$ |  |
| :---: | :---: |
| 1.5 |  |
| 7,051 |  |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| $\frac{1,070}{4 \%}$ |
| :---: |
| 1.5 |
| 1,091 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{2,775}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project PM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | I Street |
| Off-ramp | Richards Blvd |
|  |  |


| Volume (vph)* | 8,461 |
| :---: | :---: |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 8,867 |

On-ramp to Mainline ( $\mathrm{W}_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 502 |
| :---: |
| $4 \%$ |
| 1.5 |
| 512 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\mathrm{N}_{\mathrm{b}} \frac{4}{\frac{5}{1,900}}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project PM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Richards Blvd |
| Off-ramp | Garden Highway |
|  |  |


| Volume (vph)* | 9,205 |
| :--- | :---: |
|  |  |
| Truck Percentage |  |
| PCE for Trucks |  |
| Volume (pcph) | $10 \%$ |

n-ramp to Mainline ( $\mathrm{W}_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 1,184 | Volume (vph)* | 746 |
| :---: | :---: | :---: |
| 4\% | Truck Percentage | 4\% |
| 1.5 | PCE for Trucks | 1.5 |
| 1,208 | Volume (pcph) | 761 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $N_{b}$ | 4 |
| :---: | :---: |
| $N$ | 5 |
|  | 1,175 |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project PM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Garden Highway |
| Off-ramp | El Camino Ave |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 9,158 |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) |  |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 750 |
| :---: |
| $4 \%$ |
| 1.5 |
| 765 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 1,033 |
| :---: |
| $4 \%$ |
| 1.5 |
| 1,054 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $N_{b}$ | 4 |
| :---: | :---: |
| $N$ | $\frac{5}{2,000}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project PM Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Garden Highway |
| Off-ramp | Richards Blvd |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 6,996 |
|  |  |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) |  |

On-ramp to Mainline ( $\mathrm{W}_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 747 | Volume (vph)* | 521 |
| :---: | :--- | :---: |
| $4 \%$ | Truck Percentage | $4 \%$ |
| 1.5 | PCE for Trucks | 1.5 |
| 762 | Volume (pcph) | 531 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $N_{b}$ | 4 |
| :---: | :---: |
| $N$ | $\frac{5}{2,300}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project PM Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Richards Blvd |
| Off-ramp | J Street |
|  |  |


| 739 |
| :---: |
| $4 \%$ |
| 1.5 |
| 754 |


| 757 |
| :---: |
| $4 \%$ |
| 1.5 |
| 772 |

Mainline to Off-ramp ( $\mathrm{W}_{2}$ )
Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

$V\left\{\begin{array}{l}\longrightarrow \ldots-2\end{array}\right\} W_{1}+W_{2}$

## Capacity Analysis

1. Is the weaving section balanced ( $\mathrm{Y} / \mathrm{N}$ )?

If optional exit lane, then " $Y$ ". Otherwise " $N$ ".
2. In the chart to the left, which two speed curves is the red " $x$ " between?
45 MPH and 50 MPH

If left of the 30 MPH curve, LOS is F. Select "-".
If below the 55 MPH curve, out of the realm of weaving.
3. Interpolated Weaving Speed ( $\mathrm{S}_{\mathrm{w}}, \mathrm{mph}$ )
4. Weaving Intensity Factor (k)

| 47.2 |
| :---: |
| 1.38 |
|  |
| 1,551 |
| D |

The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

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

| Intersection 1 |  | I 5 SB Ramps/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 200 | 193 | 96.4\% | 31.7 | 3.7 | C |
|  | Through | 3 | 3 | 93.3\% | 19.2 | 27.2 | B |
|  | Right Turn | 175 | 160 | 91.7\% | 5.6 | 0.7 | A |
|  | Subtotal | 378 | 356 | 94.2\% | 19.9 | 2.3 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 304 | 294 | 96.8\% | 25.8 | 3.0 | C |
|  | Right Turn | 48 | 41 | 85.8\% | 2.7 | 1.1 | A |
|  | Subtotal | 352 | 336 | 95.3\% | 22.9 | 2.8 | C |
| WB | Left Turn | 270 | 266 | 98.7\% | 6.4 | 1.8 | A |
|  | Through | 166 | 155 | 93.3\% | 2.7 | 0.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 436 | 421 | 96.6\% | 5.0 | 1.5 | A |
| Total |  | 1,166 | 1,113 | 95.4\% | 15.2 | 1.4 | B |

[^22]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 68 | 54 | 79.4\% | 33.7 | 5.9 | C |
|  | Through | 1 | 2 | 240.0\% | 11.8 | 15.0 | B |
|  | Right Turn | 238 | 232 | 97.6\% | 6.3 | 0.7 | A |
|  | Subtotal | 307 | 289 | 94.1\% | 11.6 | 1.9 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 161 | 140 | 86.7\% | 47.4 | 5.4 | D |
|  | Through Right Turn | 343 | 350 | 102.2\% | 1.7 | 0.4 | A |
|  | Subtotal | 504 | 490 | 97.2\% | 14.7 | 1.8 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 368 | 364 | 98.8\% | 5.9 | 2.1 | A |
|  | Right Turn | 321 | 317 | 98.7\% | 3.0 | 0.3 | A |
|  | Subtotal | 689 | 680 | 98.8\% | 4.5 | 1.1 | A |
| Total |  | 1,500 | 1,459 | 97.3\% | 9.4 | 0.7 | A |

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

| Intersection 3 |  | Bercut Dr/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | $\begin{array}{\|c\|} \text { Demand } \\ \text { Volume (vph) } \\ \hline \end{array}$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 58 | 60 | 102.8\% | 29.9 | 5.7 | C |
|  | Through | 5 | 4 | 72.0\% | 26.2 | 32.7 | C |
|  | Right Turn | 2 | 2 | 80.0\% | 1.6 | 1.9 | A |
|  | Subtotal | 65 | 65 | 99.7\% | 30.2 | 4.7 | C |
| SB | Left Turn | 23 | 25 | 107.8\% | 37.9 | 11.4 | D |
|  | Through | 3 | 3 | 106.7\% | 18.4 | 25.0 | B |
|  | Right Turn | 70 | 68 | 97.7\% | 5.8 | 1.7 | A |
|  | Subtotal | 96 | 96 | 100.4\% | 14.6 | 4.1 | B |
| EB | Left Turn | 67 | 56 | 83.0\% | 38.2 | 7.3 | D |
|  | Through | 469 | 468 | 99.9\% | 6.7 | 1.4 | A |
|  | Right Turn | 45 | 52 | 114.7\% | 2.1 | 0.1 | A |
|  | Subtotal | 581 | 576 | 99.1\% | 9.2 | 1.2 | A |
| WB | Left Turn | 15 | 13 | 85.3\% | 36.9 | 19.4 | D |
|  | Through | 561 | 558 | 99.5\% | 10.7 | 1.2 | B |
|  | Right Turn | 16 | 16 | 100.0\% | 6.5 | 4.9 | A |
|  | Subtotal | 592 | 587 | 99.1\% | 11.1 | 1.3 | B |
| Total |  | 1,334 | 1,324 | 99.2\% | 11.5 | 1.1 | B |

```
Intersection 4
```

N 3rd St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 13 | 12 | 89.2\% | 42.9 | 16.0 | D |
|  | Through | 5 | 4 | 88.0\% | 26.9 | 24.8 | C |
|  | Right Turn | 5 | 7 | 136.0\% | 7.6 | 6.3 | A |
|  | Subtotal | 23 | 23 | 99.1\% | 31.6 | 6.6 | C |
| SB | Left Turn | 2 | 2 | 80.0\% | 15.8 | 26.3 | B |
|  | Through | 5 | 7 | 144.0\% | 42.0 | 30.7 | D |
|  | Right Turn | 11 | 7 | 65.5\% | 4.5 | 5.4 | A |
|  | Subtotal | 18 | 16 | 88.9\% | 30.8 | 21.3 | C |
| EB | Left Turn | 11 | 12 | 109.1\% | 44.4 | 13.9 | D |
|  | Through | 477 | 482 | 101.0\% | 1.9 | 0.9 | A |
|  | Right Turn | 6 | 5 | 80.0\% | 0.8 | 1.8 | A |
|  | Subtotal | 494 | 498 | 100.9\% | 2.9 | 1.2 | A |
| WB | Left Turn | 5 | 3 | 64.0\% | 18.9 | 24.1 | B |
|  | Through | 568 | 568 | 100.0\% | 3.0 | 1.4 | A |
|  | Right Turn | 2 | 3 | 160.0\% | 0.5 | 0.9 | A |
|  | Subtotal | 575 | 574 | 99.9\% | 3.1 | 1.5 | A |
| Total |  | 1,110 | 1,112 | 100.1\% | 3.9 | 1.4 | A |

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

Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 25 | 23 | 92.8\% | 34.5 | 8.1 | C |
|  | Through | 4 | 5 | 120.0\% | 19.1 | 26.5 | B |
|  | Right Turn | 22 | 24 | 110.9\% | 7.1 | 2.5 | A |
|  | Subtotal | 51 | 52 | 102.7\% | 21.3 | 6.0 | C |
| SB | Left Turn | 10 | 6 | 56.0\% | 34.6 | 28.6 | C |
|  | Through | 10 | 10 | 100.0\% | 38.3 | 26.2 | D |
|  | Right Turn | 9 | 9 | 102.2\% | 9.0 | 8.8 | A |
|  | Subtotal | 29 | 25 | 85.5\% | 28.8 | 15.1 | C |
| EB | Left Turn | 6 | 5 | 86.7\% | 30.0 | 24.5 | C |
|  | Through | 473 | 468 | 99.0\% | 2.5 | 0.8 | A |
|  | Right Turn | 5 | 5 | 104.0\% | 1.3 | 1.1 | A |
|  | Subtotal | 484 | 479 | 98.9\% | 2.9 | 0.7 | A |
| WB | Left Turn | 3 | 2 | 66.7\% | 19.9 | 27.6 | B |
|  | Through | 541 | 546 | 100.9\% | 2.9 | 0.7 | A |
|  | Right Turn | 5 | 9 | 184.0\% | 3.6 | 4.4 | A |
|  | Subtotal | 549 | 557 | 101.5\% | 3.1 | 0.8 | A |
| Total |  | 1,113 | 1,113 | 100.0\% | 4.4 | 0.8 | A |

## Intersection $6 \quad$ N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 1 | 0 | 40.0\% | 2.8 | 8.9 | A |
|  | Through | 5 | 5 | 96.0\% | 19.9 | 22.9 | B |
|  | Right Turn | 4 | 4 | 110.0\% | 3.4 | 2.7 | A |
|  | Subtotal | 10 | 10 | 96.0\% | 15.8 | 14.0 | B |
| SB | Left Turn | 6 | 8 | 126.7\% | 27.2 | 17.6 | C |
|  | Through | 5 | 4 | 80.0\% | 13.5 | 14.6 | B |
|  | Right Turn | 8 | 8 | 105.0\% | 5.2 | 1.8 | A |
|  | Subtotal | 19 | 20 | 105.3\% | 21.4 | 7.4 | C |
| EB | Left Turn | 10 | 12 | 116.0\% | 39.9 | 20.6 | D |
|  | Through | 492 | 476 | 96.8\% | 4.4 | 1.7 | A |
|  | Right Turn | 3 | 4 | 120.0\% | 2.2 | 3.1 | A |
|  | Subtotal | 505 | 492 | 97.3\% | 5.2 | 1.7 | A |
| WB | Left Turn | 3 | 2 | 80.0\% | 18.7 | 26.3 | B |
|  | Through | 540 | 549 | 101.6\% | 4.8 | 1.0 | A |
|  | Right Turn | 2 | 4 | 200.0\% | 7.2 | 8.6 | A |
|  | Subtotal | 545 | 555 | 101.9\% | 4.9 | 1.0 | A |
| Total |  | 1,079 | 1,076 | 99.8\% | 5.5 | 1.3 | A |

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

N 7th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 34 | 34 | 100.0\% | 27.9 | 7.6 | C |
|  | Through | 53 | 53 | 100.4\% | 27.1 | 7.8 | C |
|  | Right Turn | 70 | 74 | 106.3\% | 15.8 | 7.2 | B |
|  | Subtotal | 157 | 162 | 102.9\% | 22.2 | 6.6 | C |
| SB | Left Turn | 7 | 4 | 62.9\% | 17.1 | 16.8 | B |
|  | Through | 26 | 30 | 113.8\% | 22.8 | 6.8 | C |
|  | Right Turn | 11 | 11 | 101.8\% | 24.4 | 13.3 | C |
|  | Subtotal | 44 | 45 | 102.7\% | 23.6 | 7.9 | C |
| EB | Left Turn | 4 | 4 | 110.0\% | 29.1 | 33.8 | C |
|  | Through | 468 | 455 | 97.3\% | 11.5 | 3.9 | B |
|  | Right Turn | 30 | 34 | 112.0\% | 9.9 | 6.7 | A |
|  | Subtotal | 502 | 493 | 98.2\% | 11.6 | 4.1 | B |
| WB | Left Turn | 27 | 28 | 105.2\% | 28.4 | 9.7 | C |
|  | Through | 502 | 510 | 101.7\% | 10.7 | 3.5 | B |
|  | Right Turn | 9 | 10 | 111.1\% | 3.8 | 2.3 | A |
|  | Subtotal | 538 | 549 | 102.0\% | 11.5 | 3.7 | B |
| Total |  | 1,241 | 1,249 | 100.6\% | 13.4 | 3.8 | B |

## Intersection 8 <br> N 10th St/Richards Blvd <br> Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 18 | 21 | 115.6\% | 39.7 | 17.0 | D |
|  | Through | 1 | 1 | 120.0\% | 3.3 | 9.8 | A |
|  | Right Turn | 6 | 4 | 66.7\% | 2.5 | 4.5 | A |
|  | Subtotal | 25 | 26 | 104.0\% | 36.5 | 15.7 | D |
| SB | Left Turn | 7 | 7 | 102.9\% | 22.3 | 16.1 | C |
|  | Through | 3 | 4 | 120.0\% | 28.8 | 28.7 | C |
|  | Right Turn | 20 | 23 | 116.0\% | 5.1 | 2.8 | A |
|  | Subtotal | 30 | 34 | 113.3\% | 12.8 | 5.4 | B |
| EB | Left Turn | 14 | 13 | 91.4\% | 36.7 | 18.7 | D |
|  | Through | 521 | 514 | 98.7\% | 5.0 | 1.6 | A |
|  | Right Turn | 10 | 12 | 116.0\% | 4.0 | 0.9 | A |
|  | Subtotal | 545 | 539 | 98.9\% | 5.7 | 1.4 | A |
| WB | Left Turn | 13 | 14 | 110.8\% | 33.7 | 10.9 | C |
|  | Through | 400 | 397 | 99.2\% | 3.3 | 0.8 | A |
|  | Right Turn | 12 | 12 | 103.3\% | 3.1 | 3.0 | A |
|  | Subtotal | 425 | 424 | 99.7\% | 4.3 | 0.9 | A |
| Total |  | 1,025 | 1,022 | 99.7\% | 6.0 | 0.8 | A |

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

Dos Rios St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 1 | 0 | 0.0\% | 0.5 | 0.3 | A |
|  | Through | 5 | 8 | 152.0\% | 27.0 | 23.3 | C |
|  | Right Turn | 9 | 7 | 80.0\% | 5.4 | 6.4 | A |
|  | Subtotal | 15 | 15 | 98.7\% | 18.8 | 14.2 | B |
| SB | Left Turn | 21 | 20 | 93.3\% | 36.0 | 10.2 | D |
|  | Through | 5 | 4 | 72.0\% | 19.2 | 27.4 | B |
|  | Right Turn | 16 | 16 | 102.5\% | 7.5 | 4.0 | A |
|  | Subtotal | 42 | 40 | 94.3\% | 24.9 | 6.5 | C |
| EB | Left Turn | 4 | 5 | 120.0\% | 25.7 | 21.0 | C |
|  | Through | 511 | 501 | 98.0\% | 3.9 | 1.4 | A |
|  | Right Turn | 19 | 15 | 77.9\% | 1.9 | 1.0 | A |
|  | Subtotal | 534 | 520 | 97.5\% | 4.1 | 1.4 | A |
| WB | Left Turn | 11 | 12 | 112.7\% | 50.7 | 20.8 | D |
|  | Through | 408 | 413 | 101.3\% | 4.6 | 0.6 | A |
|  | Right Turn | 2 | 2 | 100.0\% | 2.5 | 0.1 | A |
|  | Subtotal | 421 | 428 | 101.6\% | 6.0 | 1.1 | A |
| Total |  | 1,012 | 1,002 | 99.1\% | 6.0 | 1.1 | A |

## Intersection 10 N 12th St-N 16th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 51 | 53 | 104.3\% | 51.8 | 5.0 | D |
|  | Through | 1,194 | 1,194 | 100.0\% | 6.5 | 0.7 | A |
|  | Right Turn | 2 | 0 | 20.0\% | 0.2 | 0.5 | A |
|  | Subtotal | 1,247 | 1,247 | 100.0\% | 8.4 | 0.7 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 777 | 782 | 100.6\% | 8.6 | 0.9 | A |
|  | Right Turn | 404 | 416 | 102.9\% | 2.8 | 0.3 | A |
|  | Subtotal | 1,181 | 1,197 | 101.4\% | 6.6 | 0.6 | A |
| EB | Left Turn | 533 | 513 | 96.2\% | 39.9 | 3.9 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 23 | 18 | 80.0\% | 3.5 | 0.4 | A |
|  | Subtotal | 556 | 531 | 95.5\% | 38.7 | 3.3 | D |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 2 | 2 | 120.0\% | 39.9 | 38.6 | D |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 2 | 2 | 120.0\% | 39.9 | 38.6 | D |
| Total |  | 2,986 | 2,978 | 99.7\% | 13.2 | 1.2 | B |

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

Intersection 11
Bercut Dr/Bannon St
Medical Center / Stadium / Railyards SP EIR
Baseline No Project
Pre-Event Hour

Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 7 | 7 | 102.9\% | 3.4 | 2.4 | A |
|  | Subtotal | 7 | 7 | 102.9\% | 3.4 | 2.4 | A |
| SB | Left Turn | 47 | 47 | 99.6\% | 4.0 | 0.4 | A |
|  | Through Right Turn | 7 | 12 | 177.1\% | 4.0 | 0.5 | A |
|  | Subtotal | 54 | 59 | 109.6\% | 4.0 | 0.4 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 2 | 2 | 100.0\% | 1.7 | 2.2 | A |
|  | Through Right Turn | 37 | 37 | 100.5\% | 2.9 | 0.4 | A |
|  | Subtotal | 39 | 39 | 100.5\% | 3.0 | 0.4 | A |
| Total |  | 100 | 106 | 105.6\% | 3.6 | 0.5 | A |

## Intersection 12

Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 30 | 95.5\% | 4.5 | 0.9 | A |
|  | Through Right Turn | 41 | 44 | 106.3\% | 5.7 | 0.7 | A |
|  | Subtotal | 72 | 73 | 101.7\% | 5.3 | 0.6 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 10 | 7 | 72.0\% | 5.0 | 3.4 | A |
|  | Right Turn | 8 | 8 | 105.0\% | 3.4 | 1.7 | A |
|  | Subtotal | 18 | 16 | 86.7\% | 4.3 | 1.9 | A |
| EB | Left Turn | 10 | 12 | 120.0\% | 4.4 | 0.7 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 37 | 34 | 90.8\% | 2.6 | 0.5 | A |
|  | Subtotal | 47 | 46 | 97.0\% | 3.1 | 0.6 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 137 | 134 | 98.1\% | 4.5 | 0.3 | A |

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

N 7th St/NB St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 32 | 25 | 77.5\% | 10.4 | 4.6 | B |
|  | Through | 140 | 146 | 104.0\% | 11.4 | 3.0 | B |
|  | Right Turn | 28 | 30 | 108.6\% | 10.1 | 4.9 | B |
|  | Subtotal | 200 | 201 | 100.4\% | 11.3 | 3.0 | B |
| SB | Left Turn | 21 | 24 | 116.2\% | 14.8 | 3.0 | B |
|  | Through Right Turn | 64 | 75 | 117.5\% | 13.8 | 3.4 | B |
|  | Subtotal | 85 | 100 | 117.2\% | 14.0 | 2.8 | B |
| EB | Left Turn | 5 | 3 | 56.0\% | 6.1 | 9.2 | A |
|  | Through | 46 | 46 | 99.1\% | 14.0 | 1.5 | B |
|  | Right Turn | 11 | 16 | 141.8\% | 3.8 | 1.4 | A |
|  | Subtotal | 62 | 64 | 103.2\% | 11.4 | 1.4 | B |
| WB | Left Turn | 90 | 93 | 103.1\% | 12.9 | 4.2 | B |
|  | Through | 14 | 8 | 54.3\% | 12.0 | 9.1 | B |
|  | Right Turn | 10 | 9 | 88.0\% | 7.9 | 7.6 | A |
|  | Subtotal | 114 | 109 | 95.8\% | 12.5 | 3.6 | B |
| Total |  | 461 | 474 | 102.7\% | 12.1 | 2.0 | B |

## Intersection 14

Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 18 | 17 | 93.3\% | 33.3 | 18.9 | C |
|  | Through | 62 | 56 | 89.7\% | 38.6 | 8.2 | D |
|  | Right Turn | 7 | 6 | 80.0\% | 40.8 | 25.0 | D |
|  | Subtotal | 87 | 78 | 89.7\% | 38.8 | 6.2 | D |
| SB | Left Turn | 3 | 3 | 93.3\% | 28.2 | 35.1 | C |
|  | Through | 18 | 15 | 82.2\% | 37.9 | 19.2 | D |
|  | Right Turn | 5 | 4 | 72.0\% | 12.4 | 14.2 | B |
|  | Subtotal | 26 | 21 | 81.5\% | 36.3 | 18.9 | D |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 71 | 74 | 104.2\% | 35.2 | 6.1 | D |
|  | Right Turn | 19 | 18 | 94.7\% | 10.5 | 4.8 | B |
|  | Subtotal | 90 | 92 | 102.2\% | 30.2 | 5.1 | C |
| SW | Left Turn | 23 | 20 | 88.7\% | 4.3 | 3.4 | A |
|  | Through | 706 | 702 | 99.4\% | 6.1 | 2.1 | A |
|  | Right Turn | 47 | 51 | 108.1\% | 6.1 | 3.5 | A |
|  | Subtotal | 776 | 773 | 99.6\% | 6.1 | 2.2 | A |
| Total |  | 979 | 964 | 98.5\% | 11.7 | 1.9 | B |

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

N 16th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 49 | 37 | 75.9\% | 6.7 | 2.0 | A |
|  | Through | 970 | 968 | 99.8\% | 5.3 | 0.6 | A |
|  | Right Turn | 2 | 2 | 100.0\% | 2.1 | 4.7 | A |
|  | Subtotal | 1,021 | 1,007 | 98.6\% | 5.4 | 0.6 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 41 | 37 | 89.8\% | 14.7 | 3.8 | B |
|  | Through Right Turn | 2 | 3 | 160.0\% | 12.0 | 14.1 | B |
|  | Subtotal | 43 | 40 | 93.0\% | 14.8 | 3.9 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 1 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Right Turn | 3 | 6 | 186.7\% | 1.6 | 1.8 | A |
|  | Subtotal | 4 | 6 | 140.0\% | 1.6 | 1.8 | A |
| Total |  | 1,068 | 1,052 | 98.5\% | 5.7 | 0.7 | A |

## Intersection 16 Sunbeam Ave-Sproule Ave/N 12th St Signal



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

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 8 | 7 | 90.0\% | 12.5 | 10.5 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 7 | 9 | 125.7\% | 1.5 | 1.8 | A |
|  | Subtotal | 15 | 16 | 106.7\% | 6.4 | 4.9 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 141 | 138 | 98.2\% | 8.2 | 2.0 | A |
|  | Right Turn | 7 | 7 | 97.1\% | 2.4 | 1.7 | A |
|  | Subtotal | 148 | 145 | 98.1\% | 7.9 | 1.9 | A |
| WB | Left Turn | 13 | 15 | 113.8\% | 23.0 | 10.6 | C |
|  | Through | 128 | 143 | 111.6\% | 2.6 | 0.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 141 | 158 | 111.8\% | 4.7 | 1.5 | A |
| Total |  | 304 | 319 | 104.9\% | 6.3 | 1.2 | A |

## Intersection 53 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 6 | 6 | 100.0\% | 7.2 | 8.0 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 47 | 48 | 103.0\% | 2.4 | 0.8 | A |
|  | Subtotal | 53 | 54 | 102.6\% | 3.1 | 1.4 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 142 | 145 | 102.0\% | 8.9 | 2.1 | A |
|  | Right Turn | 6 | 3 | 53.3\% | 2.3 | 5.1 | A |
|  | Subtotal | 148 | 148 | 100.0\% | 8.8 | 2.1 | A |
| WB | Left Turn | 34 | 34 | 98.8\% | 30.7 | 4.3 | C |
|  | Through | 135 | 151 | 111.7\% | 7.3 | 1.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 169 | 184 | 109.1\% | 11.6 | 1.8 | B |
| Total |  | 370 | 387 | 104.5\% | 9.3 | 1.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
Pre-Event Hour

Intersection 54 7th St/Railyards Blvd Signal

Intersection 60 5th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 15 | 16 | 106.7\% | 0.0 | 0.0 | A |
|  | Subtotal | 15 | 16 | 106.7\% | 0.0 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 20 | 22 | 110.0\% | 0.8 | 0.2 | A |
|  | Subtotal | 20 | 22 | 110.0\% | 0.8 | 0.2 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 35 | 38 | 108.6\% | 0.4 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
Pre-Event Hour

Intersection 61 6th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 53 | 55 | 103.4\% | 0.0 | 0.0 | A |
|  | Subtotal | 53 | 55 | 103.4\% | 0.0 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 40 | 37 | 92.0\% | 0.9 | 0.1 | A |
|  | Subtotal | 40 | 37 | 92.0\% | 0.9 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 93 | 92 | 98.5\% | 0.4 | 0.0 | A |

## Intersection 62 <br> 5th St/Stevens St <br> Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 15 | 16 | 106.7\% | 0.0 | 0.0 | A |
|  | Subtotal | 15 | 16 | 106.7\% | 0.0 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 20 | 20 | 100.0\% | 0.0 | 0.1 | A |
|  | Subtotal | 20 | 20 | 100.0\% | 0.0 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 35 | 36 | 102.9\% | 0.0 | 0.0 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Intersection $63 \quad$ 6th St/Stevens St $\quad$ Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 53 | 54 | 102.6\% | 0.0 | 0.1 | A |
|  | Subtotal | 53 | 54 | 102.6\% | 0.0 | 0.1 | A |
| SB | Left Turn <br> Through Right Turn | 40 | 37 | 93.0\% | 0.1 | 0.1 | A |
|  | Subtotal | 40 | 37 | 93.0\% | 0.1 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 93 | 92 | 98.5\% | 0.1 | 0.1 | A |

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

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 72.0\% | 4.1 | 3.7 | A |
|  | Through | 42 | 39 | 93.3\% | 2.8 | 1.3 | A |
|  | Right Turn | 1 | 1 | 120.0\% | 1.4 | 1.4 | A |
|  | Subtotal | 48 | 44 | 91.7\% | 3.2 | 1.5 | A |
| SB | Left Turn | 20 | 16 | 78.0\% | 8.7 | 3.2 | A |
|  | Through | 22 | 25 | 112.7\% | 1.8 | 1.9 | A |
|  | Right Turn | 7 | 12 | 171.4\% | 1.0 | 1.4 | A |
|  | Subtotal | 49 | 52 | 106.9\% | 3.7 | 1.6 | A |
| EB | Left Turn | 7 | 5 | 74.3\% | 4.1 | 4.2 | A |
|  | Through | 1 | 2 | 160.0\% | 1.4 | 2.8 | A |
|  | Right Turn | 2 | 4 | 220.0\% | 2.2 | 1.8 | A |
|  | Subtotal | 10 | 11 | 112.0\% | 3.9 | 2.2 | A |
| WB | Left Turn | 32 | 34 | 105.0\% | 6.3 | 2.5 | A |
|  | Through | 2 | 2 | 80.0\% | 2.7 | 2.8 | A |
|  | Right Turn | 15 | 17 | 114.7\% | 3.1 | 0.9 | A |
|  | Subtotal | 49 | 52 | 106.9\% | 5.3 | 1.7 | A |
| Total |  | 156 | 160 | 102.6\% | 4.1 | 1.1 | A |


| Intersection 19 |  | 8th St/F St |  |  | All-way Stop |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 6 | 120.0\% | 5.8 | 4.0 | A |
|  | Through | 42 | 42 | 101.0\% | 5.1 | 0.4 | A |
|  | Right Turn | 24 | 26 | 108.3\% | 3.1 | 0.3 | A |
|  | Subtotal | 71 | 74 | 104.8\% | 4.5 | 0.5 | A |
| SB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 15 | 13 | 88.0\% | 4.7 | 0.5 | A |
|  | Through Right Turn | 11 | 12 | 105.5\% | 5.3 | 0.6 | A |
|  | Subtotal | 26 | 25 | 95.4\% | 5.0 | 0.4 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 54 | 58 | 107.4\% | 4.8 | 0.4 | A |
|  | Right Turn | 3 | 6 | 186.7\% | 3.5 | 2.7 | A |
|  | Subtotal | 57 | 64 | 111.6\% | 4.7 | 0.2 | A |
| Total |  | 154 | 163 | 105.7\% | 4.6 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
Pre-Event Peak Hour

Intersection 21
7th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 5 | 4 | 88.0\% | 3.4 | 4.7 | A |
|  | Subtotal | 5 | 4 | 88.0\% | 3.4 | 4.7 | A |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 89 \\ & 13 \end{aligned}$ | $\begin{aligned} & 92 \\ & 15 \end{aligned}$ | $\begin{aligned} & 103.8 \% \\ & 116.9 \% \end{aligned}$ | $\begin{gathered} 14.8 \\ 6.4 \end{gathered}$ | $\begin{aligned} & 1.7 \\ & 1.7 \end{aligned}$ | $\begin{aligned} & \text { B } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 102 | 108 | 105.5\% | 13.6 | 2.0 | B |
| EB | Left Turn <br> Through Right Turn | 68 5 | 59 4 | $\begin{aligned} & \hline 87.1 \% \\ & 80.0 \% \end{aligned}$ | 20.4 0.7 | 6.2 1.0 | C |
|  | Subtotal | 73 | 63 | 86.6\% | 19.1 | 5.8 | B |
| WB | Left Turn | 5 | 6 | 120.0\% | 16.4 | 18.2 | B |
|  | Through | 260 | 268 | 103.2\% | 6.4 | 1.0 | A |
|  | Right Turn | 97 | 104 | 107.2\% | 3.4 | 0.7 | A |
|  | Subtotal | 362 | 378 | 104.5\% | 5.7 | 0.8 | A |
| Total |  | 542 | 554 | 102.1\% | 8.7 | 0.7 | A |

## Intersection 22

5th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 12 | 13 | 110.0\% | 13.7 | 7.1 | B |
|  | Through | 80 | 66 | 83.0\% | 4.7 | 1.7 | A |
|  | Right Turn | 101 | 105 | 103.8\% | 2.4 | 0.6 | A |
|  | Subtotal | 193 | 184 | 95.5\% | 4.0 | 1.1 | A |
| SB | Left Turn | 5 | 6 | 120.0\% | 15.9 | 11.5 | B |
|  | Through | 265 | 288 | 108.5\% | 13.2 | 2.0 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 270 | 294 | 108.7\% | 13.3 | 2.0 | B |
| EB | Left Turn | 5 | 2 | 32.0\% | 4.8 | 7.9 | A |
|  | Through | 15 | 16 | 106.7\% | 9.1 | 5.2 | A |
|  | Right Turn | 5 | 3 | 64.0\% | 2.5 | 2.9 | A |
|  | Subtotal | 25 | 21 | 83.2\% | 8.9 | 5.2 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 488 | 499 | 102.2\% | 9.7 | 1.0 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
Pre-Event Peak Hour

Intersection 23 6th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 38 | 44 | 116.8\% | 19.2 | 2.7 | B |
|  | Right Turn | 30 | 29 | 96.0\% | 4.3 | 1.2 | A |
|  | Subtotal | 68 | 73 | 107.6\% | 13.4 | 2.7 | B |
| SB | Left Turn | 5 | 4 | 88.0\% | 10.7 | 11.7 | B |
|  | Through | 49 | 44 | 89.0\% | 10.3 | 4.1 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 54 | 48 | 88.9\% | 10.5 | 3.3 | B |
| EB | Left Turn | 5 | 6 | 112.0\% | 9.0 | 9.7 | A |
|  | Through | 100 | 106 | 105.6\% | 7.7 | 1.2 | A |
|  | Right Turn | 16 | 14 | 87.5\% | 4.6 | 2.9 | A |
|  | Subtotal | 121 | 125 | 103.5\% | 7.5 | 1.0 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 243 | 246 | 101.4\% | 9.8 | 1.3 | A |

Intersection 24 7th St/H St 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 | 28 | 30 | 108.6\% | 6.6 | 2.7 | A |
|  | Through | 72 | 75 | 103.9\% | 5.0 | 2.3 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 100 | 105 | 105.2\% | 5.5 | 1.9 | A |
| EB | Left Turn | 5 | 4 | 88.0\% | 8.2 | 9.8 | A |
|  | Through | 102 | 110 | 107.8\% | 6.8 | 1.4 | A |
|  | Right Turn | 28 | 23 | 81.4\% | 4.7 | 3.0 | A |
|  | Subtotal | 135 | 137 | 101.6\% | 6.5 | 0.8 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 235 | 242 | 103.1\% | 6.0 | 1.2 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
Pre-Event Peak Hour

Intersection 25
8th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 95 | 90 | 95.2\% | 5.4 | 0.8 | A |
|  | Right Turn | 41 | 42 | 103.4\% | 4.7 | 2.1 | A |
|  | Subtotal | 136 | 133 | 97.6\% | 5.0 | 0.9 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 16 | 19 | 117.5\% | 3.1 | 0.7 | A |
|  | Through | 120 | 125 | 104.3\% | 5.5 | 1.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 136 | 144 | 105.9\% | 5.2 | 1.3 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 272 | 277 | 101.8\% | 5.1 | 0.8 | A |

Intersection 26 Jiboom St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 15 | 12 | 77.3\% | 18.1 | 9.4 | B |
|  | Through <br> Right Turn | 334 | 328 | 98.3\% | 18.0 | 2.2 | B |
|  | Subtotal | 349 | 340 | 97.4\% | 18.1 | 2.2 | B |
| EB | Left Turn | 315 | 311 | 98.7\% | 22.6 | 3.7 | C |
|  | Through | 64 | 65 | 101.3\% | 14.8 | 3.3 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 379 | 376 | 99.1\% | 21.3 | 3.5 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 79 | 72 | 90.6\% | 16.2 | 6.7 | B |
|  | Right Turn | 37 | 38 | 102.7\% | 3.7 | 2.1 | A |
|  | Subtotal | 116 | 110 | 94.5\% | 12.0 | 4.7 | B |
| Total |  | 844 | 825 | 97.8\% | 18.6 | 1.9 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
Pre-Event Peak Hour

Intersection 27 5th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 223 | 207 | 92.9\% | 17.9 | 4.0 | B |
|  | Through Right Turn | 124 | 118 | 95.5\% | 7.8 | 2.4 | A |
|  | Subtotal | 347 | 326 | 93.8\% | 14.2 | 2.1 | B |
| SB | Left Turn <br> Through Right Turn | 408 | 416 | 102.0\% | 16.8 | 3.4 | B |
|  | Subtotal | 408 | 416 | 102.0\% | 16.8 | 3.4 | B |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through Right Turn | $\begin{gathered} 955 \\ 42 \end{gathered}$ | $\begin{gathered} 912 \\ 37 \end{gathered}$ | $\begin{aligned} & 95.5 \% \\ & 88.6 \% \end{aligned}$ | $\begin{aligned} & 4.8 \\ & 3.8 \end{aligned}$ | $\begin{aligned} & 0.4 \\ & 0.6 \end{aligned}$ | A |
|  | Subtotal | 997 | 950 | 95.2\% | 4.8 | 0.4 | A |
| Total |  | 1,752 | 1,691 | 96.5\% | 9.6 | 1.2 | A |

Intersection 28 6th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 19 | 16 | 86.3\% | 19.5 | 8.6 | B |
|  | Through Right Turn | 40 | 49 | 123.0\% | 15.7 | 3.9 | B |
|  | Subtotal | 59 | 66 | 111.2\% | 16.7 | 4.6 | B |
| SB | Left Turn <br> Through | 5 | 6 | 112.0\% | 10.5 | 13.6 | B |
|  | Right Turn | 60 | 52 | 86.0\% | 4.6 | 1.4 | A |
|  | Subtotal | 65 | 57 | 88.0\% | 5.3 | 1.4 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 8 | 7 | 90.0\% | 3.5 | 1.1 | A |
|  | Through | 918 | 886 | 96.5\% | 3.6 | 0.5 | A |
|  | Right Turn | 28 | 24 | 85.7\% | 3.8 | 2.0 | A |
|  | Subtotal | 954 | 917 | 96.1\% | 3.6 | 0.6 | A |
| Total |  | 1,078 | 1,040 | 96.4\% | 4.5 | 0.5 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
Pre-Event Peak Hour

| Intersection 29 |  | 7th St/I St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand <br> 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 <br> Through <br> Right Turn | $\begin{gathered} 95 \\ 5 \end{gathered}$ | $\begin{gathered} 91 \\ 6 \end{gathered}$ | $\begin{gathered} 95.6 \% \\ 112.0 \% \end{gathered}$ | $\begin{aligned} & 9.4 \\ & 4.6 \end{aligned}$ | $\begin{aligned} & 3.6 \\ & 5.4 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 100 | 96 | 96.4\% | 9.1 | 3.4 | A |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through Right Turn | $\begin{gathered} \hline 31 \\ 949 \end{gathered}$ | $\begin{gathered} 36 \\ 922 \end{gathered}$ | $\begin{gathered} \hline 117.4 \% \\ 97.2 \% \end{gathered}$ | $\begin{aligned} & 8.7 \\ & 7.7 \end{aligned}$ | $\begin{aligned} & 6.9 \\ & 2.2 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 980 | 959 | 97.8\% | 7.8 | 2.3 | A |
|  | Total | 1,080 | 1,055 | 97.7\% | 7.9 | 2.1 | A |

## Intersection 30 8th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 145 | 132 | 90.8\% | 6.9 | 1.0 | A |
|  | Through Right Turn | 124 | 120 | 96.5\% | 7.2 | 1.6 | A |
|  | Subtotal | 269 | 251 | 93.4\% | 7.1 | 0.7 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn Through Right Turn | $\begin{gathered} 834 \\ 12 \end{gathered}$ | $\begin{gathered} 826 \\ 11 \end{gathered}$ | $\begin{aligned} & 99.0 \% \\ & 93.3 \% \end{aligned}$ | $\begin{aligned} & 9.4 \\ & 4.7 \end{aligned}$ | $\begin{aligned} & 0.6 \\ & 3.5 \end{aligned}$ | A A |
|  | Subtotal | 846 | 837 | 98.9\% | 9.3 | 0.6 | A |
| Total |  | 1,115 | 1,088 | 97.6\% | 8.8 | 0.6 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
Pre-Event Peak Hour

Intersection 31
3rd St-I 5 NB Off Ramp/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 5 | 7 | 136.0\% | 28.9 | 21.4 | C |
|  | Through | 200 | 202 | 101.0\% | 31.8 | 2.7 | C |
|  | Right Turn | 20 | 18 | 88.0\% | 10.2 | 6.8 | B |
|  | Subtotal | 225 | 226 | 100.6\% | 30.3 | 2.8 | C |
| SB | Left Turn | 185 | 175 | 94.5\% | 30.1 | 4.6 | C |
|  | Through | 181 | 175 | 96.6\% | 29.9 | 4.0 | C |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 366 | 350 | 95.5\% | 29.9 | 3.5 | C |
| EB | Left Turn | 5 | 6 | 128.0\% | 16.5 | 13.5 | B |
|  | Through | 425 | 426 | 100.1\% | 16.3 | 2.2 | B |
|  | Right Turn | 100 | 101 | 100.8\% | 15.0 | 2.7 | B |
|  | Subtotal | 530 | 533 | 100.5\% | 16.1 | 2.1 | B |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 68 | 84 | 122.9\% | 3.3 | 0.6 | A |
|  | Subtotal | 68 | 84 | 122.9\% | 3.3 | 0.6 | A |
| Total |  | 1,189 | 1,192 | 100.3\% | 21.9 | 1.7 | C |

[^23]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 104 | 91 | 87.7\% | 8.5 | 1.7 | A |
|  | Right Turn | 96 | 90 | 93.3\% | 4.6 | 0.9 | A |
|  | Subtotal | 200 | 181 | 90.4\% | 6.5 | 0.9 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 243 | 235 | 96.6\% | 8.4 | 1.1 | A |
|  | Through | 613 | 626 | 102.2\% | 9.6 | 0.6 | A |
|  | Right Turn | 31 | 28 | 89.0\% | 6.8 | 4.2 | A |
|  | Subtotal | 887 | 889 | 100.2\% | 9.2 | 0.5 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,087 | 1,070 | 98.4\% | 8.8 | 0.5 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
Pre-Event Peak Hour

Intersection 33
7th St/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 33 | 32 | 95.8\% | 8.7 | 2.4 | A |
|  | Through Right Turn | 93 | 96 | 103.2\% | 12.1 | 1.9 | B |
|  | Subtotal | 126 | 128 | 101.3\% | 11.2 | 1.9 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 610 | 611 | 100.1\% | 8.8 | 0.6 | A |
|  | Right Turn | 107 | 114 | 106.5\% | 6.2 | 0.8 | A |
|  | Subtotal | 717 | 725 | 101.1\% | 8.3 | 0.6 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 843 | 852 | 101.1\% | 8.8 | 0.6 | A |

## Intersection 34 C St/3rd St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 64 | 70 | 109.4\% | 25.7 | 4.8 | C |
|  | Through | 92 | 86 | 93.0\% | 14.7 | 5.2 | B |
|  | Right Turn | 112 | 116 | 103.2\% | 3.4 | 0.8 | A |
|  | Subtotal | 268 | 271 | 101.2\% | 12.8 | 1.6 | B |
| SB | Left Turn | 43 | 43 | 99.5\% | 26.2 | 5.4 | C |
|  | Through | 54 | 52 | 97.0\% | 15.4 | 5.2 | B |
|  | Right Turn | 11 | 10 | 90.9\% | 1.7 | 1.4 | A |
|  | Subtotal | 108 | 105 | 97.4\% | 18.4 | 4.3 | B |
| EB | Left Turn | 7 | 7 | 97.1\% | 33.7 | 16.8 | C |
|  | Through | 206 | 200 | 97.3\% | 20.1 | 3.5 | C |
|  | Right Turn | 33 | 36 | 110.3\% | 8.2 | 5.8 | A |
|  | Subtotal | 246 | 244 | 99.0\% | 18.8 | 3.4 | B |
| WB | Left Turn | 112 | 102 | 90.7\% | 27.6 | 3.4 | C |
|  | Through | 224 | 211 | 94.1\% | 16.5 | 2.3 | B |
|  | Right Turn | 65 | 65 | 99.7\% | 4.4 | 0.8 | A |
|  | Subtotal | 401 | 377 | 94.1\% | 17.4 | 2.3 | B |
| Total |  | 1,023 | 997 | 97.5\% | 16.6 | 1.3 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
Pre-Event Peak Hour

Intersection 35
5th St/C St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 9 | 9 | 97.8\% | 23.4 | 9.5 | C |
|  | Through | 4 | 4 | 110.0\% | 19.7 | 16.6 | B |
|  | Right Turn | 28 | 23 | 82.9\% | 4.4 | 1.3 | A |
|  | Subtotal | 41 | 36 | 88.8\% | 11.2 | 4.3 | B |
| SB | Left Turn | 8 | 6 | 70.0\% | 17.3 | 12.8 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 2 | 2 | 100.0\% | 3.0 | 3.6 | A |
|  | Subtotal | 10 | 8 | 76.0\% | 16.6 | 11.2 | B |
| EB | Left Turn | 3 | 2 | 66.7\% | 9.6 | 15.8 | A |
|  | Through | 343 | 352 | 102.7\% | 4.1 | 0.9 | A |
|  | Right Turn | 15 | 11 | 72.0\% | 2.8 | 1.3 | A |
|  | Subtotal | 361 | 365 | 101.2\% | 4.2 | 0.9 | A |
| WB | Left Turn | 16 | 15 | 95.0\% | 15.1 | 4.0 | B |
|  | Through | 390 | 380 | 97.3\% | 4.5 | 0.8 | A |
|  | Right Turn | 7 | 9 | 125.7\% | 2.9 | 1.6 | A |
|  | Subtotal | 413 | 404 | 97.7\% | 4.9 | 0.8 | A |
| Total |  | 825 | 813 | 98.5\% | 5.0 | 0.6 | A |

Intersection 47
Jibboom St/Railyards Blvd
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 253 | 240 | 94.7\% | 12.9 | 1.5 | B |
|  | Right Turn | 99 | 95 | 96.2\% | 8.5 | 2.4 | A |
|  | Subtotal | 352 | 335 | 95.1\% | 11.7 | 1.7 | B |
| SB | Left Turn | 49 | 44 | 89.8\% | 5.9 | 0.7 | A |
|  | Through | 233 | 225 | 96.7\% | 8.2 | 0.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 282 | 269 | 95.5\% | 7.8 | 0.3 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 116 | 120 | 103.1\% | 5.5 | 0.8 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 20 | 24 | 122.0\% | 2.1 | 0.9 | A |
|  | Subtotal | 136 | 144 | 105.9\% | 5.0 | 0.7 | A |
| Total |  | 770 | 748 | 97.1\% | 9.1 | 0.8 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project
Pre-Event Peak Hour

Intersection 64
5th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 10 | 8 | 76.0\% | 8.7 | 12.2 | A |
|  | Right Turn | 75 | 58 | 77.3\% | 3.8 | 1.4 | A |
|  | Subtotal | 85 | 66 | 77.2\% | 4.4 | 2.3 | A |
| SB | Left Turn | 7 | 5 | 68.6\% | 7.6 | 11.3 | A |
|  | Through | 13 | 10 | 80.0\% | 8.2 | 7.0 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 20 | 15 | 76.0\% | 9.9 | 7.6 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 257 | 286 | 111.3\% | 16.2 | 2.9 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 5 | 6 | 128.0\% | 1.7 | 1.0 | A |
|  | Subtotal | 262 | 292 | 111.6\% | 15.9 | 3.0 | B |
| Total |  | 367 | 373 | 101.7\% | 13.6 | 2.2 | B |

## Intersection 65

6th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 7 | 136.0\% | 19.6 | 17.0 | B |
|  | Through | 23 | 28 | 120.0\% | 22.1 | 5.4 | C |
|  | Right Turn | 16 | 20 | 122.5\% | 5.2 | 3.3 | A |
|  | Subtotal | 44 | 54 | 122.7\% | 17.0 | 5.4 | B |
| SB | Left Turn | 5 | 4 | 88.0\% | 23.4 | 25.1 | C |
|  | Through | 8 | 9 | 110.0\% | 18.0 | 14.3 | B |
|  | Right Turn | 27 | 30 | 109.6\% | 4.2 | 2.7 | A |
|  | Subtotal | 40 | 43 | 107.0\% | 10.8 | 5.6 | B |
| EB | Left Turn | 25 | 22 | 86.4\% | 17.3 | 8.3 | B |
|  | Through | 52 | 38 | 73.1\% | 7.0 | 3.8 | A |
|  | Right Turn | 5 | 4 | 88.0\% | 1.3 | 1.7 | A |
|  | Subtotal | 82 | 64 | 78.0\% | 9.7 | 2.8 | A |
| WB | Left Turn | 38 | 31 | 82.1\% | 10.3 | 3.2 | B |
|  | Through | 230 | 253 | 109.9\% | 10.9 | 1.1 | B |
|  | Right Turn | 5 | 7 | 144.0\% | 9.5 | 10.0 | A |
|  | Subtotal | 273 | 291 | 106.7\% | 10.8 | 1.3 | B |
| Total |  | 439 | 452 | 103.0\% | 11.5 | 1.1 | B |

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

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 3 | 1 | 40.0\% | 7.2 | 12.7 | A |
|  | Through | 187 | 177 | 94.5\% | 30.6 | 3.7 | C |
|  | Right Turn | 43 | 46 | 107.0\% | 4.1 | 0.8 | A |
|  | Subtotal | 233 | 224 | 96.1\% | 25.0 | 3.0 | C |
| SB | Left Turn | 37 | 38 | 102.7\% | 5.8 | 3.8 | A |
|  | Through | 128 | 126 | 98.8\% | 16.2 | 3.9 | B |
|  | Right Turn | 36 | 37 | 103.3\% | 4.3 | 2.5 | A |
|  | Subtotal | 201 | 202 | 100.3\% | 12.0 | 2.4 | B |
| EB | Left Turn | 40 | 40 | 100.0\% | 41.9 | 5.2 | D |
|  | Through | 132 | 140 | 105.8\% | 28.8 | 7.4 | C |
|  | Right Turn | 17 | 15 | 87.1\% | 5.5 | 4.2 | A |
|  | Subtotal | 189 | 194 | 102.9\% | 29.7 | 5.9 | C |
| WB | Left Turn | 50 | 49 | 98.4\% | 43.7 | 8.2 | D |
|  | Through | 192 | 197 | 102.7\% | 34.1 | 7.9 | C |
|  | Right Turn | 52 | 57 | 110.0\% | 5.3 | 1.5 | A |
|  | Subtotal | 294 | 304 | 103.3\% | 30.2 | 5.1 | C |
| Total |  | 917 | 924 | 100.7\% | 24.9 | 2.4 | C |

## Intersection 37

3rd St-Riverfront St/Tower Bridge Gateway
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 6 | 6 | 106.7\% | 8.6 | 8.6 | A |
|  | Through | 5 | 3 | 64.0\% | 14.4 | 16.6 | B |
|  | Right Turn | 12 | 16 | 130.0\% | 2.8 | 0.8 | A |
|  | Subtotal | 23 | 25 | 109.6\% | 8.6 | 4.4 | A |
| SB | Left Turn | 40 | 40 | 101.0\% | 16.5 | 5.2 | B |
|  | Through | 11 | 13 | 116.4\% | 20.5 | 10.0 | C |
|  | Right Turn | 11 | 13 | 120.0\% | 2.6 | 1.5 | A |
|  | Subtotal | 62 | 66 | 107.1\% | 14.6 | 3.5 | B |
| EB | Left Turn | 9 | 9 | 97.8\% | 29.4 | 18.5 | C |
|  | Through | 201 | 214 | 106.3\% | 11.4 | 3.6 | B |
|  | Right Turn | 2 | 1 | 60.0\% | 0.6 | 1.3 | A |
|  | Subtotal | 212 | 224 | 105.5\% | 11.9 | 3.8 | B |
| WB | Left Turn | 18 | 17 | 95.6\% | 24.2 | 12.3 | C |
|  | Through | 277 | 285 | 102.8\% | 9.2 | 3.7 | A |
|  | Right Turn | 30 | 33 | 110.7\% | 4.9 | 3.7 | A |
|  | Subtotal | 325 | 335 | 103.1\% | 9.6 | 3.9 | A |
| Total |  | 622 | 650 | 104.6\% | 10.8 | 3.1 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline No Project Conditions
Pre-Event Hour

Intersection 17 12th St/E St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 85 | 88 | 104.0\% | 3.6 | 0.9 | A |
|  | Through | 671 | 698 | 104.0\% | 3.6 | 0.4 | A |
|  | Right Turn | 5 | 4 | 88.0\% | 2.6 | 3.5 | A |
|  | Subtotal | 761 | 791 | 103.9\% | 3.6 | 0.5 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 53 | 54 | 102.6\% | 20.5 | 4.9 | C |
|  | Right Turn | 6 | 6 | 106.7\% | 3.2 | 1.8 | A |
|  | Subtotal | 59 | 61 | 103.1\% | 18.5 | 4.7 | B |
| WB | Left Turn | 18 | 14 | 75.6\% | 23.1 | 8.8 | C |
|  | Through | 19 | 18 | 96.8\% | 18.3 | 7.8 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 37 | 32 | 86.5\% | 20.5 | 4.5 | C |
| Total |  | 857 | 884 | 103.1\% | 5.2 | 0.5 | A |

Intersection 20 12th St/F St Signal

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 73 | 75 | 103.0\% | 6.4 | 1.7 | A |
|  | Through | 605 | 618 | 102.2\% | 4.9 | 1.3 | A |
|  | Right Turn | 17 | 22 | 129.4\% | 1.4 | 0.6 | A |
|  | Subtotal | 695 | 716 | 103.0\% | 5.0 | 1.1 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 56 | 55 | 98.6\% | 17.6 | 5.0 | B |
|  | Right Turn | 5 | 6 | 120.0\% | 4.3 | 4.3 | A |
|  | Subtotal | 61 | 61 | 100.3\% | 16.7 | 5.1 | B |
| WB | Left Turn | 7 | 5 | 74.3\% | 12.6 | 14.7 | B |
|  | Through | 23 | 19 | 83.5\% | 19.8 | 8.2 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 30 | 24 | 81.3\% | 19.3 | 8.8 | B |
| Total |  | 786 | 801 | 101.9\% | 6.2 | 1.0 | A |

## Intersection 1

15 SB Ramps/Richards Blvd
Signal

| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Through Through/Right | 2,725 |  |  |  |  |  | 19 | 0\% | 0\% |
|  |  | 2,725 | 50 | 11 | 100 | 14 | 100 | 19 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
|  | Left Turn | 325 | 50 | 11 | 100 | 22 | 100 | 26 | 0\% | 0\% |
|  | Left/Through | 1,500 | 100 | 10 | 125 | 18 | 125 | 17 | 0\% | 0\% |
| SB | Right Turn | 325 | 50 | 6 | 75 | 18 | 100 | 26 | 0\% | 0\% |
|  | Left Turn | 1,275 | 50 | 13 | 100 | 25 | 100 | 28 | 0\% | 0\% |
|  | Through | 275 | 25 | 8 | 75 | 21 | 75 | 29 | 0\% | 0\% |
| WB |  |  |  |  |  |  |  |  |  |  |
| 0 |  |  |  |  |  |  |  |  |  |  |

Intersection 215 NB Ramps/Richards Blvd

Signal


| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
|  | Left/Through | 600 | 75 | 9 | 125 | 13 | 125 | 21 | 0\% | 0\% |
|  | Through | 600 | 50 | 8 | 100 | 20 | 100 | 28 | 0\% | 0\% |
| EB | Through/Right | 600 | 75 | 19 | 125 | 28 | 125 | 27 | 0\% | 0\% |
| NB | Right Turn | 1,025 | 25 | 2 | 25 | 7 | 25 | 9 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| NE | Shared | 975 | 50 | 15 | 100 | 34 | 125 | 45 | 0\% | 0\% |
|  | Right Turn | 975 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Right Turn | 975 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Right Turns | 350 | 25 | 11 | 75 | 21 | 75 | 24 | 0\% | 0\% |
| SB | Left Turn | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |




 Key
Kxperss
ane (HOV)

| Name | Pstios St | Jsto Lst | Lston-Ramp | 1 Stio Richards Blvd | Beemeen Richars Evid Ramps | Richars Evid to Garden Huy | Between Garden HMy Rampe |  | W. El Camino Ave to 1.80 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Flow Rate in Express Lanes |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) <br> PHF |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Terrain |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Tuck 2 Bus \% |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{E}_{\mathrm{T}}$ |  |  |  |  |  |  |  |  |  |  |
| E |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Flow Rate (pcphpl) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Calculate Operations in Express Lanes |  |  |  |  |  |  |  |  |  |  |
| ffs | 65 | 65 | ${ }_{6}$ | 65 | 65 | 65 | 65 | 65 | 65 | ${ }_{6}$ |
| Capacity (pcph) <br> v/c ratio |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Calculate on Ramp Flow Rate |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| PHF 0.86  0.86 0.9  0.78  <br> Lanes 1 1 2  1 0.87  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 0.985 1.00 | ${ }_{1}^{0.985}$ |  | ${ }_{1.90}^{\text {0.985 }}$ |  | 0.985 1.00 |  |  |
| $\underset{\text { Fiow (poph })}{\text { cent }}$ |  |  | 616 | ${ }_{641}$ |  | 629 |  | 665 |  |  |
|  |  |  | 616 | ${ }^{320}$ |  | 629 |  | 665 |  |  |
| Calculate On Ramp Roacavay Operations |  |  |  |  |  |  |  |  |  |  |
| Ramp Type | Right |  | Right | Right |  | Right |  | Right |  |  |
| Ramp Capacity (pcph) Ramp v/c ratio | 45 2.100 |  | 45 2.100 | 45 4.200 |  |  |  | ${ }^{45}$ |  |  |
|  | ${ }_{0} .32$ |  | ${ }_{0} 0.29$ | 0.15 |  | ${ }_{0}^{2.000}$ |  | 2.032 0.32 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |



 $\underset{\text { Sxposs Lane (HoV) }}{\text { Key }}$

| Name | Pstio S St | Jsto Lst | Lston-Ramp | 1 Stio Richards Bud | Bemeen fichars Svid Ramb | lichars Elvd to Garden HMy | Beeween Garden Huy Pamps |  | W. El C aminio Ave to 1 : 80 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate off Ramp Fow Rate |  |  |  |  |  |  |  |  |  |  |
| $\underset{\substack{\text { Voume (vph) } \\ \text { PHF }}}{\text { chen }}$ | 225 |  |  | ${ }^{307}$ |  | 606 |  | 785 |  | 1,747 |
|  | 0.86 |  |  | 0.87 |  | 0.94 |  | 0.93 |  | 0.94 |
| Lanes | 2 |  |  | 1 |  | + |  | 2 |  | 2 |
| Terain | Level |  |  | Level |  | Level |  | Level |  | Level |
| Grade \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  | 0.0\% |
| Grade Lengt (mi) | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  | 0.00 |
| Truck \& Bus \% <br> RV \% | 3.0\% |  |  | 3.0\% |  | 3.0\% |  | 3.0\% |  | 10.\% |
|  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  | 0.0\% |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  | 1.5 |
| $E_{\text {r }}$ | ${ }^{1.2}$ |  |  | ${ }^{1.2}$ |  | ${ }^{1.2}$ |  | ${ }^{1.2}$ |  | 1.2 |
| ${ }_{\text {fuv }}$ | 0.985 |  |  | 0.985 |  | 0.985 |  | 0.985 |  | 0.952 |
|  | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  | 1.00 |
| Fow (poph) | ${ }^{266}$ |  |  | ${ }^{358}$ |  | ${ }_{654}^{654}$ |  | ${ }^{857}$ |  | 1.951 |
| Foww Rate (pochpl) | ${ }^{133}$ |  |  | ${ }^{358}$ |  | ${ }^{654}$ |  | ${ }^{428}$ |  | 976 |
| Calculate off Ramp Roadway Operations |  |  |  |  |  |  |  |  |  |  |
| Ramp Type Ramp Speed | Right |  |  | Right |  | Right |  | Right |  | Maior |
|  | 45 |  |  |  |  |  |  |  |  |  |
| Ramp Capacity (pcph) Ramp v/c ratio | $\begin{aligned} & 4.200 \\ & 0.06 \end{aligned}$ |  |  | $\begin{aligned} & 2.100 \\ & 0.17 \end{aligned}$ |  | $\begin{aligned} & 2.100 \\ & 0.31 \\ & 0.0 \end{aligned}$ |  | $\begin{aligned} & 4,200 \\ & 0.20 \end{aligned}$ |  | 4.600 0.42 |
|  |  |  |  |  |  |  |  |  |  |  |
| Determine Adijecent Ramp for Trree-Lane Mainine Segments with one-Lane Ramps |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Up Distance Up Fow (poch) |  |  |  |  |  |  |  |  |  |  |
| Down Distance |  |  |  |  |  |  |  |  |  |  |
| Down fiow (poph) |  |  |  |  |  |  |  |  |  |  |
| Calculae Merge infuence Area Operations |  |  |  |  |  |  |  |  |  |  |
| Effective $\mathrm{v}_{\mathrm{P}}$ (pcph) <br> Up Ramp $L_{E Q}$ Down Ramp $L_{E Q}$ $P_{F M}$ (Eqn 13-3) $P_{\text {FM }}$ (Eqn 13-4) $\mathrm{P}_{\mathrm{FM}}$ (Eqn 13-5) $P_{\text {FM }}$ $\mathrm{v}_{12}$ (pcph) $\mathrm{v}_{3}$ (pcph) $\mathrm{v}_{34}$ (pcph) $\mathrm{v}_{12 \mathrm{a}}$ (pcph) $\mathrm{v}_{\mathrm{R} 12 \mathrm{a}}$ ( pcph ) Speed Index Area Speed Outer Lanes Volume Outer Lanes Speed Segment Speed v/c ratio Density LOS |  |  | 5.773 |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 0.589 |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 41 |  |  |  |  |  |  |  |
|  |  |  | ${ }_{813}$ |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 4.960 2399 |  |  |  |  |  |  |  |
|  |  |  | $\begin{aligned} & 2,309 \\ & 2,925 \end{aligned}$ |  |  |  |  |  |  |  |
|  |  |  | 0.36 |  |  |  |  |  |  |  |
|  |  |  | 56.8 |  |  |  |  |  |  |  |
|  |  |  | 1,732 |  |  |  |  |  |  |  |
|  |  |  | 60.6 588 |  |  |  |  |  |  |  |
|  |  |  | 58.8 0.64 |  |  |  |  |  |  |  |
|  |  |  | ${ }^{25.3}$ |  |  |  |  |  |  |  |
|  |  |  | - |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |



$\stackrel{\text { Key }}{\substack{\text { Kxpess Lane (Hov) }}}$


$\stackrel{\text { Key }}{\text { Kxpess }}$

| Name | Pstio St | Jstoost | Lston-Ramp | 1 Sto R Richars Bud | Beween Ricaras Elv R Ramse | Richard Elve to aramen Huy | Beamen Garden Hmy Ramps |  | W. El Camino Ave to 1.80 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Mainine to off Ramp Flow Rate for Weave SegmentsMLLo of Volume (voh) |  |  |  |  |  |  |  |  |  |  |
| ML Lo Off Volume (vph) |  |  |  |  |  |  |  |  |  |  |
| PHF | 0.95 |  |  | 0.95 |  | 0.95 |  | 0.95 |  |  |
| Terain | Level |  |  | Level |  | Level |  | Level |  |  |
| Grade \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade ength (mi) | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  |  |
| Tuek \& Bus \% | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
| Rv\% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  |  |
| $E_{r}$ | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  |  |
| ${ }_{\text {fiv }}$ | 0.971 |  |  | 0.971 |  | 0.971 |  | 0.971 |  |  |
| $\frac{f_{\mathrm{p}}}{\mathrm{ML} \text { to Off Flow (pcph) }}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Calculat Seneral Purpose Lanes to Eeneral Purpose Lanes flow Rate for weave Segments |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Terain | Level |  |  | Level |  | Level |  | Level |  |  |
| Giade \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade ength (mi) | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  |  |
| Truck \& Bus \% <br> RV \% | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
|  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| ${ }_{\text {ET }}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | ${ }^{1.5}$ |  |  |
| $\mathrm{E}_{\text {r }}$ | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 0.971 |  |  |
| ${ }_{\text {tuv }}$ | 0.971 |  |  | 0.971 |  | 0.971 |  | 0.971 |  |  |
| to | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  |  |
| \% GP Fow ( Poph) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |


 Key

Kxposs Lane (HOO

| Name | Psto J St | Jsto Lst | Lston-Ramp | 1 Stio Richards Elvd | Boemen Richars Buv Ramps | Shars Evido Garden Hmp | Beemen Garden Htw Rampe | Saren Huy tow El Camino ate | W. El C Camino Ave to : 80 | 1.80 Of |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Weave Segment Operations |  |  |  |  |  |  |  |  |  |  |
| Type |  |  |  |  |  |  |  |  |  |  |
| Length |  |  |  |  |  |  |  |  |  |  |
| Segment Lanes |  |  |  |  |  |  |  |  |  |  |
| Weave Foow (paph) |  |  |  |  |  |  |  |  |  |  |
| Segment Flow |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $\begin{gathered} \text { Length Check } \\ \text { Ideal Weave Capacity } \end{gathered}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{\text {Capacaity Condition } 1}$ |  |  |  |  |  |  |  |  |  |  |
| Capacity Condition 2 v/c ratio |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Interchange Density |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Min Lane Change Rate |  |  |  |  |  |  |  |  |  |  |
| Wor-weave LC R Rate 1 |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Non-Weave LC Rate 3 |  |  |  |  |  |  |  |  |  |  |
| Weave Inensity Facor |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Non-Weave Speed Segment Speed |  |  |  |  |  |  |  |  |  |  |
| $\underset{\substack{\text { Segmentspeed } \\ \text { Densiy }}}{\text { den }}$ |  |  |  |  |  |  |  |  |  |  |
| Los |  |  |  |  |  |  |  |  |  |  |
| Summarie Segment operations |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Segment Density |  | 22.2 | ${ }^{25.3}$ |  | ${ }^{26.1}$ |  | ${ }^{25.5}$ |  | ${ }^{24.4}$ | 22.0 |
| Segmentlos <br> Over capacity$\quad$c |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Type |  | Basic | Merge | Weave | Basic | Weave | Basic | Weave | Basic | Diverge |
| Report | , | Basic | Merge | Weave | Basic | eve | Basic | wave | ${ }_{\text {Basic }}$ | Diverge |



[^24]







:
$\underset{>\text { Express Lane (HOV) }}{\text { Key }}$

| Name | Northate Eivd Oft-Ramp |  |  |
| :---: | :---: | :---: | :---: |
| Operations for Exting | nes |  |  |
| Fow (poph) | 2.035 | 1.666 |  |
| Lanes | 3 | 2 |  |
| Capacily (coph) | 7,050 | 4,800 |  |
| ver catio | 0.29 | 0.35 |  |
| Fow rate (cophno) | 678 | ${ }_{83}$ |  |
| Speed (mph) | 65.0 | 70.0 |  |
| Density (ophop) | 10.4 | 11.9 |  |
| Los | A | в |  |


$\underset{\text { Sxposs Lane (HOV) }}{\text { Key }}$



| Name | Northate Bud Off-Ramp |  | Del Paso Blvd to Leisure Ln |
| :---: | :---: | :---: | :---: |
| Diverge influence Area Operations |  |  |  |
|  |  |  |  |
|  |  |  |  |
| Down Ramp Leo |  |  |  |
| ${ }^{\text {Prof (Ean } 13.9}{ }_{\text {Pro (Gq 13-10) }}$ |  |  |  |
|  |  |  |  |
| $P_{\text {Fof }}(\operatorname{Eqn} 13$ 13-1) |  |  |  |
| $P_{\text {Pro }}$ | 0.992 |  |  |
| $v_{12}($ Poph $)$ | 1.650 |  |  |
| $v_{s}($ Popph $)$ <br> $v_{4}($ (ocoph $)$ <br> $v_{1}$$\quad . \quad 627$ |  |  |  |
|  |  |  |  |
| $\mathrm{v}_{\text {vas }}($ Pcoph $) ~ 1,650$ |  |  |  |
| Speed Index 0.32 |  |  |  |
| Area Speed ${ }^{\text {a }}$ |  |  |  |
| Ouler Lanes Voume ${ }^{\text {a }}$ |  |  |  |
| Outer Lanes Speed | 71.3 |  |  |
| Segment Speed | 60.9 |  |  |
| Vcrato | 0.37 |  |  |
| con $\begin{gathered}\text { Densily } \\ \text { cos }\end{gathered}$ | ${ }^{17.1}$ |  |  |
|  | в |  |  |
| On Ramp to off Ramp | wow Rat for Weave Segme |  |  |
| Ramp to Mainine | R Rate for Weave Segmers |  |  |

 $\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

[^25]


| Key |
| :---: |
| Expess Lane (HOV) |


| Name | Northate Elvd Offramp | Nortrate Evitio oel Pase Evid | aso Bvo |
| :---: | :---: | :---: | :---: |
| Weave Segment Operations |  |  |  |
| Segmenty caio | 037 | 02 |  |
| Segment Density | 17.1 | ${ }^{9.7}$ | 11.9 |
| Segment Los | в | A | в |
| Over Capacity |  |  |  |



$\underset{\substack{\text { Kepress Lane (HOV) }}}{\text { K. }}$

| Name | North of Def Pasa Blvd | Del Paso Evid On.Ramp |  |
| :---: | :---: | :---: | :---: |
| Operations ore Exting GP Lanes |  |  |  |
| Fow |  |  |  |
| $\underset{\substack{\text { Capacity (pocph) }}}{\substack{\text { ches }}}$ |  |  |  |
|  |  |  |  |
| Flow Rate (pcphpl) Speed (mph) |  |  |  |
|  |  |  |  |
| Density (coctpo) |  |  |  |
| Los |  |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | Northof Del Paso Elivd | Del Paso Blvd On:Ramp |  | Nortgate Elvd On-Rame |
| :---: | :---: | :---: | :---: | :---: |
| Flow Rate in Express Lanes Operations in Express Lanes |  |  |  |  |
|  |  |  |  |  |
| Operations in Express Lanes On Ramp Flow Rate |  |  |  |  |
| $\underset{\substack{\text { Volume (van) } \\ \text { PHF }}}{\text { a }}$ |  | ${ }_{84}$ |  | 142 |
|  |  | 0.77 |  | 0.77 |
| Lanes |  |  |  |  |
| TerrainGrade \% |  | Level |  | Level |
|  |  | 0.0\% |  | 0.0\% |
| Grade ength (mi) |  | 0.00 |  | 0.00 |
| Tuck \& Bus \%Rv\% |  | 3.0\% |  | 3.0\% |
|  |  | 0.0\% |  | 0.0\% |
| ${ }_{\text {ET }}$ |  | 1.5 |  | 1.5 |
| $E_{n}$ |  | 1.2 |  | 1.2 |
| ${ }_{\text {fiv }}$ |  | 0.985 |  | 0.985 |
| $t_{0}$ |  | 1.00 |  | 1.00 |
| ${ }_{\text {Fow }}$ Fow (pacep (pochpl) |  | 111 |  | 187 |
|  |  | ${ }^{11}$ |  | 187 |
| On Ramp Roadway Operations |  |  |  |  |
|  |  |  |  |  |
| Ramp Type Ramp Speed (mph) |  | Right |  | Right |
|  |  | 45 |  | 45 |
| Ramp Capacity (pcph) Ramp v/c ratio |  | $\begin{aligned} & 2,100 \\ & 0.05 \end{aligned}$ |  | $\begin{aligned} & 2,100 \\ & 0.09 \\ & 0.0 \end{aligned}$ |
|  |  |  |  |  |


| Name | North of Pel Paso Blvd | Del Paso Bud On-Ramp | Evito Notryate elva | Northate Bud On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Off Ramp Flow Rate |  |  |  |  |
| Adijacent Reamp oro Three-lane Mainine Segments with One-Lane Ramps |  |  |  |  |
|  |  |  |  |  |
| Up Type |  |  |  | No |
| Up Distance |  |  |  |  |
| Up Fow (poph) |  |  |  |  |
| Down Type |  |  |  | No |
| Down Distance |  |  |  |  |
| Down Fow (poph) |  |  |  |  |
| Merge infuence Area Operations |  |  |  |  |
| Effecive $v_{p}($ (caph $)$ |  | ${ }^{1.259}$ |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp teo |  |  |  |  |
|  |  | 0.599 |  |  |
| $\mathrm{P}_{\text {Pn }}(\operatorname{Eqn} 13 \cdot 4)$ |  |  |  |  |
| $\mathrm{P}_{\text {Pm }}(\mathrm{Eqn} 13.5)$ |  |  |  |  |
| $\mathrm{P}_{\text {fum }}$ |  | 1.000 |  |  |
| $v_{12}($ Poph $)$ |  | ${ }_{1,259}$ |  |  |
| $v_{s}($ Peph $)$ |  |  |  |  |
| $v_{34}($ Peph $)$ |  |  |  |  |
| $\mathrm{V}_{\text {vas }}($ (poph $)$ |  | 1,259 |  |  |
| $V_{\text {araza (oph) }}$ |  | 1,370 0.27 |  |  |
| Speed Index |  | $\begin{aligned} & 0.27 \\ & 58.8 \\ & \hline \end{aligned}$ |  |  |
| Outer Lanes Soume |  |  |  |  |
| Ouer Lanes Speed |  |  |  |  |
| Segment Speed |  | 58.8 |  |  |
| vicrato |  | 0.30 |  |  |
| ${ }_{\substack{\text { Density } \\ \text { Los }}}$ |  | $\begin{gathered} 11.4 \\ 8 \end{gathered}$ |  |  |
|  |  |  |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | North of Diel Paso Blvd | Del Paso Elvd On-Ramp | Dif Paso ivido Sortrate Evo | Northate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Influence Area Operations |  |  |  |  |
| Etteciviv $v_{p}($ pocph $)$ |  |  |  |  |
|  |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $P_{\text {Pro } 0 \text { Ean } 13.10)}$ |  |  |  |  |
| $P_{\text {Pof }}($ Eap 13.11$)$ |  |  |  |  |
|  |  |  |  |  |
| $\begin{gathered} V_{12}(0) \\ \hline 0 p o p h \end{gathered}$ |  |  |  |  |
| $v_{s}($ Peoph) |  |  |  |  |
| $v_{48}$ (poch) |  |  |  |  |
| Visa (poph) |  |  |  |  |
| $\underset{\substack{\text { Speed lidex } \\ \text { Area Soed }}}{ }$ |  |  |  |  |
|  |  |  |  |  |
| Area SpeedOuter Lanes Volume |  |  |  |  |
| Outer Lanes Speed |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
| $\begin{aligned} & \text { Density } \\ & \text { Los } \end{aligned}$ |  |  |  |  |
| On Ramp to off ramp | Sate for Weave Segn |  |  |  |
| mp to Mainine | Rate for Weave Segm |  |  |  |


| Loation | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$


| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- | :--- |


$\underset{\substack{\text { Kepress Lane (HOV) }}}{\text { K. }}$

| Name | North of del Paso Elvd | Dal Paso Blvd On.Ramp | Def Pase ivid to Noftrgate Evod | Northate Evd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Weave Segment Operations |  |  |  |  |
|  |  |  |  |  |
| Segment V/ cratio | ${ }^{0.28}$ | ${ }^{0.30}$ | ${ }^{0.29}$ | ${ }^{0.22}$ |
| Segment Density | ${ }^{11.4}$ | ${ }^{11.4}$ | 10.5 | 8.0 |
| SegmentLos | в | в | A | A |

## APPENDIX J.1.10:

RSPU, 2007 Plan, and Land Use Variant Trip Generation

RSPU Trip Generation - Baseline Conditions
MODEL INPUTS



Notes on ITE trip rate estimates above:

- General Office - average rate used given amount of office space
- Retail - custom rate of 59 daily trips, 1.33 AM peak hour trips, and 5.00 PM peak hour trips per ksf used based on average size of approximately 150,000 square feet of retail per block area of the plan.
- Kaiser Medical Center generates 1,850 AM peak hour trips and 2,580 PM peak hour trips using ITE rates. This approximatley matches the project's unadjusted trip generation (see Table 4 of Tech Memo \#2) of 2,056 AM peak hour trips and 2,500 PM peak hour trips.
- Museum land use does not include a daily trip rate. Accordingly, we have manually added 1,600 daily trips to the total trip generation.
- Trips associated with proposed Stadium are handled outside of the MXD+ Model.


## MODEL OUTPUT (BASELINE PLUS RSPU CONDITIONS)

|  | MXD + Vehicle Trip Generation Reduction Percent | PM | PM |
| :---: | :---: | :---: | :---: |
|  | Daily | $19.8 \%$ |  |
| Internal Capture | $12.7 \%$ | $17.7 \%$ | $12.7 \%$ |
| Shift to Transit | $7.3 \%$ | $12.8 \%$ | $14.5 \%$ |
| Shift to Walk/Bike | $11.9 \%$ |  | $11 \%$ |

## RSPU Trip Generation - Cumulative Conditions

MODEL INPUTS



## MODEL OUTPUT (CUMULATIVE PLUS RSPU CONDITIONS)

|  | MXD + Vehicle Trip Generation Reduction Percent |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Daily | AM | PM |
| Internal Capture | $12.5 \%$ | $16.6 \%$ | $18.4 \%$ |
| Shift to Transit | $7.8 \%$ | $13.8 \%$ | $13.8 \%$ |
| Shift to Walk/Bike | $15.6 \%$ | $19 \%$ | $14.6 \%$ |

## 2007 Railyards Specific Plan Trip Generation - Cumulative Conditions

MODEL INPUTS



Notes on ITE trip rate estimates above:

- General Office - average rate used given amount of office space (i.e., consistent with approach used for trip generation of RSPU Buildout)
- Retail - custom rate of 59 daily trips, 1.33 AM peak hour trips, and 5.00 PM peak hour trips per ksf used based on average size of approximately 150,000 square feet of retail per block area of the plan. This approach maintains consistency with methodology used for RSPU Buildout.
- MXD+ allows for only one 'custom land use'. Therefore, trip generation of 'other uses' (i.e., museum and performing arts center) were added to the other retail category. Trips for these categories were assumed to be 4,819 daily, 645 AM peak hour, and 869 PM peak hour per 2007 Railyards DEIR.


## MODEL OUTPUT (CUMULATIVE PLUS 2007 RAILYARDS SPECIFIC PLAN)

|  | MXD+ Vehicle Trip Generation Reduction Percent | AM | PM |
| :---: | :---: | :---: | :---: | :---: |
|  | Daily | $19.6 \%$ | $25.3 \%$ |
| Internal Capture | $14.8 \%$ | $13.3 \%$ | $12.8 \%$ |
| Shift to Transit | $7.8 \%$ | $19 \%$ | $13.5 \%$ |
| Shift to Walk/Bike | $15.4 \%$ |  |  |

## Land Use Variant Trip Generation - Cumulative Conditions

MODEL INPUTS


2007 Railyards Specific Plan and Land Use Variant Trip Generation


## Notes on ITE trip rate estimates above:

- General Office - average rate used given amount of office space (i.e., consistent with approach used for trip generation of RSPU Buildout)
- Retail - custom rate of 59 daily trips, 1.33 AM peak hour trips, and 5.00 PM peak hour trips per ksf used based on average size of approximately 150,000 square feet of retail per block area of the plan. This approach maintains consistency with methodology used for RSPU Buildout.
- MXD+ allows for only one 'custom land use'. Therefore, trip generation of museum use was added to the other retail category. Trips for these categories were assumed to be 1,600 daily, 160 AM peak hour, and 104 PM peak hour per 2007 Railyards DEIR.


## MODEL OUTPUT (CUMULATIVE PLUS LAND USE VARIANT)

|  | MXD + Vehicle Trip Generation Reduction Percent |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  | Daliy | AM | PM |
|  | Internal Capture | 13.8\% | 20\% | 15.8\% |
|  | Shitt to Transit | 9\% | 15.2\% | 14.6\% |
|  | Shift to WalkBike | 13.9\% | 16.7\% | 13.5\% |
| FEHRやPEERS |  |  |  |  |

## APPENDIX J.1.11:

## Baseline Plus RSPU Level of Service (LOS) Calculations

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 1 I 5 SB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 997 | 835 | 83.7\% | 60.1 | 8.8 | E |
|  | Through | 12 | 11 | 93.3\% | 60.3 | 26.8 | E |
|  | Right Turn | 894 | 764 | 85.5\% | 52.9 | 7.8 | D |
|  | Subtotal | 1,903 | 1,610 | 84.6\% | 56.8 | 8.1 | E |
| EB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 217 \\ 66 \end{gathered}$ | $\begin{gathered} 228 \\ 59 \end{gathered}$ | $\begin{gathered} 104.9 \% \\ 89.1 \% \end{gathered}$ | $\begin{gathered} 20.2 \\ 3.5 \end{gathered}$ | $\begin{aligned} & 3.0 \\ & 1.4 \end{aligned}$ | C |
|  | Right Turn | 66 | 59 | 89.1\% | 3.5 | 1.4 | A |
|  | Subtotal | 283 | 286 | 101.2\% | 16.8 | 2.5 | B |
| WB | Left Turn | 228 | 203 | 89.1\% | 10.4 | 2.1 | B |
|  | Through Right Turn | 158 | 154 | 97.2\% | 7.9 | 1.8 | A |
|  | Subtotal | 386 | 357 | 92.4\% | 9.3 | 1.9 | A |
| Total |  | 2,572 | 2,253 | 87.6\% | 44.2 | 6.0 | D |

[^26]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 70 | 71 | 101.7\% | 50.2 | 31.8 | D |
|  | Through | 8 | 8 | 105.0\% | 45.2 | 38.3 | D |
|  | Right Turn | 1,086 | 1,002 | 92.2\% | 71.5 | 25.0 | E |
|  | Subtotal | 1,164 | 1,081 | 92.9\% | 70.0 | 25.4 | E |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 67 | 69 | 102.7\% | 16.7 | 6.7 | B |
|  | Through Right Turn | 1,147 | 977 | 85.2\% | 6.2 | 1.0 | A |
|  | Subtotal | 1,214 | 1,046 | 86.2\% | 6.9 | 1.2 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 316 | 284 | 90.0\% | 13.0 | 2.9 | B |
|  | Right Turn | 505 | 441 | 87.4\% | 3.1 | 0.3 | A |
|  | Subtotal | 821 | 726 | 88.4\% | 7.0 | 1.2 | A |
| Total |  | 3,199 | 2,853 | 89.2\% | 30.4 | 8.4 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

| Intersection 3 |  | Bercut Dr/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 351 | 352 | 100.3\% | 49.9 | 9.3 | D |
|  | Through | 64 | 57 | 89.4\% | 52.9 | 10.4 | D |
|  | Right Turn | 10 | 8 | 84.0\% | 25.7 | 8.6 | C |
|  | Subtotal | 425 | 418 | 98.3\% | 49.8 | 9.0 | D |
| SB | Left Turn | 36 | 30 | 84.4\% | 34.0 | 7.5 | C |
|  | Through | 23 | 20 | 85.2\% | 37.4 | 10.2 | D |
|  | Right Turn | 48 | 53 | 110.0\% | 5.8 | 1.6 | A |
|  | Subtotal | 107 | 103 | 96.1\% | 19.9 | 4.1 | B |
| EB | Left Turn | 97 | 84 | 87.0\% | 39.2 | 3.8 | D |
|  | Through | 1,195 | 1,078 | 90.2\% | 22.9 | 3.3 | C |
|  | Right Turn | 941 | 825 | 87.7\% | 5.5 | 0.6 | A |
|  | Subtotal | 2,233 | 1,988 | 89.0\% | 16.4 | 2.1 | B |
| WB | Left Turn | 57 | 48 | 84.9\% | 31.2 | 3.9 | C |
|  | Through | 422 | 337 | 79.8\% | 19.9 | 2.5 | B |
|  | Right Turn | 10 | 8 | 76.0\% | 18.2 | 15.1 | B |
|  | Subtotal | 489 | 393 | 80.3\% | 21.4 | 2.2 | C |
| Total |  | 3,254 | 2,901 | 89.1\% | 22.1 | 2.7 | C |

## Intersection 4

N 3rd St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 21 | 23 | 108.6\% | 37.3 | 10.7 | D |
|  | Through | 5 | 4 | 80.0\% | 16.7 | 19.1 | B |
|  | Right Turn | 8 | 8 | 100.0\% | 6.1 | 4.2 | A |
|  | Subtotal | 34 | 35 | 102.4\% | 29.3 | 8.3 | C |
| SB | Left Turn | 25 | 24 | 96.0\% | 35.8 | 6.6 | D |
|  | Through | 5 | 5 | 104.0\% | 30.3 | 23.3 | C |
|  | Right Turn | 17 | 15 | 89.4\% | 4.2 | 2.7 | A |
|  | Subtotal | 47 | 44 | 94.5\% | 26.1 | 7.0 | C |
| EB | Left Turn | 57 | 53 | 92.6\% | 37.2 | 6.9 | D |
|  | Through | 1,090 | 960 | 88.0\% | 4.9 | 0.8 | A |
|  | Right Turn | 94 | 80 | 85.1\% | 4.7 | 1.9 | A |
|  | Subtotal | 1,241 | 1,092 | 88.0\% | 6.5 | 0.8 | A |
| WB | Left Turn | 21 | 16 | 76.2\% | 39.6 | 13.2 | D |
|  | Through | 451 | 355 | 78.7\% | 5.9 | 1.7 | A |
|  | Right Turn | 41 | 35 | 85.9\% | 3.7 | 2.2 | A |
|  | Subtotal | 513 | 406 | 79.1\% | 6.9 | 1.5 | A |
| Total |  | 1,835 | 1,578 | 86.0\% | 7.7 | 0.9 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 5
Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 99 | 101 | 102.2\% | 41.1 | 4.9 | D |
|  | Through | 23 | 20 | 88.7\% | 40.2 | 10.2 | D |
|  | Right Turn | 13 | 14 | 107.7\% | 17.2 | 7.2 | B |
|  | Subtotal | 135 | 136 | 100.4\% | 38.3 | 4.6 | D |
| SB | Left Turn | 5 | 6 | 112.0\% | 24.7 | 19.8 | C |
|  | Through | 15 | 12 | 80.0\% | 33.3 | 18.4 | C |
|  | Right Turn | 7 | 8 | 120.0\% | 6.2 | 2.6 | A |
|  | Subtotal | 27 | 26 | 96.3\% | 26.0 | 6.3 | C |
| EB | Left Turn | 56 | 48 | 86.4\% | 33.0 | 8.1 | C |
|  | Through | 936 | 815 | 87.1\% | 11.7 | 1.9 | B |
|  | Right Turn | 131 | 122 | 92.8\% | 10.9 | 4.1 | B |
|  | Subtotal | 1,123 | 985 | 87.7\% | 12.7 | 2.0 | B |
| WB | Left Turn | 32 | 23 | 71.3\% | 47.6 | 14.1 | D |
|  | Through | 407 | 309 | 75.9\% | 6.4 | 2.3 | A |
|  | Right Turn | 26 | 22 | 86.2\% | 3.8 | 2.1 | A |
|  | Subtotal | 465 | 354 | 76.1\% | 8.8 | 2.4 | A |
| Total |  | 1,750 | 1,500 | 85.7\% | 14.4 | 1.8 | B |

## Intersection 6 N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 7 | 5 | 74.3\% | 23.9 | 25.4 | C |
|  | Through | 5 | 4 | 80.0\% | 32.4 | 33.7 | C |
|  | Right Turn | 5 | 3 | 64.0\% | 2.1 | 2.2 | A |
|  | Subtotal | 17 | 12 | 72.9\% | 27.6 | 19.3 | C |
| SB | Left Turn | 11 | 13 | 116.4\% | 32.7 | 21.2 | C |
|  | Through | 5 | 6 | 128.0\% | 26.8 | 23.5 | C |
|  | Right Turn | 22 | 18 | 83.6\% | 4.9 | 1.2 | A |
|  | Subtotal | 38 | 38 | 98.9\% | 20.3 | 10.5 | C |
| EB | Left Turn | 44 | 42 | 94.5\% | 40.6 | 7.1 | D |
|  | Through | 902 | 776 | 86.1\% | 5.2 | 1.5 | A |
|  | Right Turn | 8 | 5 | 60.0\% | 2.0 | 3.3 | A |
|  | Subtotal | 954 | 823 | 86.2\% | 6.9 | 1.2 | A |
| WB | Left Turn | 9 | 4 | 44.4\% | 35.9 | 29.2 | D |
|  | Through | 436 | 342 | 78.4\% | 6.3 | 2.9 | A |
|  | Right Turn | 12 | 11 | 93.3\% | 3.9 | 3.1 | A |
|  | Subtotal | 457 | 357 | 78.2\% | 6.8 | 2.5 | A |
| Total |  | 1,466 | 1,230 | 83.9\% | 7.5 | 0.9 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

| Intersection 7 |  | N 7th St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 33 | 30 | 92.1\% | 36.6 | 11.6 | D |
|  | Through | 75 | 67 | 89.6\% | 27.9 | 9.6 | C |
|  | Right Turn | 5 | 6 | 120.0\% | 7.5 | 7.6 | A |
|  | Subtotal | 113 | 104 | 91.7\% | 28.6 | 5.1 | C |
| SB | Left Turn | 7 | 8 | 114.3\% | 32.1 | 28.9 | C |
|  | Through | 20 | 17 | 84.0\% | 40.6 | 20.4 | D |
|  | Right Turn | 17 | 19 | 112.9\% | 29.3 | 11.7 | C |
|  | Subtotal | 44 | 44 | 100.0\% | 37.1 | 7.8 | D |
| EB | Left Turn | 120 | 107 | 89.0\% | 40.3 | 6.7 | D |
|  | Through | 709 | 605 | 85.4\% | 25.3 | 6.1 | C |
|  | Right Turn | 89 | 77 | 86.7\% | 21.4 | 6.6 | C |
|  | Subtotal | 918 | 789 | 86.0\% | 26.9 | 4.9 | C |
| WB | Left Turn | 588 | 383 | 65.1\% | 69.7 | 15.6 | E |
|  | Through | 409 | 324 | 79.1\% | 19.9 | 6.9 | B |
|  | Right Turn | 12 | 11 | 93.3\% | 20.2 | 10.0 | C |
|  | Subtotal | 1,009 | 718 | 71.1\% | 46.4 | 10.2 | D |
| Total |  | 2,084 | 1,654 | 79.4\% | 35.8 | 6.2 | D |

```
Intersection 8
```

N 10th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 14 | 10 | 71.4\% | 28.8 | 19.0 | C |
|  | Through | 37 | 32 | 85.4\% | 28.4 | 10.3 | C |
|  | Right Turn | 258 | 268 | 104.0\% | 8.3 | 1.5 | A |
|  | Subtotal | 309 | 310 | 100.3\% | 11.2 | 1.8 | B |
| SB | Left Turn | 8 | 8 | 100.0\% | 33.1 | 28.4 | C |
|  | Through | 7 | 8 | 114.3\% | 34.4 | 16.6 | C |
|  | Right Turn | 44 | 48 | 109.1\% | 7.6 | 2.9 | A |
|  | Subtotal | 59 | 64 | 108.5\% | 14.8 | 3.8 | B |
| EB | Left Turn | 127 | 109 | 86.0\% | 43.7 | 7.1 | D |
|  | Through | 456 | 372 | 81.6\% | 14.9 | 4.5 | B |
|  | Right Turn | 138 | 128 | 93.0\% | 7.9 | 1.8 | A |
|  | Subtotal | 721 | 610 | 84.5\% | 18.4 | 2.9 | B |
| WB | Left Turn | 161 | 126 | 78.3\% | 38.0 | 4.3 | D |
|  | Through | 1,030 | 810 | 78.6\% | 9.8 | 1.4 | A |
|  | Right Turn | 5 | 3 | 64.0\% | 2.0 | 3.5 | A |
|  | Subtotal | 1,196 | 939 | 78.5\% | 13.5 | 1.1 | B |
| Total |  | 2,285 | 1,922 | 84.1\% | 14.7 | 0.8 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection $9 \quad$ Dos Rios St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 22 | 20 | 92.7\% | 37.1 | 15.0 | D |
|  | Through | 6 | 5 | 86.7\% | 21.8 | 20.4 | C |
|  | Right Turn | 26 | 28 | 106.2\% | 8.5 | 4.0 | A |
|  | Subtotal | 54 | 53 | 98.5\% | 22.5 | 9.1 | C |
| SB | Left Turn | 37 | 38 | 101.6\% | 31.0 | 7.3 | C |
|  | Through | 3 | 4 | 120.0\% | 26.4 | 31.2 | C |
|  | Right Turn | 29 | 36 | 124.1\% | 13.2 | 7.3 | B |
|  | Subtotal | 69 | 77 | 111.9\% | 23.8 | 6.9 | C |
| EB | Left Turn | 25 | 23 | 91.2\% | 44.3 | 17.7 | D |
|  | Through | 669 | 578 | 86.3\% | 11.4 | 1.8 | B |
|  | Right Turn | 28 | 26 | 92.9\% | 6.3 | 4.7 | A |
|  | Subtotal | 722 | 626 | 86.8\% | 12.3 | 2.0 | B |
| WB | Left Turn | 137 | 116 | 84.4\% | 40.8 | 9.3 | D |
|  | Through | 1,145 | 927 | 80.9\% | 10.7 | 2.3 | B |
|  | Right Turn | 19 | 11 | 56.8\% | 8.0 | 5.3 | A |
|  | Subtotal | 1,301 | 1,053 | 81.0\% | 14.0 | 2.3 | B |
| Total |  | 2,146 | 1,810 | 84.3\% | 14.2 | 1.6 | B |

[^27]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 62 | 50 | 81.3\% | 57.9 | 12.7 | E |
|  | Through | 1,106 | 1,128 | 102.0\% | 13.2 | 1.9 | B |
|  | Right Turn | 1 | 1 | 80.0\% | 0.3 | 0.6 | A |
|  | Subtotal | 1,169 | 1,179 | 100.8\% | 15.1 | 2.5 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 2,506 | 2,299 | 91.7\% | 65.9 | 8.5 | E |
|  | Right Turn | 1,351 | 1,160 | 85.9\% | 89.1 | 9.1 | F |
|  | Subtotal | 3,857 | 3,459 | 89.7\% | 73.7 | 7.9 | E |
| EB | Left Turn | 589 | 496 | 84.3\% | 52.4 | 5.0 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 20 | 14 | 68.0\% | 4.6 | 0.8 | A |
|  | Subtotal | 609 | 510 | 83.7\% | 51.1 | 4.8 | D |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 5,635 | 5,148 | 91.4\% | 58.0 | 5.4 | E |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 11
Bercut Dr/Bannon St
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 | 376 | 372 | 99.0\% | 17.0 | 4.6 | C |
|  | Right Turn | 3 | 2 | 53.3\% | 6.7 | 10.6 | A |
|  | Subtotal | 379 | 374 | 98.7\% | 17.0 | 4.6 | C |
| SB | Left Turn | 245 | 218 | 89.1\% | 7.1 | 0.4 | A |
|  | Through | 776 | 676 | 87.2\% | 7.0 | 0.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 1,021 | 895 | 87.6\% | 7.0 | 0.4 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 3 | 4 | 146.7\% | 13.9 | 18.6 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 49 | 57 | 116.7\% | 4.3 | 1.5 | A |
|  | Subtotal | 52 | 62 | 118.5\% | 5.5 | 3.4 | A |
| Total |  | 1,452 | 1,330 | 91.6\% | 9.9 | 1.9 | A |

Intersection 12
N 16th St/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 44 | 56 | 127.3\% | 8.1 | 2.1 | A |
|  | Through Right Turn | 130 | 132 | 101.5\% | 7.7 | 1.5 | A |
|  | Subtotal | 174 | 188 | 108.0\% | 7.7 | 1.4 | A |
| SB | Left Turn <br> Through | 170 | 149 | 87.5\% | 7.2 | 0.6 | A |
|  | Right Turn | 8 | 6 | 80.0\% | 4.6 | 2.9 | A |
|  | Subtotal | 178 | 155 | 87.2\% | 7.1 | 0.7 | A |
| EB | Left Turn | 5 | 3 | 64.0\% | 2.2 | 2.5 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 243 | 218 | 89.9\% | 4.3 | 0.8 | A |
|  | Subtotal | 248 | 222 | 89.4\% | 4.3 | 0.7 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 600 | 565 | 94.1\% | 6.2 | 0.6 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP AM Peak Hour
Intersection 16 Sunbeam Ave-Sproule Ave/N 12th St Signal


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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 18
7th St/F St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 7 | 5 | 68.6\% | 21.3 | 18.5 | C |
|  | Through | 178 | 134 | 75.3\% | 15.3 | 2.7 | B |
|  | Right Turn | 62 | 47 | 76.1\% | 9.6 | 3.3 | A |
|  | Subtotal | 247 | 186 | 75.3\% | 14.2 | 2.3 | B |
| SB | Left Turn | 279 | 284 | 101.6\% | 32.5 | 4.0 | C |
|  | Through | 334 | 329 | 98.6\% | 23.2 | 2.1 | C |
|  | Right Turn | 29 | 26 | 91.0\% | 17.1 | 6.0 | B |
|  | Subtotal | 642 | 639 | 99.6\% | 27.1 | 2.8 | C |
| EB | Left Turn | 3 | 4 | 120.0\% | 16.8 | 14.6 | B |
|  | Through | 3 | 4 | 133.3\% | 5.8 | 6.6 | A |
|  | Right Turn | 4 | 6 | 140.0\% | 4.0 | 2.3 | A |
|  | Subtotal | 10 | 13 | 132.0\% | 9.7 | 4.6 | A |
| WB | Left Turn | 53 | 55 | 103.4\% | 16.1 | 3.1 | B |
|  | Through | 13 | 10 | 80.0\% | 14.8 | 7.7 | B |
|  | Right Turn | 361 | 355 | 98.3\% | 7.7 | 0.9 | A |
|  | Subtotal | 427 | 420 | 98.4\% | 8.9 | 1.0 | A |
| Total |  | 1,326 | 1,258 | 94.9\% | 19.0 | 2.0 | B |

## Intersection 19

8th St/F St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 27 | 23 | 84.4\% | 7.3 | 1.3 | A |
|  | Through | 93 | 86 | 92.9\% | 7.9 | 0.7 | A |
|  | Right Turn | 46 | 47 | 102.6\% | 5.8 | 0.5 | A |
|  | Subtotal | 166 | 156 | 94.2\% | 7.2 | 0.5 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 41 | 37 | 90.7\% | 8.9 | 1.2 | A |
|  | Through Right Turn | 199 | 191 | 95.9\% | 9.2 | 0.8 | A |
|  | Subtotal | 240 | 228 | 95.0\% | 9.2 | 0.8 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 423 | 421 | 99.6\% | 8.3 | 1.1 | A |
|  | Right Turn | 13 | 12 | 95.4\% | 8.9 | 4.3 | A |
|  | Subtotal | 436 | 434 | 99.4\% | 8.3 | 1.1 | A |
| Total |  | 842 | 818 | 97.1\% | 8.4 | 0.6 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

| Intersection 21 |  | 7th St/G St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 0 | 8.0\% | 3.0 | 8.0 | A |
|  | Through Right Turn | 234 | 143 | 61.0\% | 11.5 | 3.4 | B |
|  | Subtotal | 239 | 143 | 59.9\% | 11.5 | 3.4 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 357 | 352 | 98.5\% | 13.4 | 1.6 | B |
|  | Right Turn | 4 | 4 | 100.0\% | 11.0 | 11.4 | B |
|  | Subtotal | 361 | 356 | 98.5\% | 13.4 | 1.6 | B |
| EB | Left Turn | 88 | 68 | 76.8\% | 18.4 | 4.0 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 382 | 302 | 79.2\% | 6.3 | 0.7 | A |
|  | Subtotal | 470 | 370 | 78.7\% | 8.6 | 1.6 | A |
| WB | Left Turn | 78 | 76 | 96.9\% | 25.7 | 12.0 | C |
|  | Through | 642 | 574 | 89.5\% | 21.6 | 9.9 | C |
|  | Right Turn | 166 | 160 | 96.4\% | 11.0 | 5.2 | B |
|  | Subtotal | 886 | 810 | 91.4\% | 19.9 | 9.0 | B |
| Total |  | 1,956 | 1,679 | 85.8\% | 15.1 | 3.7 | B |

## Intersection 22

5th St/H St
Signal

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 13 | 4 | 33.8\% | 31.9 | 28.9 | C |
|  | Through | 824 | 402 | 48.7\% | 10.2 | 2.9 | B |
|  | Right Turn | 476 | 235 | 49.4\% | 9.4 | 3.2 | A |
|  | Subtotal | 1,313 | 641 | 48.8\% | 10.1 | 2.9 | B |
| SB | Left Turn | 36 | 25 | 70.0\% | 33.9 | 6.4 | C |
|  | Through | 683 | 540 | 79.0\% | 20.6 | 3.1 | C |
|  | Right Turn | 5 | 3 | 64.0\% | 13.3 | 14.5 | B |
|  | Subtotal | 724 | 568 | 78.5\% | 21.2 | 3.0 | C |
| EB | Left Turn | 5 | 3 | 64.0\% | 8.2 | 11.3 | A |
|  | Through | 39 | 44 | 112.8\% | 15.4 | 4.6 | B |
|  | Right Turn | 5 | 5 | 104.0\% | 5.0 | 4.5 | A |
|  | Subtotal | 49 | 52 | 106.9\% | 14.6 | 4.0 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,086 | 1,262 | 60.5\% | 15.3 | 2.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 23 6th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 366 | 177 | 48.4\% | 20.8 | 1.5 | C |
|  | Right Turn | 331 | 176 | 53.3\% | 10.3 | 1.8 | B |
|  | Subtotal | 697 | 354 | 50.7\% | 15.6 | 1.6 | B |
| SB | Left Turn | 171 | 155 | 90.5\% | 38.0 | 7.7 | D |
|  | Through | 232 | 232 | 100.2\% | 23.3 | 3.3 | C |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 403 | 387 | 96.1\% | 29.2 | 4.4 | C |
| EB | Left Turn | 180 | 86 | 47.6\% | 10.4 | 2.4 | B |
|  | Through | 343 | 198 | 57.8\% | 8.1 | 1.2 | A |
|  | Right Turn | 28 | 17 | 60.0\% | 4.9 | 3.1 | A |
|  | Subtotal | 551 | 301 | 54.6\% | 8.7 | 1.1 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,651 | 1,042 | 63.1\% | 18.7 | 2.2 | B |

Intersection 24 7th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 413 | 363 | 87.9\% | 18.6 | 2.3 | B |
|  | Through Right Turn | 371 | 331 | 89.2\% | 13.9 | 2.4 | B |
|  | Subtotal | 784 | 694 | 88.5\% | 16.4 | 2.4 | B |
| EB | Left Turn | 234 | 140 | 60.0\% | 11.9 | 6.4 | B |
|  | Through | 525 | 333 | 63.5\% | 10.3 | 5.9 | B |
|  | Right Turn | 86 | 50 | 57.7\% | 5.7 | 2.3 | A |
|  | Subtotal | 845 | 523 | 61.9\% | 10.3 | 5.7 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,629 | 1,217 | 74.7\% | 13.8 | 2.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 25 8th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn Through | 662 | 664 | 100.4\% | 16.3 | 13.0 | B |
|  | Right Turn | 125 | 129 | 103.0\% | 10.8 | 2.8 | B |
|  | Subtotal | 787 | 793 | 100.8\% | 15.3 | 10.8 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 365 | 265 | 72.5\% | 11.8 | 7.4 | B |
|  | Through Right Turn | 461 | 342 | 74.3\% | 7.6 | 1.3 | A |
|  | Subtotal | 826 | 607 | 73.5\% | 9.5 | 4.1 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,613 | 1,400 | 86.8\% | 12.8 | 7.8 | B |

Intersection 27 5th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 72.0\% | 12.1 | 14.5 | B |
|  | Through Right Turn | 1,247 | 598 | 48.0\% | 10.4 | 1.2 | B |
|  | Subtotal | 1,252 | 602 | 48.1\% | 10.5 | 1.2 | B |
| SB | Left Turn <br> Through <br> Right Turn | 669 | 534 | 79.9\% | 14.4 | 2.2 | B |
|  | Subtotal | 669 | 534 | 79.9\% | 14.4 | 2.2 | B |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn Through Right Turn | $\begin{gathered} 903 \\ 73 \end{gathered}$ | $\begin{gathered} 818 \\ 62 \end{gathered}$ | $\begin{aligned} & 90.6 \% \\ & 85.5 \% \end{aligned}$ | $\begin{aligned} & 4.9 \\ & 6.2 \end{aligned}$ | $\begin{aligned} & 0.5 \\ & 3.4 \end{aligned}$ | A A |
|  | Subtotal | 976 | 880 | 90.2\% | 5.1 | 0.5 | A |
| Total |  | 2,897 | 2,016 | 69.6\% | 9.2 | 0.8 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 28 6th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 138 | 56 | 40.3\% | 16.4 | 3.1 | B |
|  | Through | 588 | 260 | 44.3\% | 14.3 | 1.1 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 726 | 316 | 43.5\% | 14.7 | 0.9 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 128 | 112 | 87.2\% | 19.8 | 3.1 | B |
|  | Right Turn | 132 | 136 | 103.3\% | 10.1 | 1.6 | B |
|  | Subtotal | 260 | 248 | 95.4\% | 14.5 | 2.3 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 61 | 67 | 109.5\% | 10.0 | 2.3 | B |
|  | Through | 706 | 692 | 98.1\% | 10.9 | 1.2 | B |
|  | Right Turn | 109 | 105 | 96.5\% | 14.0 | 5.6 | B |
|  | Subtotal | 876 | 864 | 98.7\% | 11.3 | 1.7 | B |
| Total |  | 1,862 | 1,428 | 76.7\% | 12.6 | 1.1 | B |

Intersection 29 7th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 314 \\ & 143 \end{aligned}$ | $\begin{aligned} & 261 \\ & 114 \end{aligned}$ | $\begin{aligned} & 83.2 \% \\ & 80.0 \% \end{aligned}$ | $\begin{aligned} & 5.6 \\ & 4.4 \end{aligned}$ | $\begin{aligned} & 1.5 \\ & 1.7 \end{aligned}$ | $\begin{aligned} & \mathrm{A} \\ & \mathrm{~A} \end{aligned}$ |
|  | Subtotal | 457 | 376 | 82.2\% | 5.2 | 1.0 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 173 | 168 | 96.9\% | 8.9 | 1.7 | A |
|  | Through Right Turn | 733 | 772 | 105.3\% | 8.4 | 1.2 | A |
|  | Subtotal | 906 | 940 | 103.7\% | 8.5 | 1.2 | A |
| Total |  | 1,363 | 1,315 | 96.5\% | 7.6 | 1.0 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 30 8th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 152 | 158 | 104.2\% | 19.1 | 3.2 | B |
|  | Through Right Turn | 543 | 555 | 102.2\% | 16.2 | 1.9 | B |
|  | Subtotal | 695 | 713 | 102.6\% | 16.8 | 2.0 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn Through Right Turn | $\begin{aligned} & 754 \\ & 244 \end{aligned}$ | $\begin{aligned} & 781 \\ & 246 \end{aligned}$ | $\begin{aligned} & 103.6 \% \\ & 101.0 \% \end{aligned}$ | $\begin{aligned} & 10.7 \\ & 11.4 \end{aligned}$ | $\begin{aligned} & 0.7 \\ & 2.5 \end{aligned}$ | B |
|  | Subtotal | 998 | 1,028 | 103.0\% | 10.9 | 1.0 | B |
| Total |  | 1,693 | 1,741 | 102.8\% | 13.3 | 1.1 | B |

Intersection 31
3rd St-I-5 NB Off Ramp/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 18 | 6 | 33.3\% | 248.3 | 91.0 | F |
|  | Through | 1,739 | 797 | 45.8\% | 236.1 | 18.2 | F |
|  | Right Turn | 217 | 120 | 55.1\% | 191.8 | 29.4 | F |
|  | Subtotal | 1,974 | 922 | 46.7\% | 230.2 | 17.2 | F |
| SB | Left Turn | 76 | 42 | 54.7\% | 201.7 | 58.6 | F |
|  | Through Right Turn | 147 | 44 | 29.7\% | 248.5 | 47.3 | F |
|  | Subtotal | 223 | 85 | 38.2\% | 227.2 | 45.2 | F |
| EB | Left Turn | 5 | 1 | 24.0\% | 115.8 | 203.5 | F |
|  | Through | 1,222 | 504 | 41.2\% | 228.5 | 43.7 | F |
|  | Right Turn | 764 | 340 | 44.6\% | 187.5 | 22.2 | F |
|  | Subtotal | 1,991 | 845 | 42.5\% | 210.8 | 23.7 | F |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 48 | 46 | 96.7\% | 12.3 | 5.6 | B |
|  | Subtotal | 48 | 46 | 96.7\% | 12.3 | 5.6 | B |
| Total |  | 4,236 | 1,899 | 44.8\% | 214.8 | 9.1 | F |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 32 5th St/J St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 335 | 336 | 100.4\% | 68.0 | 33.3 | E |
|  | Right Turn | 470 | 436 | 92.7\% | 65.1 | 28.8 | E |
|  | Subtotal | 805 | 772 | 95.9\% | 66.4 | 30.7 | E |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 917 | 262 | 28.6\% | 98.9 | 4.9 | F |
|  | Through | 2,190 | 1,051 | 48.0\% | 49.5 | 3.3 | D |
|  | Right Turn | 5 | 1 | 24.0\% | 11.5 | 20.0 | B |
|  | Subtotal | 3,112 | 1,315 | 42.2\% | 59.4 | 2.9 | E |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 3,917 | 2,087 | 53.3\% | 61.8 | 11.1 | E |

Intersection 33 7th St/J St 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 | 183 | 150 | 82.2\% | 8.1 | 2.0 | A |
|  | Through | 304 | 274 | 90.3\% | 10.3 | 1.7 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 487 | 425 | 87.2\% | 9.5 | 1.4 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,684 | 1,001 | 59.4\% | 28.8 | 1.5 | C |
|  | Right Turn | 257 | 154 | 59.8\% | 15.0 | 2.1 | B |
|  | Subtotal | 1,941 | 1,154 | 59.5\% | 26.9 | 1.5 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,428 | 1,579 | 65.0\% | 22.3 | 1.2 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 34
5th St/C St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 42 | 42 | 99.0\% | 26.6 | 4.3 | C |
|  | Through | 65 | 72 | 111.4\% | 13.2 | 3.4 | B |
|  | Right Turn | 16 | 12 | 77.5\% | 2.2 | 2.6 | A |
|  | Subtotal | 123 | 126 | 102.8\% | 16.7 | 2.7 | B |
| SB | Left Turn | 80 | 88 | 109.5\% | 23.4 | 3.1 | C |
|  | Through | 132 | 136 | 103.3\% | 12.1 | 3.1 | B |
|  | Right Turn | 6 | 8 | 133.3\% | 1.3 | 0.8 | A |
|  | Subtotal | 218 | 232 | 106.4\% | 16.1 | 1.5 | B |
| EB | Left Turn | 7 | 6 | 91.4\% | 45.6 | 22.1 | D |
|  | Through | 266 | 282 | 106.2\% | 14.5 | 2.0 | B |
|  | Right Turn | 85 | 82 | 96.5\% | 6.4 | 1.9 | A |
|  | Subtotal | 358 | 371 | 103.6\% | 13.2 | 1.9 | B |
| WB | Left Turn | 50 | 39 | 77.6\% | 26.2 | 6.7 | C |
|  | Through | 144 | 114 | 79.4\% | 19.0 | 4.4 | B |
|  | Right Turn | 26 | 23 | 87.7\% | 3.2 | 0.9 | A |
|  | Subtotal | 220 | 176 | 80.0\% | 18.2 | 2.8 | B |
| Total |  | 919 | 905 | 98.5\% | 15.4 | 1.0 | B |

## Intersection 35

5th St/C St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 16 | 16 | 97.5\% | 18.9 | 4.8 | B |
|  | Through | 1 | 2 | 240.0\% | 10.1 | 12.0 | B |
|  | Right Turn | 38 | 40 | 104.2\% | 4.6 | 0.8 | A |
|  | Subtotal | 55 | 58 | 104.7\% | 8.8 | 2.3 | A |
| SB | Left Turn | 8 | 7 | 90.0\% | 12.2 | 11.0 | B |
|  | Through | 5 | 2 | 40.0\% | 6.3 | 13.7 | A |
|  | Right Turn | 3 | 2 | 53.3\% | 1.7 | 2.2 | A |
|  | Subtotal | 16 | 11 | 67.5\% | 12.2 | 9.1 | B |
| EB | Left Turn | 1 | 1 | 80.0\% | 6.0 | 9.0 | A |
|  | Through | 338 | 356 | 105.2\% | 7.6 | 1.6 | A |
|  | Right Turn | 23 | 22 | 95.7\% | 5.3 | 2.1 | A |
|  | Subtotal | 362 | 378 | 104.5\% | 7.5 | 1.6 | A |
| WB | Left Turn | 133 | 96 | 72.2\% | 13.8 | 1.8 | B |
|  | Through | 201 | 162 | 80.6\% | 4.1 | 1.4 | A |
|  | Right Turn | 3 | 4 | 133.3\% | 3.4 | 3.3 | A |
|  | Subtotal | 337 | 262 | 77.7\% | 7.7 | 1.2 | A |
| Total |  | 770 | 709 | 92.1\% | 7.8 | 1.2 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 64
5th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 754 | 354 | 47.0\% | 20.3 | 3.3 | C |
|  | Right Turn | 75 | 45 | 59.7\% | 13.6 | 3.6 | B |
|  | Subtotal | 829 | 399 | 48.2\% | 19.5 | 3.2 | B |
| SB | Left Turn | 185 | 151 | 81.7\% | 122.9 | 36.6 | F |
|  | Through | 557 | 433 | 77.7\% | 95.0 | 29.2 | F |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 742 | 584 | 78.7\% | 102.6 | 31.1 | F |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 167 | 140 | 84.1\% | 5.6 | 0.7 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 126 | 98 | 77.8\% | 3.4 | 0.9 | A |
|  | Subtotal | 293 | 238 | 81.4\% | 4.7 | 0.6 | A |
| Total |  | 1,864 | 1,222 | 65.5\% | 55.4 | 12.7 | E |

## Intersection 65

6th St/G St
0

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 33 | 16 | 48.5\% | 16.3 | 8.8 | C |
|  | Through | 421 | 197 | 46.7\% | 10.1 | 1.5 | B |
|  | Right Turn | 92 | 48 | 51.7\% | 5.8 | 2.3 | A |
|  | Subtotal | 546 | 260 | 47.7\% | 9.9 | 1.1 | A |
| SB | Left Turn | 159 | 154 | 97.1\% | 34.4 | 8.6 | D |
|  | Through | 335 | 334 | 99.8\% | 28.4 | 3.2 | D |
|  | Right Turn | 51 | 46 | 91.0\% | 25.0 | 7.9 | D |
|  | Subtotal | 545 | 535 | 98.2\% | 29.9 | 4.3 | D |
| EB | Left Turn | 1 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through | 219 | 166 | 75.6\% | 2.1 | 0.6 | A |
|  | Right Turn | 40 | 28 | 70.0\% | 1.4 | 0.8 | A |
|  | Subtotal | 260 | 194 | 74.5\% | 2.0 | 0.6 | A |
| WB | Left Turn | 28 | 27 | 95.7\% | 15.3 | 2.5 | C |
|  | Through | 209 | 178 | 85.0\% | 14.7 | 3.2 | B |
|  | Right Turn | 414 | 363 | 87.7\% | 11.4 | 2.6 | B |
|  | Subtotal | 651 | 568 | 87.2\% | 12.6 | 2.6 | B |
| Total |  | 2,002 | 1,557 | 77.8\% | 16.7 | 2.3 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 36 5th St/Tower Bridge Gateway Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 12 | 10 | 79.2\% | 36.7 | 25.1 | D |
|  | Through | 181 | 165 | 91.4\% | 34.2 | 4.8 | C |
|  | Right Turn | 233 | 210 | 90.2\% | 13.7 | 2.0 | B |
|  | Subtotal | 426 | 385 | 90.4\% | 23.0 | 2.8 | C |
| SB | Left Turn | 70 | 58 | 83.0\% | 7.4 | 3.3 | A |
|  | Through | 139 | 125 | 89.9\% | 18.8 | 4.3 | B |
|  | Right Turn | 17 | 15 | 89.0\% | 9.1 | 11.6 | A |
|  | Subtotal | 226 | 198 | 87.7\% | 14.8 | 3.8 | B |
| EB | Left Turn | 46 | 36 | 78.1\% | 95.8 | 15.3 | F |
|  | Through | 893 | 780 | 87.3\% | 67.3 | 14.5 | E |
|  | Right Turn | 7 | 8 | 120.7\% | 65.4 | 29.6 | E |
|  | Subtotal | 946 | 824 | 87.1\% | 68.7 | 13.9 | E |
| WB | Left Turn | 39 | 34 | 87.5\% | 53.6 | 15.9 | D |
|  | Through | 133 | 116 | 87.3\% | 31.1 | 8.6 | C |
|  | Right Turn | 42 | 36 | 85.5\% | 5.8 | 1.7 | A |
|  | Subtotal | 214 | 186 | 87.0\% | 30.1 | 6.5 | C |
| Total |  | 1,812 | 1,594 | 87.9\% | 46.4 | 6.9 | D |

## Intersection 37

3rd St-Riverfront St/Tower Bridge Gateway
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 2 | 1 | 70.4\% | 18.4 | 27.3 | B |
|  | Through | 49 | 48 | 98.4\% | 32.5 | 9.0 | C |
|  | Right Turn | 35 | 30 | 86.5\% | 9.6 | 4.4 | A |
|  | Subtotal | 86 | 80 | 92.9\% | 23.9 | 4.8 | C |
| SB | Left Turn | 75 | 64 | 84.9\% | 26.3 | 2.7 | C |
|  | Through | 11 | 7 | 67.2\% | 26.5 | 20.5 | C |
|  | Right Turn | 23 | 19 | 82.6\% | 3.6 | 0.7 | A |
|  | Subtotal | 109 | 90 | 82.7\% | 21.6 | 3.3 | C |
| EB | Left Turn | 257 | 219 | 85.2\% | 42.6 | 10.0 | D |
|  | Through | 938 | 827 | 88.2\% | 18.1 | 5.9 | B |
|  | Right Turn | 1 | 1 | 140.8\% | 5.1 | 10.6 | A |
|  | Subtotal | 1,196 | 1,048 | 87.6\% | 23.2 | 6.3 | C |
| WB | Left Turn | 14 | 11 | 80.5\% | 28.8 | 21.2 | C |
|  | Through | 189 | 171 | 90.3\% | 19.3 | 3.7 | B |
|  | Right Turn | 182 | 156 | 85.9\% | 12.0 | 3.4 | B |
|  | Subtotal | 385 | 338 | 87.9\% | 16.3 | 3.3 | B |
| Total |  | 1,776 | 1,556 | 87.6\% | 21.6 | 4.7 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 17 12th St/E St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 5 | 6 | 120.0\% | 6.0 | 4.6 | A |
|  | Through | 2,106 | 2,109 | 100.2\% | 11.0 | 0.8 | B |
|  | Right Turn | 34 | 38 | 110.6\% | 9.4 | 2.4 | A |
|  | Subtotal | 2,145 | 2,153 | 100.4\% | 10.9 | 0.8 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 110 | 105 | 95.6\% | 15.3 | 3.8 | B |
|  | Right Turn | 14 | 14 | 102.9\% | 8.9 | 7.6 | A |
|  | Subtotal | 124 | 120 | 96.5\% | 14.9 | 3.5 | B |
| WB | Left Turn | 22 | 17 | 78.2\% | 17.7 | 9.4 | B |
|  | Through | 102 | 103 | 101.2\% | 13.0 | 2.8 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 124 | 120 | 97.1\% | 13.7 | 2.4 | B |
| Total |  | 2,393 | 2,393 | 100.0\% | 11.2 | 0.7 | B |

Intersection 20 12th St/F St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 323 | 291 | 90.0\% | 14.2 | 1.9 | B |
|  | Through | 1,874 | 1,891 | 100.9\% | 14.0 | 0.8 | B |
|  | Right Turn | 5 | 4 | 80.0\% | 7.3 | 7.3 | A |
|  | Subtotal | 2,202 | 2,186 | 99.3\% | 14.0 | 0.7 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 116 | 126 | 109.0\% | 13.2 | 2.8 | B |
|  | Right Turn | 67 | 70 | 104.5\% | 11.9 | 3.1 | B |
|  | Subtotal | 183 | 196 | 107.3\% | 12.6 | 2.1 | B |
| WB | Left Turn | 4 | 6 | 140.0\% | 11.8 | 12.0 | B |
|  | Through | 317 | 324 | 102.1\% | 16.9 | 2.1 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 321 | 329 | 102.6\% | 16.9 | 2.0 | B |
| Total |  | 2,706 | 2,711 | 100.2\% | 14.3 | 0.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 13 N 7th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 4 | 4 | 100.0\% | 36.6 | 14.2 | D |
|  | Through | 61 | 59 | 97.0\% | 16.8 | 2.9 | B |
|  | Right Turn | 5 | 4 | 72.0\% | 10.9 | 10.2 | B |
|  | Subtotal | 70 | 67 | 95.4\% | 18.1 | 3.5 | B |
| SB | Left Turn | 11 | 10 | 90.9\% | 68.2 | 39.7 | E |
|  | Through | 551 | 510 | 92.6\% | 57.5 | 22.5 | E |
|  | Right Turn | 138 | 123 | 89.3\% | 55.5 | 21.6 | E |
|  | Subtotal | 700 | 643 | 91.9\% | 57.3 | 22.3 | E |
| EB | Left Turn | 23 | 16 | 67.8\% | 32.9 | 13.9 | C |
|  | Through | 10 | 6 | 56.0\% | 5.0 | 7.6 | A |
|  | Right Turn | 38 | 38 | 98.9\% | 9.5 | 3.7 | A |
|  | Subtotal | 71 | 59 | 82.8\% | 16.6 | 2.9 | B |
| WB | Left Turn | 45 | 37 | 81.8\% | 23.1 | 3.3 | C |
|  | Through | 160 | 118 | 74.0\% | 15.8 | 4.5 | B |
|  | Right Turn | 27 | 18 | 66.7\% | 12.8 | 18.0 | B |
|  | Subtotal | 232 | 173 | 74.7\% | 16.7 | 3.5 | B |
| Total |  | 1,073 | 942 | 87.8\% | 44.6 | 15.8 | D |

## Intersection 14 Dos Rios St/N B St-N 12th St

Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 45 | 44 | 96.9\% | 58.0 | 10.8 | E |
|  | Through | 138 | 133 | 96.2\% | 34.8 | 6.1 | C |
|  | Right Turn | 19 | 16 | 84.2\% | 36.5 | 16.6 | D |
|  | Subtotal | 202 | 192 | 95.2\% | 40.2 | 5.1 | D |
| SB | Left Turn | 15 | 17 | 114.7\% | 37.3 | 12.5 | D |
|  | Through | 158 | 156 | 99.0\% | 39.7 | 8.5 | D |
|  | Right Turn | 9 | 7 | 80.0\% | 22.4 | 23.2 | C |
|  | Subtotal | 182 | 181 | 99.3\% | 39.0 | 7.6 | D |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 251 | 204 | 81.3\% | 35.9 | 5.3 | D |
|  | Right Turn | 31 | 23 | 74.8\% | 22.1 | 9.0 | C |
|  | Subtotal | 282 | 227 | 80.6\% | 34.5 | 4.6 | C |
| SW | Left Turn | 8 | 6 | 80.0\% | 43.9 | 20.7 | D |
|  | Through | 2,439 | 1,844 | 75.6\% | 48.1 | 6.3 | D |
|  | Right Turn | 162 | 114 | 70.4\% | 60.0 | 9.8 | E |
|  | Subtotal | 2,609 | 1,965 | 75.3\% | 48.8 | 6.5 | D |
| Total |  | 3,275 | 2,565 | 78.3\% | 46.2 | 5.4 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 15 N 16th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 151 | 143 | 94.6\% | 15.0 | 2.6 | B |
|  | Through | 986 | 952 | 96.6\% | 10.7 | 0.7 | B |
|  | Right Turn | 6 | 6 | 100.0\% | 7.1 | 7.0 | A |
|  | Subtotal | 1,143 | 1,101 | 96.3\% | 11.2 | 0.8 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 200 | 161 | 80.6\% | 20.0 | 2.0 | C |
|  | Through Right Turn | 6 | 3 | 46.7\% | 12.7 | 7.8 | B |
|  | Subtotal | 206 | 164 | 79.6\% | 20.0 | 1.9 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 6 | 7 | 113.3\% | 10.4 | 10.3 | B |
|  | Right Turn | 2 | 3 | 140.0\% | 3.8 | 9.0 | A |
|  | Subtotal | 8 | 10 | 120.0\% | 10.9 | 10.3 | B |
| Total |  | 1,357 | 1,274 | 93.9\% | 12.4 | 0.8 | B |

## Intersection 38

5th St/Bannon St-N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 73 | 61 | 83.3\% | 6.2 | 2.4 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 5 | 5 | 96.0\% | 1.9 | 2.1 | A |
|  | Subtotal | 78 | 66 | 84.1\% | 6.0 | 2.2 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 64 | 56 | 87.5\% | 6.0 | 1.6 | A |
|  | Right Turn | 236 | 226 | 95.9\% | 5.7 | 0.8 | A |
|  | Subtotal | 300 | 282 | 94.1\% | 5.8 | 0.8 | A |
| WB | Left Turn | 4 | 4 | 100.0\% | 7.6 | 4.2 | A |
|  | Through | 111 | 86 | 77.8\% | 5.9 | 1.7 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 115 | 90 | 78.6\% | 6.0 | 1.6 | A |
| Total |  | 493 | 438 | 88.9\% | 5.9 | 0.8 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 39 6th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 28 | 22 | 77.1\% | 8.8 | 4.2 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 24 | 22 | 91.7\% | 4.6 | 1.3 | A |
|  | Subtotal | 52 | 44 | 83.8\% | 6.6 | 2.5 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 47 | 38 | 80.9\% | 13.7 | 3.0 | B |
|  | Right Turn | 22 | 24 | 107.3\% | 6.3 | 3.7 | A |
|  | Subtotal | 69 | 62 | 89.3\% | 10.9 | 2.8 | B |
| WB | Left Turn | 215 | 175 | 81.5\% | 18.3 | 2.4 | B |
|  | Through | 87 | 68 | 77.7\% | 6.9 | 1.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 302 | 243 | 80.4\% | 15.0 | 1.6 | B |
| Total |  | 423 | 348 | 82.3\% | 13.3 | 1.2 | B |

[^28]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 72.0\% | 3.3 | 3.4 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 206 | 180 | 87.6\% | 4.3 | 0.7 | A |
|  | Subtotal | 211 | 184 | 87.2\% | 4.3 | 0.6 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 21 | 14 | 68.6\% | 4.2 | 2.4 | A |
|  | Right Turn | 5 | 5 | 96.0\% | 1.9 | 1.6 | A |
|  | Subtotal | 26 | 19 | 73.8\% | 3.8 | 2.2 | A |
| WB | Left Turn | 76 | 64 | 83.7\% | 10.5 | 2.0 | B |
|  | Through | 227 | 173 | 76.3\% | 7.5 | 1.1 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 303 | 237 | 78.2\% | 8.3 | 1.1 | A |
| Total |  | 540 | 440 | 81.5\% | 6.5 | 0.8 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

| Intersection 41 |  | 10th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 2 | 40.0\% | 10.0 | 12.9 | B |
|  | Through | 139 | 124 | 88.9\% | 11.9 | 2.6 | B |
|  | Right Turn | 130 | 98 | 75.7\% | 6.6 | 1.8 | A |
|  | Subtotal | 274 | 224 | 81.8\% | 9.6 | 1.9 | A |
| SB | Left Turn | 77 | 71 | 91.9\% | 16.2 | 2.5 | B |
|  | Through | 117 | 113 | 96.8\% | 10.5 | 3.1 | B |
|  | Right Turn | 36 | 37 | 103.3\% | 6.4 | 2.5 | A |
|  | Subtotal | 230 | 221 | 96.2\% | 11.7 | 2.0 | B |
| EB | Left Turn | 131 | 112 | 85.5\% | 23.6 | 4.2 | C |
|  | Through | 75 | 61 | 81.6\% | 6.9 | 1.8 | A |
|  | Right Turn | 5 | 4 | 72.0\% | 1.8 | 1.5 | A |
|  | Subtotal | 211 | 177 | 83.8\% | 17.5 | 3.0 | B |
| WB | Left Turn | 4 | 1 | 30.0\% | 9.2 | 16.2 | A |
|  | Through | 277 | 221 | 79.9\% | 12.3 | 2.5 | B |
|  | Right Turn | 18 | 11 | 60.0\% | 7.2 | 5.8 | A |
|  | Subtotal | 299 | 233 | 78.0\% | 12.2 | 2.5 | B |
| Total |  | 1,014 | 855 | 84.3\% | 12.5 | 1.2 | B |

## Intersection 42

Bercut Dr/South Park St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 305 | 262 | 86.0\% | 6.2 | 0.9 | A |
|  | Right Turn | 76 | 70 | 92.6\% | 4.6 | 1.9 | A |
|  | Subtotal | 381 | 333 | 87.3\% | 5.9 | 1.0 | A |
| SB | Left Turn | 294 | 273 | 92.8\% | 18.4 | 2.4 | B |
|  | Through | 485 | 491 | 101.3\% | 12.7 | 1.4 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 779 | 764 | 98.1\% | 14.8 | 1.3 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 11 | 13 | 116.4\% | 21.4 | 8.0 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 74 | 67 | 90.8\% | 8.4 | 1.6 | A |
|  | Subtotal | 85 | 80 | 94.1\% | 10.8 | 2.3 | B |
| Total |  | 1,245 | 1,177 | 94.5\% | 12.0 | 1.1 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 43 5th St/South Park St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 319 | 266 | 83.3\% | 52.4 | 18.4 | D |
|  | Through | 33 | 24 | 73.9\% | 25.7 | 11.7 | C |
|  | Right Turn | 14 | 10 | 68.6\% | 19.4 | 20.4 | B |
|  | Subtotal | 366 | 300 | 81.9\% | 49.3 | 18.1 | D |
| SB | Left Turn | 54 | 48 | 88.1\% | 35.2 | 7.3 | D |
|  | Through | 163 | 160 | 97.9\% | 23.6 | 4.5 | C |
|  | Right Turn | 23 | 27 | 116.5\% | 17.7 | 8.3 | B |
|  | Subtotal | 240 | 234 | 97.5\% | 25.2 | 4.2 | C |
| EB | Left Turn | 11 | 8 | 72.7\% | 33.9 | 12.6 | C |
|  | Through | 47 | 48 | 101.3\% | 28.2 | 5.7 | C |
|  | Right Turn | 92 | 90 | 98.3\% | 16.1 | 2.7 | B |
|  | Subtotal | 150 | 146 | 97.3\% | 21.0 | 3.3 | C |
| WB | Left Turn | 39 | 29 | 73.8\% | 30.0 | 7.9 | C |
|  | Through | 208 | 194 | 93.1\% | 27.2 | 6.0 | C |
|  | Right Turn | 34 | 36 | 104.7\% | 19.3 | 8.0 | B |
|  | Subtotal | 281 | 258 | 91.8\% | 26.3 | 5.3 | C |
| Total |  | 1,037 | 938 | 90.4\% | 32.6 | 6.7 | C |

## Intersection 44

Judah St/South Park St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 22 | 90.0\% | 6.8 | 1.7 | A |
|  | Through | 5 | 2 | 40.0\% | 3.1 | 3.2 | A |
|  | Right Turn | 28 | 20 | 72.9\% | 3.9 | 2.1 | A |
|  | Subtotal | 57 | 44 | 77.2\% | 5.5 | 1.3 | A |
| SB | Left Turn | 18 | 18 | 100.0\% | 6.2 | 2.1 | A |
|  | Through | 5 | 4 | 72.0\% | 4.1 | 5.3 | A |
|  | Right Turn | 23 | 24 | 106.1\% | 5.8 | 2.8 | A |
|  | Subtotal | 46 | 46 | 100.0\% | 6.4 | 1.8 | A |
| EB | Left Turn | 21 | 22 | 106.7\% | 4.1 | 1.3 | A |
|  | Through | 74 | 64 | 87.0\% | 1.7 | 0.3 | A |
|  | Right Turn | 20 | 16 | 82.0\% | 1.7 | 0.8 | A |
|  | Subtotal | 115 | 103 | 89.7\% | 2.2 | 0.4 | A |
| WB | Left Turn | 25 | 20 | 78.4\% | 3.9 | 0.8 | A |
|  | Through | 234 | 223 | 95.2\% | 2.2 | 0.3 | A |
|  | Right Turn | 5 | 6 | 112.0\% | 0.9 | 0.9 | A |
|  | Subtotal | 264 | 248 | 93.9\% | 2.3 | 0.3 | A |
| Total |  | 482 | 441 | 91.5\% | 3.0 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 45
6th St/South Park St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 15 | 13 | 88.0\% | 7.2 | 3.2 | A |
|  | Through | 42 | 36 | 84.8\% | 10.1 | 2.3 | B |
|  | Right Turn | 1 | 1 | 80.0\% | 0.7 | 1.5 | A |
|  | Subtotal | 58 | 50 | 85.5\% | 9.7 | 2.1 | A |
| SB | Left Turn | 5 | 5 | 96.0\% | 8.7 | 5.0 | A |
|  | Through | 160 | 124 | 77.8\% | 13.9 | 2.4 | B |
|  | Right Turn | 72 | 62 | 86.1\% | 9.5 | 2.2 | A |
|  | Subtotal | 237 | 191 | 80.7\% | 12.4 | 2.5 | B |
| EB | Left Turn | 5 | 3 | 64.0\% | 5.5 | 5.0 | A |
|  | Through | 79 | 68 | 86.1\% | 11.6 | 2.0 | B |
|  | Right Turn | 36 | 31 | 86.7\% | 8.7 | 1.4 | A |
|  | Subtotal | 120 | 102 | 85.3\% | 10.5 | 1.4 | B |
| WB | Left Turn | 323 | 281 | 87.1\% | 15.3 | 5.8 | C |
|  | Through | 177 | 171 | 96.5\% | 16.2 | 4.5 | C |
|  | Right Turn | 5 | 4 | 88.0\% | 9.9 | 9.9 | A |
|  | Subtotal | 505 | 456 | 90.4\% | 15.6 | 5.1 | C |
| Total |  | 920 | 800 | 86.9\% | 13.9 | 3.4 | B |

[^29]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 59 | 53 | 89.5\% | 13.0 | 3.6 | B |
|  | Through Right Turn | 95 | 94 | 98.5\% | 2.5 | 1.0 | A |
|  | Subtotal | 154 | 146 | 95.1\% | 6.1 | 1.7 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 214 | 202 | 94.4\% | 3.7 | 0.5 | A |
|  | Right Turn | 446 | 415 | 93.1\% | 4.5 | 0.5 | A |
|  | Subtotal | 660 | 617 | 93.5\% | 4.2 | 0.3 | A |
| EB | Left Turn | 51 | 41 | 80.8\% | 8.3 | 1.2 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 34 | 30 | 88.2\% | 5.9 | 0.4 | A |
|  | Subtotal | 85 | 71 | 83.8\% | 7.3 | 0.8 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 899 | 835 | 92.9\% | 4.8 | 0.4 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 47 Railyards Blvd/Jibboom St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn | 799 | 784 | 98.1\% | 15.3 | 5.4 | B |
|  | Subtotal | 799 | 784 | 98.1\% | 15.3 | 5.4 | B |
| WB | Left Turn <br> Through <br> Right Turn | 51 | 47 | 92.5\% | 0.6 | 0.3 | A |
|  | Subtotal | 51 | 47 | 92.5\% | 0.6 | 0.3 | A |
| Total |  | 850 | 831 | 97.8\% | 14.5 | 5.1 | B |

[^30]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 10 | 6 | 60.0\% | 19.6 | 18.6 | B |
|  | Through | 124 | 112 | 90.6\% | 22.4 | 4.6 | C |
|  | Right Turn | 5 | 5 | 104.0\% | 15.7 | 11.1 | B |
|  | Subtotal | 139 | 124 | 88.9\% | 22.5 | 4.1 | C |
| SB | Left Turn | 122 | 124 | 101.3\% | 43.7 | 9.9 | D |
|  | Through | 145 | 150 | 103.4\% | 17.4 | 2.9 | B |
|  | Right Turn | 25 | 26 | 102.4\% | 11.8 | 3.6 | B |
|  | Subtotal | 292 | 299 | 102.5\% | 28.0 | 5.0 | C |
| EB | Left Turn | 30 | 28 | 94.7\% | 70.5 | 15.4 | E |
|  | Through | 632 | 615 | 97.3\% | 36.2 | 8.2 | D |
|  | Right Turn | 137 | 138 | 101.0\% | 31.8 | 8.5 | C |
|  | Subtotal | 799 | 782 | 97.9\% | 36.6 | 8.1 | D |
| WB | Left Turn | 5 | 3 | 64.0\% | 28.7 | 26.9 | C |
|  | Through | 16 | 15 | 95.0\% | 9.9 | 7.6 | A |
|  | Right Turn | 189 | 160 | 84.9\% | 6.3 | 1.3 | A |
|  | Subtotal | 210 | 179 | 85.1\% | 7.3 | 1.9 | A |
| Total |  | 1,440 | 1,384 | 96.1\% | 29.8 | 5.8 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 49
PH Garage Entry/Railyards Blvd
Signal

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 51 | 43 | 83.9\% | 12.0 | 2.6 | B |
|  | Through | 2 | 0 | 20.0\% | 0.9 | 1.9 | A |
|  | Right Turn | 47 | 46 | 97.0\% | 7.5 | 2.1 | A |
|  | Subtotal | 100 | 89 | 88.8\% | 9.7 | 1.7 | A |
| SB | Left Turn | 103 | 103 | 99.8\% | 12.8 | 2.8 | B |
|  | Through | 3 | 2 | 53.3\% | 10.0 | 17.4 | B |
|  | Right Turn | 27 | 27 | 99.3\% | 10.1 | 4.9 | B |
|  | Subtotal | 133 | 131 | 98.6\% | 12.2 | 2.7 | B |
| EB | Left Turn | 21 | 22 | 106.7\% | 18.5 | 5.4 | B |
|  | Through | 458 | 439 | 95.9\% | 14.7 | 2.2 | B |
|  | Right Turn | 169 | 143 | 84.7\% | 11.7 | 2.4 | B |
|  | Subtotal | 648 | 605 | 93.3\% | 14.1 | 2.1 | B |
| WB | Left Turn | 118 | 96 | 81.0\% | 24.8 | 6.4 | C |
|  | Through | 187 | 160 | 85.3\% | 9.6 | 2.4 | A |
|  | Right Turn | 227 | 215 | 94.8\% | 6.8 | 1.9 | A |
|  | Subtotal | 532 | 470 | 88.4\% | 11.3 | 2.5 | B |
| Total |  | 1,413 | 1,295 | 91.7\% | 12.6 | 1.8 | B |

Intersection 50
HSB Entry-Huntington St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 12 | 12 | 103.3\% | 11.0 | 8.2 | B |
|  | Through | 5 | 6 | 112.0\% | 5.1 | 6.2 | A |
|  | Right Turn | 9 | 10 | 106.7\% | 4.3 | 2.8 | A |
|  | Subtotal | 26 | 28 | 106.2\% | 7.6 | 3.2 | A |
| SB | Left Turn | 20 | 17 | 84.0\% | 10.8 | 3.2 | B |
|  | Through | 5 | 4 | 80.0\% | 10.8 | 7.7 | B |
|  | Right Turn | 10 | 6 | 64.0\% | 2.0 | 2.1 | A |
|  | Subtotal | 35 | 27 | 77.7\% | 9.8 | 3.1 | A |
| EB | Left Turn | 10 | 9 | 88.0\% | 16.2 | 9.2 | B |
|  | Through | 583 | 559 | 95.8\% | 10.4 | 1.9 | B |
|  | Right Turn | 15 | 18 | 120.0\% | 8.5 | 4.3 | A |
|  | Subtotal | 608 | 586 | 96.3\% | 10.4 | 1.9 | B |
| WB | Left Turn | 18 | 16 | 88.9\% | 20.8 | 9.3 | C |
|  | Through | 510 | 459 | 90.0\% | 10.8 | 1.0 | B |
|  | Right Turn | 20 | 15 | 76.0\% | 8.2 | 2.2 | A |
|  | Subtotal | 548 | 490 | 89.4\% | 11.1 | 1.0 | B |
| Total |  | 1,217 | 1,130 | 92.9\% | 10.6 | 1.2 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 51 5th St-Stanford St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 96 | 90 | 93.3\% | 68.5 | 14.6 | E |
|  | Through | 190 | 167 | 88.0\% | 40.6 | 9.8 | D |
|  | Right Turn | 19 | 15 | 80.0\% | 35.0 | 21.3 | C |
|  | Subtotal | 305 | 272 | 89.2\% | 49.4 | 11.6 | D |
| SB | Left Turn | 59 | 54 | 91.5\% | 52.0 | 10.3 | D |
|  | Through | 206 | 192 | 93.0\% | 37.5 | 8.9 | D |
|  | Right Turn | 29 | 30 | 102.1\% | 35.2 | 19.4 | D |
|  | Subtotal | 294 | 275 | 93.6\% | 40.0 | 8.2 | D |
| EB | Left Turn | 20 | 19 | 94.0\% | 57.8 | 10.3 | E |
|  | Through | 287 | 282 | 98.1\% | 14.6 | 3.0 | B |
|  | Right Turn | 167 | 150 | 89.8\% | 10.3 | 2.5 | B |
|  | Subtotal | 474 | 450 | 95.0\% | 15.0 | 2.8 | B |
| WB | Left Turn | 32 | 29 | 90.0\% | 45.5 | 8.0 | D |
|  | Through | 502 | 444 | 88.5\% | 13.7 | 3.2 | B |
|  | Right Turn | 156 | 132 | 84.9\% | 11.9 | 2.2 | B |
|  | Subtotal | 690 | 606 | 87.8\% | 14.7 | 2.5 | B |
| Total |  | 1,763 | 1,603 | 90.9\% | 25.2 | 2.4 | C |

## Intersection 52

Judah St/Railyards Blvd
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 19 | 14 | 75.8\% | 11.9 | 15.8 | B |
|  | Subtotal | 19 | 14 | 75.8\% | 11.9 | 15.8 | B |
| EB | Left Turn <br> Through <br> Right Turn | 365 | 352 | 96.3\% | 1.6 | 1.3 | A |
|  | Subtotal | 365 | 352 | 96.3\% | 1.6 | 1.3 | A |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 671 \\ 64 \end{gathered}$ | $\begin{gathered} 601 \\ 52 \end{gathered}$ | $\begin{aligned} & 89.5 \% \\ & 81.3 \% \end{aligned}$ | $\begin{aligned} & 2.2 \\ & 1.0 \end{aligned}$ | $\begin{aligned} & 0.8 \\ & 0.4 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 735 | 653 | 88.8\% | 2.1 | 0.7 | A |
| Total |  | 1,119 | 1,019 | 91.0\% | 2.1 | 0.7 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 53 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 17 | 18 | 108.2\% | 37.2 | 26.1 | D |
|  | Through | 36 | 30 | 84.4\% | 22.9 | 12.7 | C |
|  | Right Turn | 187 | 163 | 87.3\% | 4.6 | 1.3 | A |
|  | Subtotal | 240 | 212 | 88.3\% | 10.2 | 4.2 | B |
| SB | Left Turn | 27 | 18 | 68.1\% | 24.4 | 7.6 | C |
|  | Through | 303 | 246 | 81.1\% | 23.9 | 3.8 | C |
|  | Right Turn | 189 | 162 | 85.9\% | 21.1 | 3.7 | C |
|  | Subtotal | 519 | 426 | 82.2\% | 22.9 | 3.4 | C |
| EB | Left Turn | 8 | 5 | 65.0\% | 38.4 | 28.5 | D |
|  | Through | 334 | 324 | 96.9\% | 24.0 | 7.6 | C |
|  | Right Turn | 23 | 18 | 80.0\% | 15.7 | 12.1 | B |
|  | Subtotal | 365 | 347 | 95.1\% | 24.0 | 7.3 | C |
| WB | Left Turn | 245 | 201 | 82.0\% | 20.5 | 4.2 | C |
|  | Through | 529 | 481 | 91.0\% | 9.6 | 1.7 | A |
|  | Right Turn | 14 | 14 | 100.0\% | 5.4 | 3.4 | A |
|  | Subtotal | 788 | 696 | 88.3\% | 12.6 | 1.6 | B |
| Total |  | 1,912 | 1,682 | 87.9\% | 17.4 | 2.6 | B |

## Intersection 54

7th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 292 | 279 | 95.6\% | 52.0 | 18.0 | D |
|  | Through | 61 | 63 | 103.0\% | 33.6 | 8.9 | C |
|  | Right Turn | 189 | 177 | 93.5\% | 26.1 | 9.3 | C |
|  | Subtotal | 542 | 519 | 95.7\% | 41.3 | 14.0 | D |
| SB | Left Turn | 1 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through | 201 | 186 | 92.5\% | 29.1 | 2.6 | C |
|  | Right Turn | 46 | 41 | 88.7\% | 14.0 | 3.8 | B |
|  | Subtotal | 248 | 227 | 91.5\% | 26.5 | 2.4 | C |
| EB | Left Turn | 92 | 83 | 90.0\% | 28.6 | 3.5 | C |
|  | Through | 298 | 265 | 88.9\% | 28.0 | 6.6 | C |
|  | Right Turn | 158 | 147 | 93.2\% | 7.0 | 1.9 | A |
|  | Subtotal | 548 | 495 | 90.3\% | 22.0 | 4.0 | C |
| WB | Left Turn | 283 | 255 | 90.2\% | 67.1 | 23.9 | E |
|  | Through | 450 | 394 | 87.6\% | 71.1 | 21.0 | E |
|  | Right Turn | 1 | 1 | 80.0\% | 26.4 | 24.8 | C |
|  | Subtotal | 734 | 650 | 88.6\% | 70.1 | 21.1 | E |
| Total |  | 2,072 | 1,890 | 91.2\% | 44.5 | 10.3 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 55
8th St/Railyards Blvd
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 5 | 4 | 72.0\% | 16.7 | 34.3 | C |
|  | Right Turn | 1 | 1 | 120.0\% | 3.8 | 6.5 | A |
|  | Subtotal | 6 | 5 | 80.0\% | 11.8 | 20.7 | B |
| EB | Left Turn | 205 | 186 | 90.5\% | 21.0 | 8.3 | C |
|  | Through | 283 | 246 | 87.1\% | 3.6 | 0.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 488 | 432 | 88.5\% | 11.1 | 4.1 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 733 | 684 | 93.3\% | 44.6 | 17.6 | E |
|  | Right Turn | 5 | 2 | 48.0\% | 34.7 | 9.5 | D |
|  | Subtotal | 738 | 686 | 93.0\% | 44.5 | 17.5 | E |
| Total |  | 1,232 | 1,123 | 91.2\% | 31.7 | 12.5 | D |

[^31]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 121 | 107 | 88.3\% | 13.6 | 2.1 | B |
|  | Subtotal | 121 | 107 | 88.3\% | 13.6 | 2.1 | B |
| EB | Left Turn <br> Through <br> Right Turn | 269 | 222 | 82.7\% | 24.9 | 4.0 | C |
|  | Subtotal | 269 | 222 | 82.7\% | 24.9 | 4.0 | C |
| WB | Left Turn <br> Through <br> Right Turn | 679 | 653 | 96.2\% | 28.3 | 4.8 | C |
|  | Subtotal | 679 | 653 | 96.2\% | 28.3 | 4.8 | C |
| Total |  | 1,069 | 982 | 91.9\% | 26.0 | 3.7 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 57 Bercut Dr/Camille Ln All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 80.0\% | 3.8 | 3.7 | A |
|  | Through | 70 | 62 | 89.1\% | 9.0 | 1.6 | A |
|  | Right Turn | 86 | 76 | 88.4\% | 4.7 | 1.6 | A |
|  | Subtotal | 161 | 142 | 88.4\% | 6.6 | 1.4 | A |
| SB | Left Turn | 38 | 33 | 87.4\% | 8.9 | 2.5 | A |
|  | Through | 171 | 176 | 103.2\% | 11.6 | 1.6 | B |
|  | Right Turn | 78 | 79 | 101.0\% | 8.6 | 1.9 | A |
|  | Subtotal | 287 | 288 | 100.5\% | 10.5 | 1.7 | B |
| EB | Left Turn | 44 | 39 | 88.2\% | 9.1 | 1.6 | A |
|  | Through | 60 | 67 | 111.3\% | 9.5 | 1.8 | A |
|  | Right Turn | 5 | 6 | 112.0\% | 5.4 | 4.9 | A |
|  | Subtotal | 109 | 111 | 102.0\% | 9.4 | 1.3 | A |
| WB | Left Turn | 194 | 165 | 85.2\% | 8.6 | 1.7 | A |
|  | Through | 58 | 52 | 89.0\% | 10.1 | 3.6 | B |
|  | Right Turn | 25 | 22 | 89.6\% | 7.0 | 1.7 | A |
|  | Subtotal | 277 | 239 | 86.4\% | 8.8 | 1.8 | A |
| Total |  | 834 | 781 | 93.7\% | 9.1 | 1.2 | A |

Intersection 58
Huntington St/Camille Ln
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn Through | $171$ | 142 | 82.8\% | 16.5 | 2.0 | C |
|  | Right Turn | 62 | 50 | 81.3\% | 14.0 | 4.2 | B |
|  | Subtotal | 233 | 192 | 82.4\% | 15.7 | 2.5 | C |
| EB | Left Turn | 32 | 27 | 83.8\% | 4.6 | 0.6 | A |
|  | Through Right Turn | 152 | 148 | 97.6\% | 1.9 | 0.4 | A |
|  | Subtotal | 184 | 175 | 95.2\% | 2.3 | 0.4 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 215 | 184 | 85.6\% | 0.9 | 0.4 | A |
|  | Right Turn | 52 | 48 | 93.1\% | 0.4 | 0.5 | A |
|  | Subtotal | 267 | 232 | 87.0\% | 0.8 | 0.3 | A |
| Total |  | 684 | 600 | 87.7\% | 6.0 | 1.0 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 59 Stanford St/Camille Ln All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 1 | 24.0\% | 1.2 | 2.6 | A |
|  | Through | 5 | 4 | 80.0\% | 5.4 | 4.7 | A |
|  | Right Turn | 46 | 45 | 97.4\% | 4.4 | 1.1 | A |
|  | Subtotal | 56 | 50 | 89.3\% | 4.6 | 1.0 | A |
| SB | Left Turn | 5 | 4 | 72.0\% | 10.5 | 6.6 | B |
|  | Through | 16 | 14 | 90.0\% | 12.0 | 0.7 | B |
|  | Right Turn | 5 | 6 | 128.0\% | 8.6 | 2.2 | A |
|  | Subtotal | 26 | 24 | 93.8\% | 11.6 | 1.4 | B |
| EB | Left Turn | 8 | 6 | 80.0\% | 6.1 | 2.6 | A |
|  | Through | 242 | 215 | 88.8\% | 8.8 | 1.4 | A |
|  | Right Turn | 73 | 66 | 90.4\% | 5.8 | 1.3 | A |
|  | Subtotal | 323 | 287 | 88.9\% | 8.0 | 1.3 | A |
| WB | Left Turn | 95 | 85 | 89.7\% | 15.5 | 3.1 | C |
|  | Through | 434 | 391 | 90.1\% | 17.2 | 2.9 | C |
|  | Right Turn | 10 | 12 | 116.0\% | 9.8 | 4.9 | A |
|  | Subtotal | 539 | 488 | 90.5\% | 16.7 | 2.7 | C |
| Total |  | 944 | 850 | 90.0\% | 12.9 | 1.6 | B |

```
Intersection 60
```

5th St/Camille Ln
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 183 | 184 | 100.8\% | 30.8 | 5.9 | C |
|  | Through | 312 | 282 | 90.5\% | 26.3 | 6.5 | C |
|  | Right Turn | 92 | 93 | 100.9\% | 18.4 | 6.2 | B |
|  | Subtotal | 587 | 560 | 95.3\% | 26.5 | 5.6 | C |
| SB | Left Turn | 183 | 165 | 90.1\% | 33.5 | 5.3 | C |
|  | Through | 284 | 249 | 87.7\% | 22.1 | 2.2 | C |
|  | Right Turn | 5 | 4 | 72.0\% | 6.6 | 7.2 | A |
|  | Subtotal | 472 | 418 | 88.5\% | 26.5 | 2.8 | C |
| EB | Left Turn | 5 | 2 | 40.0\% | 14.2 | 23.4 | B |
|  | Through | 132 | 118 | 89.4\% | 21.6 | 4.3 | C |
|  | Right Turn | 156 | 145 | 92.8\% | 14.2 | 3.1 | B |
|  | Subtotal | 293 | 265 | 90.4\% | 17.7 | 3.5 | B |
| WB | Left Turn | 19 | 12 | 65.3\% | 46.4 | 21.4 | D |
|  | Through | 351 | 310 | 88.4\% | 25.9 | 4.5 | C |
|  | Right Turn | 151 | 126 | 83.2\% | 21.0 | 3.1 | C |
|  | Subtotal | 521 | 448 | 86.1\% | 25.1 | 4.0 | C |
| Total |  | 1,873 | 1,690 | 90.3\% | 24.8 | 2.4 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 61 6th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 336 | 298 | 88.8\% | 66.1 | 20.1 | E |
|  | Through Right Turn | 119 | 116 | 97.1\% | 45.3 | 16.6 | D |
|  | Subtotal | 455 | 414 | 91.0\% | 60.2 | 18.5 | E |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 391 | 312 | 79.9\% | 13.6 | 3.1 | B |
|  | Right Turn | 180 | 144 | 79.8\% | 10.2 | 2.3 | B |
|  | Subtotal | 571 | 456 | 79.9\% | 12.5 | 2.5 | B |
| EB | Left Turn | 121 | 100 | 82.6\% | 23.5 | 4.9 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 224 | 199 | 88.8\% | 16.7 | 10.2 | B |
|  | Subtotal | 345 | 299 | 86.6\% | 19.2 | 7.9 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,371 | 1,169 | 85.3\% | 30.7 | 6.9 | C |

## Intersection 62

5th St/Stevens St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 183 | 186 | 101.9\% | 78.7 | 39.0 | E |
|  | Through | 501 | 479 | 95.6\% | 51.5 | 33.7 | D |
|  | Right Turn | 171 | 160 | 93.3\% | 49.4 | 39.1 | D |
|  | Subtotal | 855 | 825 | 96.5\% | 57.3 | 35.8 | E |
| SB | Left Turn | 6 | 4 | 73.3\% | 36.2 | 37.5 | D |
|  | Through | 418 | 361 | 86.3\% | 16.0 | 2.3 | B |
|  | Right Turn | 35 | 37 | 105.1\% | 11.3 | 5.3 | B |
|  | Subtotal | 459 | 402 | 87.6\% | 15.9 | 2.5 | B |
| EB | Left Turn | 38 | 42 | 109.5\% | 28.4 | 9.5 | C |
|  | Through | 79 | 81 | 102.8\% | 26.7 | 5.6 | C |
|  | Right Turn | 159 | 161 | 101.1\% | 18.3 | 5.4 | B |
|  | Subtotal | 276 | 284 | 102.8\% | 22.1 | 5.1 | C |
| WB | Left Turn | 163 | 129 | 79.0\% | 46.8 | 10.7 | D |
|  | Through | 122 | 98 | 80.0\% | 48.2 | 7.8 | D |
|  | Right Turn | 48 | 40 | 82.5\% | 45.1 | 7.1 | D |
|  | Subtotal | 333 | 266 | 79.9\% | 47.2 | 8.8 | D |
| Total |  | 1,923 | 1,776 | 92.4\% | 40.7 | 16.2 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
AM Peak Hour

Intersection 63
6th St/Stevens St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 238 | 196 | 82.5\% | 65.9 | 31.6 | F |
|  | Through Right Turn | 524 | 509 | 97.1\% | 29.4 | 15.1 | D |
|  | Subtotal | 762 | 705 | 92.5\% | 39.6 | 19.2 | E |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 445 | 363 | 81.6\% | 3.6 | 1.1 | A |
|  | Right Turn | 180 | 147 | 81.8\% | 6.1 | 3.4 | A |
|  | Subtotal | 625 | 510 | 81.7\% | 4.2 | 1.5 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 70 | 61 | 86.9\% | 7.2 | 3.4 | A |
|  | Subtotal | 70 | 61 | 86.9\% | 7.2 | 3.4 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,457 | 1,276 | 87.6\% | 23.6 | 10.0 | C |

## FEHRケPEERS

| Major Street | South Park St |  |  |  |
| :--- | :---: | :---: | :---: | :---: |
| Minor Street |  |  |  |  |
|  | N6th St |  |  |  |
| Turn Movement Volumes |  |  |  |  |
| NB |  |  | SB | EB |
| Left | 15 | 5 | 5 | 323 |
| Through | 42 | 160 | 79 | 177 |
| Right | 1 | 72 | 36 | 5 |
| Total | 58 | 237 | 120 | 505 |

Sheet No 1 of

| Project | Medical Center / Stadium / Railyards SP EIR |
| :--- | :--- |
| Scenario | Baseline Plus RSPU |
| Peak Hour | AM |

Major Street Direction
$\qquad$

Figure 4C-3. Warrant 3, Peak Hour


* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

|  | Major Street | Minor Street | Warrant Met |
| :---: | :---: | :---: | :---: |
|  | South Park St | N 6th St |  |
| Number of Approach Lanes | 1 | 2 | 2 |
| Traffic Volume (VPH) * | 625 | 237 |  |

[^32]SimTraffic Post-Processor
Average Results from 10 Runs Baseline Plus Railyards SP
Queue Length

Intersection 1
15 SB Ramps/Richards Blvd
Signal

| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB $\begin{gathered}\text { Through } \\ \text { Through/Right }\end{gathered}$ |  | 2,725 | 50 | 14 |  | 18 | 75 | 22 | 0\% | 0\% |
|  |  | 2,725 | 75 | 17 | 125 | 41 | 150 | 49 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| SB | Left Turn | 325 | 175 | 19 | 275 | 33 | 275 | 52 | 0\% | 0\% |
|  | Left/Through | 5,350 | 275 | 20 | 375 | 49 | 400 | 69 | 1\% | 0\% |
|  | Right Turn | 325 | 250 | 31 | 350 | 20 | 325 | 6 | 2\% | 0\% |
| WB | Left Turn | 1,275 | 50 | 12 | 100 | 20 | 100 | 27 | 0\% | 0\% |
|  | Through | 275 | 50 | 11 | 100 | 16 | 100 | 20 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| 0 |  |  |  |  |  |  |  |  |  |  |

Intersection 215 NB Ramps/Richards Blvd Signal


Average Results from 10 Runs
Queue Length
Baseline Plus Railyards SP

Intersection 31
3rd St-I-5 NB Off Ramp/J St

| Direction | Lane Group | Storage (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
|  | Left/Through | 600 | 575 | 54 | 875 | 33 | 725 | 7 | 0\% | 52\% |
|  | Through | 600 | 650 | 35 | 850 | 77 | 725 | 17 | 0\% | 73\% |
| EB | Through/Right | 600 | 625 | 59 | 750 | 30 | 700 | 18 | 0\% | 52\% |
| NB | Right Turn | 5,125 | 25 | 5 | 25 | 16 | 25 | 20 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| NE | Shared | 7,725 | 2,375 | 221 | 4,475 | 354 | 4,800 | 344 | 0\% | 0\% |
|  | Right Turn | 7,725 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Right Turn | 7,725 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Right Turns | 350 | 225 | 48 | 400 | 63 | 350 | 37 | 0\% | 0\% |
| SB | Left Turn | 7,450 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 7,450 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 7,450 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |




 Key
Kxperss
ane (HOV)

| Name | Pstio St | Jstolot | Lston-Ramp | ISto Richards Evd |  |  |  |  | W. EIC Camino Ave to 1080 | 1.800 of |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Flow Rate in Express Lanes |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) |  |  |  |  |  |  |  |  |  |  |
| Lanes |  |  |  |  |  |  |  |  |  |  |
| Terrain |  |  |  |  |  |  |  |  |  |  |
| Grade \%Grade Length (mi) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Tuck \& Bus \% |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{E}_{\mathrm{T}}$ |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{E}_{\mathrm{r}}$ |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\text {two }}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Flow (pcph)Flow Rate (pcphpl) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Calculate Operations in Express Lanes |  |  |  |  |  |  |  |  |  |  |
| fFs | 65 | 65 | 65 | ${ }_{6}$ | 65 | 65 | 65 | ${ }_{6}$ | ${ }_{6}$ | 65 |
| Capacity (pcph) <br> v/c ratio |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Calculate on Ramp Flow Rate |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $\substack{\text { PHF } \\ \text { Lanes }}$ 0.79  0.78 0.97  0.84 |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{E}_{\mathrm{T}}$ 1.5  1.5 1.5  1.5 <br> $\mathrm{E}_{\mathrm{A}}$ 1.2  1.2 1.2  1.2 <br> 1.2       |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Flow (pcph) Flow Rate (pcphpl) | ${ }_{4} 46$ |  | ${ }^{256}$ | 420 |  | 701 |  | ${ }_{4} 46$ |  |  |
|  | 436 |  | 256 | 210 |  | 701 |  | 436 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  | Right 45 |  | Right 45 |  | Right 45 |  |  |
| $\underset{\text { Ramp Speed (mph) }}{\substack{\text { Ramp Capacily (coph) }}}$ | 45 2,100 |  | 45 2.100 | 45 4.200 |  |  |  |  |  |  |
| ${ }_{\text {R }}{ }_{\text {Ramp }}$ | ${ }_{0} 0.21$ |  | 0.12 | 0.10 |  | ${ }_{0}^{2.03}$ |  | ${ }_{0} \mathbf{2}, 1000$ |  |  |
|  |  |  |  |  |  |  |  |  |  |  |


 $\underset{\text { Sxposs Lane (HoV) }}{\text { Key }}$

| Name | PSto J St | Jstol St | Lston-Ramp | 1 St o R Rihards Bud | Beween Richads Svid Ramss Richards Svidio Garden Huy |  |  |  | W. El Camino Ave to. 180 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate off Ramp Fow Rate |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)PHFLanesTerrainGrade \%Grade Length (mi)Truck \& Bus \%RV \%$E_{T}$$E_{R}$$f_{H V}$$f_{P}$Flow (pcph)Flow Rate (pcphpl) | 1.974 |  |  | 1.164 |  | ${ }^{973}$ |  | 974 |  | 2.069 |
|  | 0.9 |  |  | 0.89 |  | 0.91 |  | 0.9 |  | 0.94 |
|  | 2 |  |  | 1 |  | + |  | 2 |  | 2 |
|  | Level |  |  | Level |  | Level |  | Level |  | Level |
|  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  | 0.0\% |
|  | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  | 0.00 |
|  | 3.0\% |  |  | 3.0\% |  | 3.0\% |  | 3.0\% |  | 10.0\% |
|  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  | 0.0\% |
|  | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  | 1.5 |
|  | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  | 1.2 |
|  | 0.985 |  |  | 0.985 |  | 0.985 |  | 0.985 |  | ${ }_{0}^{0.952}$ |
|  | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  | 1.00 |
|  | 2.226 |  |  | 1,327 |  | 1.085 |  | 1.098 |  | 2.311 |
|  | 1,113 |  |  | 1,327 |  | 1.085 |  | 549 |  | 1,156 |
| Calculate off Ramp Roadway operations |  |  |  |  |  |  |  |  |  |  |
| Ramp Type | Right |  |  | Right |  | Right |  | Right |  | Maior |
| Ramp Speed | 45 |  |  | 45 |  | 45 |  | 45 |  | 60 |
| Ramp Capacity (pcph) Ramp v/c ratio | 4,200 0.53 |  |  | 2.100 0.63 |  | 2.100 0.58 |  | 4.200 0.26 |  | 4.600 0.50 |
|  | 0.53 |  |  | 0.63 |  | 0.52 |  | 0.26 |  | 0.50 |
| Determine Adiceent Ramp for Trree-Lane Maininine Segments with one-Lane Ramps |  |  |  |  |  |  |  |  |  |  |
| Up Type <br> Up Distance Up Flow (pcph) Down Type Down Distance Down Flow (pcph) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  | Calculate ererge influncee Area Operations |  |  |  |  |  |  |  |  |  |
| Effective $\mathrm{v}_{\mathrm{P}}$ (pcph) <br> Up Ramp $L_{E Q}$ <br> Down Ramp $L_{E Q}$ <br> $P_{F M}$ (Eqn 13-3) <br> $P_{F M}$ (Eqn 13-4) <br> $P_{\text {FM }}$ (Eqn 13-5) <br> $P_{F M}$ <br> $v_{12}$ (pcph) <br> $v_{3}$ (pcph) <br> $\mathrm{v}_{34}$ (pcph) <br> $v_{12 \mathrm{a}}$ (pcph) <br> $\mathrm{V}_{\text {R12a }}$ (pcph) <br> Speed Index <br> Area Speed <br> Outer Lanes Volume Outer Lanes Speed <br> Segment Speed <br> v/c ratio <br> Density <br> LOS |  |  | 7,741 |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 0.589 |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | $\begin{aligned} & 0.196 \\ & 1,438 \end{aligned}$ |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | ${ }_{6,303}$ |  |  |  |  |  |  |  |
|  |  |  | 3.096 |  |  |  |  |  |  |  |
|  |  |  | 3,353 |  |  |  |  |  |  |  |
|  |  |  | $\begin{aligned} & 0.39 \\ & 5.9 \\ & \hline \end{aligned}$ |  |  |  |  |  |  |  |
|  |  |  | 2.322 |  |  |  |  |  |  |  |
|  |  |  | 58.3 |  |  |  |  |  |  |  |
|  |  |  | 57.3 |  |  |  |  |  |  |  |
|  |  |  | 0.73 28.8 |  |  |  |  |  |  |  |
|  |  |  | 28.8 0 |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |

 ${ }^{\text {key }}$




кey

| Name | Psto Jst | ${ }_{\text {Jstio }}$ St | LSton-Ramp | ISto Richards Elvd | Beween Richars Svid Rams | Richards Sivd to Garden Huw | Beeween Garden HMY Ramos |  | W. El C Camino Ave to I : 80 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Naninin to off Ramp Fow Rate for Weave Segments |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Terain | ${ }_{\text {Level }}^{0.95}$ |  |  | ${ }^{0.95}$ |  | 0.95 |  |  |  |  |
| Grade \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade Lengt (mi) | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  |  |
| Tuck \& Bus \% | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
| Rv\% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  |  |
| $\mathrm{E}_{\mathrm{n}}$ | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  |  |
| ${ }_{\text {tuv }}$ | 0.971 |  |  | 0.971 |  | 0.971 |  | 0.971 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| PHF | 0.95 |  |  | 0.95 |  | 0.95 |  | 0.95 |  |  |
| ${ }_{\text {Terain }}$ | Level |  |  | Level |  | Level |  | Level |  |  |
| ${ }_{\text {Grade }}$ \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade Length (mi) Truck \& Bus \% | ${ }^{0.00}$ |  |  | ${ }^{0.00}$ |  | ${ }^{0.00}$ |  | ${ }^{0.00}$ |  |  |
|  | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
| Rv\% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| $E_{\text {T }}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  |  |
| $\mathrm{E}_{\substack{\text { a }}}^{\text {fiver }}$ | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  |  |
|  | 0.971 |  |  | 0.971 |  | 0.971 |  | 0.971 |  |  |
| $t_{\text {to }}$ | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  |  |
| GP to gP Fiow (poph) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |


 $\triangle$ Expess Lane (HO








\begin{tabular}{|c|c|c|c|c|c|c|c|c|}
\hline Name \& 1.800 O.Ramp \& W. El Camino Ave WB On \& W. El C Camino Ave EB \& Garden Hwy Off \& Beween Garden Hwy Ramse \& Garden HMyto Richards Evod \& Beween Richars bsve Ramps \& Richards Evd to 0 S \\
\hline \multicolumn{2}{|l|}{Calculate Diverge influence Area Operations} \& \& \& \& \& \& \& \\
\hline \begin{tabular}{l}
Effective \(\mathrm{v}_{\mathrm{p}}(\mathrm{pcph})\) \\
Up Ramp \(\mathrm{L}_{\text {EQ }}\) Down Ramp LEQ \(P_{\text {fo }}\) (Eqn 13-9) \(P_{\text {FD }}\) (Eqn 13-10) Pfd (Eqn 13-11) \(\mathrm{P}_{\mathrm{FD}}\) \(v_{12}\) (pcph) \(\mathrm{v}_{3}\) (pcph) \(v_{34}\) (pcph) \(\mathrm{v}_{12 \mathrm{a}}\) (pcph) Area Speed Outer Lanes Volume Outer Lanes Speed Segment Speed v/c ratio Density LOS
\end{tabular} \& \& \& \& 7,525
0.543

0.436
3,630
3,894
3,630
0.35
56.9
1,947
67.6
62.0
0.83
28.7
$D$ \& \& \& \& <br>
\hline \multicolumn{3}{|l|}{Calculate on Ramp to off Ramp Fow Rate for Weave Segments} \& \& \& \& \& \& <br>

\hline | On to Off Volume (vph) |
| :--- |
| PHF |
| Terrain |
| Grade \% |
| Grade Length (mi) |
| Truck \& Bus \% |
| RV \% | \& \& \& \& \& \& \[

$$
\begin{aligned}
& 0.95 \\
& \begin{array}{l}
\text { eneve } \\
0.0 \% \\
0.00 \\
.0 .0 \%
\end{array} \\
& 0.0 \%
\end{aligned}
$$

\] \& \& \[

$$
\begin{aligned}
& 0.95 \\
& \begin{array}{l}
\text { Leve } \\
0.0 \% \\
0.00 \\
\text { 3.0\% } \\
0.0 \%
\end{array}
\end{aligned}
$$
\] <br>

\hline $$
\begin{aligned}
& E_{T} \\
& E_{r} \\
& A_{H v}
\end{aligned}
$$ \& \& \& \& \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$

\] \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$
\] <br>

\hline $t$ \& \& \& \& \& \& 1.00 \& \& 1.00 <br>
\hline Onto off fiow (paph) \& \& \& \& \& \& \& \& <br>
\hline \multicolumn{3}{|l|}{Calculate On Ramp to Maininine Flow Rate for Weave Segments} \& \& \& \& \& \& <br>

\hline \multirow[t]{3}{*}{} \& \& \& \& \& \& $$
\begin{gathered}
0.95 \\
\text { Level } \\
0.0 \% \\
0.00 \\
3.0 \% \\
0.0 \%
\end{gathered}
$$ \& \& \[

$$
\begin{aligned}
& 0.95 \\
& \begin{array}{l}
\text { Leve } \\
0.0 \% \\
0.00 \\
\text { 3.0\% } \\
0.0 \%
\end{array}
\end{aligned}
$$
\] <br>

\hline \& \& \& \& \& \& $$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$ \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$
\] <br>

\hline \& \& \& \& \& \& 1.00 \& \& 1.00 <br>
\hline LFo \& \& \& \& \& \& \& \& <br>
\hline
\end{tabular}






$\underset{>\text { Express Lane (HOV) }}{\text { Key }}$

| Name | Notrtaate Elvd Oft-Ramp |  | D Del Paso Elva to Letisure Ln |
| :---: | :---: | :---: | :---: |
| Operations tor Exiting | PPLanes |  |  |
| Fow (opat) | 1.641 | 1.485 |  |
| Lane | 3 | 2 |  |
| Capacit (poph) | 7.050 | 4.800 |  |
| vecratio | 0.23 | ${ }_{0} .31$ |  |
| Fiow Rate (caphpl) | 547 | 742 |  |
| Speed (mph) | 65.0 | 70.0 |  |
| Density (pochpo) | 8.4 | 10.6 |  |
| Los | A | A |  |


$\underset{\text { Sxposs Lane (HOV) }}{\text { Key }}$


| Location | 1 | 2 | 3 |
| :---: | :---: | :---: | :---: |
|  |  |  |  |
|  |  |  |  |
| Key |  |  |  |
| Name | Northate Blvd Ot-Ramp | Nortrate Buvt of oel Pase evid | Del Paso Elvato Letisure |
| Off Ramp Flow Rate |  |  |  |
| $\begin{gathered} \text { Volume (vph) } \\ \text { PHF } \end{gathered}$ | 175 | 145 |  |
|  | 0.94 | 0.94 |  |
| Lanes |  | 1 |  |
| ${ }_{\text {Terain }}$ | Level | Level |  |
| Grade \% | 0.0\% | 0.0\% |  |
| Grade Length (mi) | 0.00 3.006 |  |  |
| Truck \& Bus \% <br> RV \% | 3.0\% $0.0 \%$ | 3.0\% $0.0 \%$ |  |
| ${ }_{\text {cke }}^{\substack{\text { RV\% } \\ \mathrm{E}_{\mathrm{T}}}}$ | 1.5 | 1.5 |  |
| ${ }_{\text {E }}^{\mathrm{E}_{\mathrm{F}}}$ | 1.2 | 1.2 |  |
| ${ }_{\text {two }}$ | 0.985 | 0.985 |  |
| ${ }_{\text {Fow (poch }}^{\text {for }}$ | 1.00 | 1.00 |  |
| Flow Rate (pochpol) | 189 189 | $\begin{aligned} & 157 \\ & 157 \end{aligned}$ |  |
|  |  |  |  |
| Off Ramp Roadway Operations |  |  |  |
| ${ }_{\text {Ramp }}$ R peeed | Right | Left |  |
|  | 45 | ${ }^{35}$ |  |
| Ramp Capacity (pcph) Ramp v/c ratio | $\begin{aligned} & 2,100 \\ & 0.09 \end{aligned}$ | $\begin{aligned} & 2.000 \\ & 0.08 \end{aligned}$ |  |
|  | Adiacent Ramp for Three-Lane Mainine Segments with one-Lane Ramps |  |  |  |
|  |  |  |  |  |
| Up Type Up Distance |  | ${ }^{\text {Off }}$ |  |
|  |  | 3,035 189 |  |
| Down Type | No |  |  |
| Down Disance |  |  |  |
| Down Fow (poph) |  |  |  |
|  | Merge infuence Area operations |  |  |  |
|  |  |  |  |  |
| Up Ramp Leo |  |  |  |
| $\underset{\substack{\text { Down Ramp Leo } \\ \text { Pemw (Ean } 13.3)}}{\text { a }}$ |  |  |  |
|  |  |  |  |
| $P_{\text {Prm }}($ Eqn 13.4$)$ |  |  |  |
| $P_{\text {Pm }}($ Ean 13.5$)$ |  |  |  |
| $v_{12}($ Poph $)$ |  |  |  |
| $v_{s}($ Poph $)$ |  |  |  |
|  |  |  |  |
| $\mathrm{v}_{12 \mathrm{a}}$ (pcph) <br> $\mathrm{V}_{\text {R12a }}$ (pcph) |  |  |  |
| Speed Index |  |  |  |
| Area Speed |  |  |  |
| Outer Lanes Volume |  |  |  |
| Outer Lanes Speed |  |  |  |
| Segment Speed <br> v/c ratio |  |  |  |
| dos |  |  |  |
|  |  |  |  |
|  |  |  |  |


| Name | Northate Bud Off-Ramp |  | Del Paso Blvd to Leisure Ln |
| :---: | :---: | :---: | :---: |
| Diverge infuence Area operations |  |  |  |
| Effective $v_{p}$ (poch) | 1.830 |  |  |
| Up Ramp Leo |  |  |  |
| Down Ramp Leo |  |  |  |
| $\mathrm{Prof}_{\text {fan }}(13.9)$ | 0.706 |  |  |
| Pro (Ean 13-10) |  |  |  |
| $P_{\text {Pro (Eap } 13-11)}$ |  |  |  |
| Pro | 0.706 |  |  |
| $v_{12}($ Poph $)$ | 1,347 |  |  |
| $v_{s}($ poph $)$ | 483 |  |  |
| $v_{48}($ foph $)$ |  |  |  |
| $\mathrm{V}_{\text {zas }}($ Poph $)$ | 1.347 |  |  |
| Speed Index | 0.32 |  |  |
| Area Speed | 57.8 |  |  |
| Outer Lanes Voume | 483 |  |  |
| Ouer Lanes Speed | 71.3 |  |  |
| Segment fpeed | 60.8 |  |  |
| V/crato | ${ }^{0.31}$ |  |  |
| Density Los | 14.5 |  |  |
| Los | в |  |  |
| On Ramp to off Ramp Flow Rate for Weave SegmentsOn Ramp to Mainine Fow rate for Weave Segments |  |  |  |
|  |  |  |  |

 $\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

[^33]| Location | 1 | 2 | 3 |
| :--- | :--- | :--- | :--- | :--- |



| Key |
| :---: |
| Express Lane (HOV) |


| Name | Northgate Elvd Off-Ramp | Noathate Evid to ole Pase elva | Del Paso Evid to Leisure $L$ Ln |
| :---: | :---: | :---: | :---: |
| Weave Segment Operations |  |  |  |
| Summaize Segment OperationsSegment VCraio |  |  |  |
|  |  |  |  |
| Segment Density | 14.5 | ${ }^{7.8}$ | 10.6 |
| Segment Los | в | A | A |
| Over Capacity |  |  |  |



$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$


| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- | :--- |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | North of Del Paso Elivd | Del Paso Blvd On-Ramp |  | Northate Elvid On-Ram |
| :---: | :---: | :---: | :---: | :---: |
| Flow Rate in Express Lanes Operations in Express Lane |  |  |  |  |
|  |  |  |  |  |
| On Ramp Flow Rate |  |  |  |  |
| $\underset{\substack{\text { Volume (vph) } \\ \text { PHF }}}{\text { a }}$ |  | ${ }^{300}$ |  | ${ }^{424}$ |
|  |  | 0.88 |  | 0.88 |
| Lanes |  |  |  | 1 |
| ${ }^{\text {Terain }}$ |  | Level |  | Level |
|  |  | 0.0\% |  | 0.0\% |
| Grade Eength (mi) |  | 0.00 |  | 0.00 |
| Truck \& Bus \% <br> RV \% |  | 3.0\% |  | 3.0\% |
|  |  | 0.0\% |  | 0.0\% |
|  |  | 1.5 |  | 1.5 |
| ${ }_{\text {ET }}^{\mathrm{E}_{\mathrm{r}}}$ |  | 1.2 |  | 1.2 |
| ${ }_{\text {tov }}$ |  | 0.985 |  | 0.985 |
| $t$ |  | 1.00 |  | 1.00 |
| Flow (pcph)Flow Rate (pcphpl) |  | ${ }^{346}$ |  | 489 |
|  |  | ${ }^{36}$ |  | 489 |
| On Ramp Roaiway Operations |  |  |  |  |
| Ramp Type <br> Ramp Speed (mph) |  | Right |  | Right |
|  |  | 45 |  | 45 |
| Ramp Capacity (pcph) Ramp v/c ratio |  | 2,100 |  | $\begin{aligned} & 2.100 \\ & 0.23 \end{aligned}$ |
|  |  |  |  |  |

 $\underset{\substack{\text { Ke Expess Lane (HOV) }}}{\text { K. }}$

| Name | North of Del Paso Bivd | Del Paso Blvd On-Ramp | Sold | dind |
| :---: | :---: | :---: | :---: | :---: |
| Off Ramp Fow Rate |  |  |  |  |
| Off Ramp Roadway | rations |  |  |  |
| Adiacent Ramp for Three.Lane Mainine Segmens with one-Lane Ramps |  |  |  |  |
| Up Tpe |  |  |  | No |
| Up Distance |  |  |  |  |
| Up Fow (poph) |  |  |  |  |
| Down Type |  |  |  | No |
| Down Distance |  |  |  |  |
| Down Fiow (poph) |  |  |  |  |
| Merge infuence Area operations |  |  |  |  |
| Etfectivevev( $($ Poph $)$ |  | 3.614 |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $P_{\text {fal }}($ Ean 13:3) |  | 0.599 |  |  |
| $\mathrm{P}_{\text {Pm }}(\underline{E q n} 13.4)$ |  |  |  |  |
| $\mathrm{Pamm}_{\text {man }}(13.5)$ |  |  |  |  |
| $\mathrm{P}_{\text {fu }}$ |  | 1.000 |  |  |
| $v_{12}($ Pcon $)$ |  | 3,614 |  |  |
| $v_{s}($ poph $)$ |  |  |  |  |
| $v_{3}($ Poph $)$ |  |  |  |  |
| $\mathrm{V}_{\text {va }}($ (poch $)$ |  | 3,614 |  |  |
| $v^{\text {varat (opht) }}$ |  | 3,960 |  |  |
| Speed Index <br> Area Soed |  | $\begin{aligned} & 0.46 \\ & 54.5 \end{aligned}$ |  |  |
| Area Speed Outer Lanes Volume |  | 54.5 |  |  |
| Outer Lanes Speed |  |  |  |  |
| Segment Speed |  | 54.5 |  |  |
| ve ratio |  | 0.86 |  |  |
| ${ }^{\text {Density }}$ |  | ${ }^{31.5}$ |  |  |
| Los |  | D |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | Noth of Pel Paso Blvd | Del Paso Bud On-Ramp |  | Northate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Diverge infuence Area Operations |  |  |  |  |
| Eteceive $v_{p}$ (poph) |  |  |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $\left.{ }^{\text {Prof (Ean }} 13.9\right)$ |  |  |  |  |
| Pro (Eap 13-11) |  |  |  |  |
| Pro |  |  |  |  |
| $v_{12}($ Poph $)$ |  |  |  |  |
| $v_{3}$ (poph) |  |  |  |  |
|  |  |  |  |  |
| $v^{\text {vasempoph }}$ |  |  |  |  |
| Speed Index |  |  |  |  |
| Area Speed |  |  |  |  |
| Outer Lanes Volume |  |  |  |  |
| Outer Lanes Speed <br> Segment Speed |  |  |  |  |
|  |  |  |  |  |
| Segment Speed v/c ratio |  |  |  |  |
| Density |  |  |  |  |
|  |  |  |  |  |
| Ramp to off Ramp | Rate for Weave Segn |  |  |  |
| amp to Mainine | ate for Weave Seg |  |  |  |


| Loation | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |





| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |




| Name | North of Del Paso Blvd | Del Paso Evd On-Ramp | Def Paso elvato Nortrgate evid | Northate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Weave Segment operations |  |  |  |  |
| Summariz Segment Operations |  |  |  |  |
| Segmentvc raio | 0.80 | ${ }^{0.86}$ | 0.84 | 0.63 |
| Segment Density | 32.9 | 31.5 | 32.9 | 22.8 |
| Segmentios | - | - | - | c |
| Over Capa |  |  |  |  |

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 9,065 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 9,500 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 339 |
| :---: |
| $4 \%$ |
| 1.5 |
| 346 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{2,775}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline Plus RSPU AM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | I Street |
| Off-ramp | Richards Blvd |
|  |  |


| Volume (vph)* | 7,689 |
| :---: | :---: |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 8,058 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 401 |
| :---: |
| $4 \%$ |
| 1.5 |
| 409 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 1,164 |
| :---: |
| $4 \%$ |
| 1.5 |
| 1,187 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ |
| :---: |
|  |
| $\frac{5}{1,900}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline Plus RSPU AM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Richards Blvd |
| Off-ramp | Garden Highway |
|  |  |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{1,175}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline Plus RSPU AM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Garden Highway |
| Off-ramp | El Camino Ave |
|  |  |


| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 6,501 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 6,813 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 369 |
| :---: |
| $4 \%$ |
| 1.5 |
| 376 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 974 |
| :---: |
| $4 \%$ |
| 1.5 |
| 993 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\mathrm{N}_{\mathrm{b}} \frac{4}{\frac{5}{2}} \frac{2,000}{2}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline Plus RSPU AM Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Garden Highway |
| Off-ramp | Richards Blvd |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 8,763 |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) |  |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 623 |
| :---: |
| $4 \%$ |
| 1.5 |
| 635 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 1,750 |
| :---: |
| $4 \%$ |
| 1.5 |
| 1,785 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{2,300}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline Plus RSPU AM Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Richards Blvd |
| Off-ramp | J Street |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
|   <br> Volume (vph)*  <br> Truck Percentage $10 \%$ <br> PCE for Trucks 1.5 <br> Volume (pcph) 7,482 |  |

On-ramp to Mainline ( $\mathrm{W}_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 294 |
| :---: |
| $4 \%$ |
| 1.5 |
| 300 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 951 |
| :---: |
| $4 \%$ |
| 1.5 |
| 970 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection 1 I 5 SB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 357 | 332 | 92.9\% | 28.5 | 1.5 | C |
|  | Through | 69 | 68 | 98.6\% | 30.6 | 3.2 | C |
|  | Right Turn | 488 | 474 | 97.2\% | 12.0 | 1.5 | B |
|  | Subtotal | 914 | 874 | 95.6\% | 19.7 | 1.0 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 796 | 560 | 70.4\% | 199.2 | 18.2 | F |
|  | Right Turn | 335 | 302 | 90.1\% | 20.8 | 7.6 | C |
|  | Subtotal | 1,131 | 862 | 76.3\% | 136.8 | 15.0 | F |
| WB | Left Turn | 523 | 352 | 67.4\% | 14.6 | 4.3 | B |
|  | Through Right Turn | 384 | 268 | 69.8\% | 8.6 | 1.9 | A |
|  | Subtotal | 907 | 620 | 68.4\% | 12.0 | 2.9 | B |
| Total |  | 2,952 | 2,357 | 79.8\% | 60.5 | 4.9 | E |

[^34]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 65 | 74 | 113.8\% | 29.6 | 5.2 | C |
|  | Through | 10 | 11 | 108.0\% | 26.8 | 14.1 | C |
|  | Right Turn | 430 | 449 | 104.4\% | 7.9 | 0.7 | A |
|  | Subtotal | 505 | 534 | 105.7\% | 11.3 | 1.0 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 603 | 378 | 62.6\% | 58.5 | 3.8 | E |
|  | Through Right Turn | 550 | 492 | 89.5\% | 2.0 | 0.3 | A |
|  | Subtotal | 1,153 | 870 | 75.4\% | 26.5 | 1.6 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 842 | 538 | 63.9\% | 15.3 | 2.6 | B |
|  | Right Turn | 1,412 | 911 | 64.5\% | 5.5 | 0.4 | A |
|  | Subtotal | 2,254 | 1,449 | 64.3\% | 9.2 | 1.2 | A |
| Total |  | 3,912 | 2,852 | 72.9\% | 14.9 | 0.4 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection $3 \quad$ Bercut Dr/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 893 | 467 | 52.3\% | 340.4 | 57.4 | F |
|  | Through | 91 | 42 | 46.6\% | 349.1 | 64.0 | F |
|  | Right Turn | 4 | 4 | 90.0\% | 255.4 | 53.2 | F |
|  | Subtotal | 988 | 513 | 51.9\% | 340.4 | 57.7 | F |
| SB | Left Turn | 34 | 30 | 88.2\% | 34.8 | 7.5 | C |
|  | Through | 17 | 16 | 91.8\% | 32.6 | 16.7 | C |
|  | Right Turn | 108 | 92 | 85.6\% | 12.4 | 2.1 | B |
|  | Subtotal | 159 | 138 | 86.8\% | 19.8 | 3.9 | B |
| EB | Left Turn | 40 | 37 | 93.0\% | 37.3 | 8.6 | D |
|  | Through | 625 | 633 | 101.3\% | 14.8 | 2.1 | B |
|  | Right Turn | 315 | 298 | 94.7\% | 2.6 | 0.2 | A |
|  | Subtotal | 980 | 969 | 98.9\% | 11.9 | 1.5 | B |
| WB | Left Turn | 19 | 13 | 67.4\% | 36.7 | 11.4 | D |
|  | Through | 1,253 | 927 | 74.0\% | 52.0 | 15.2 | D |
|  | Right Turn | 9 | 5 | 53.3\% | 38.6 | 37.5 | D |
|  | Subtotal | 1,281 | 944 | 73.7\% | 51.8 | 15.1 | D |
| Total |  | 3,408 | 2,564 | 75.2\% | 91.7 | 10.3 | F |

## Intersection 4

N 3rd St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 89 | 74 | 83.1\% | 37.2 | 11.4 | D |
|  | Through | 5 | 6 | 112.0\% | 31.8 | 18.3 | C |
|  | Right Turn | 15 | 14 | 96.0\% | 7.2 | 4.7 | A |
|  | Subtotal | 109 | 94 | 86.2\% | 32.2 | 8.3 | C |
| SB | Left Turn | 70 | 63 | 90.3\% | 30.6 | 3.5 | C |
|  | Through | 5 | 6 | 128.0\% | 29.2 | 20.6 | C |
|  | Right Turn | 17 | 19 | 112.9\% | 19.4 | 10.4 | B |
|  | Subtotal | 92 | 89 | 96.5\% | 28.6 | 5.5 | C |
| EB | Left Turn | 13 | 10 | 76.9\% | 58.0 | 14.5 | E |
|  | Through | 638 | 637 | 99.8\% | 3.3 | 1.0 | A |
|  | Right Turn | 12 | 11 | 90.0\% | 2.3 | 2.1 | A |
|  | Subtotal | 663 | 658 | 99.2\% | 4.1 | 1.3 | A |
| WB | Left Turn | 2 | 2 | 100.0\% | 18.2 | 27.8 | B |
|  | Through | 1,175 | 890 | 75.7\% | 39.8 | 16.2 | D |
|  | Right Turn | 35 | 32 | 90.3\% | 43.1 | 24.5 | D |
|  | Subtotal | 1,212 | 923 | 76.2\% | 39.8 | 16.2 | D |
| Total |  | 2,076 | 1,764 | 85.0\% | 25.1 | 8.0 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection 5
Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 337 | 332 | 98.6\% | 66.5 | 18.6 | E |
|  | Through | 35 | 40 | 115.4\% | 43.7 | 7.0 | D |
|  | Right Turn | 17 | 19 | 112.9\% | 31.7 | 7.8 | C |
|  | Subtotal | 389 | 392 | 100.8\% | 62.4 | 16.0 | E |
| SB | Left Turn | 24 | 22 | 93.3\% | 32.2 | 14.2 | C |
|  | Through | 62 | 57 | 92.3\% | 34.8 | 7.5 | C |
|  | Right Turn | 49 | 55 | 112.7\% | 22.3 | 4.0 | C |
|  | Subtotal | 135 | 135 | 99.9\% | 29.3 | 5.0 | C |
| EB | Left Turn | 8 | 10 | 130.0\% | 35.8 | 14.2 | D |
|  | Through | 652 | 640 | 98.1\% | 14.1 | 2.4 | B |
|  | Right Turn | 63 | 61 | 96.5\% | 8.3 | 3.6 | A |
|  | Subtotal | 723 | 711 | 98.3\% | 13.9 | 2.2 | B |
| WB | Left Turn | 21 | 17 | 81.9\% | 49.3 | 12.6 | D |
|  | Through | 826 | 619 | 74.9\% | 49.6 | 31.1 | D |
|  | Right Turn | 10 | 8 | 84.0\% | 43.6 | 47.3 | D |
|  | Subtotal | 857 | 644 | 75.2\% | 49.3 | 29.6 | D |
| Total |  | 2,104 | 1,882 | 89.4\% | 36.5 | 11.3 | D |

## Intersection $6 \quad$ N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 4 | 2 | 60.0\% | 18.0 | 26.3 | B |
|  | Through | 5 | 4 | 88.0\% | 27.1 | 30.0 | C |
|  | Right Turn | 8 | 9 | 110.0\% | 8.7 | 8.8 | A |
|  | Subtotal | 17 | 16 | 91.8\% | 20.0 | 7.8 | B |
| SB | Left Turn | 11 | 10 | 87.3\% | 34.2 | 15.9 | C |
|  | Through | 5 | 6 | 112.0\% | 34.3 | 21.9 | C |
|  | Right Turn | 54 | 52 | 96.3\% | 11.2 | 4.7 | B |
|  | Subtotal | 70 | 67 | 96.0\% | 17.3 | 4.5 | B |
| EB | Left Turn | 16 | 16 | 97.5\% | 59.7 | 12.7 | E |
|  | Through | 672 | 656 | 97.7\% | 5.3 | 1.2 | A |
|  | Right Turn | 5 | 7 | 144.0\% | 4.2 | 3.9 | A |
|  | Subtotal | 693 | 679 | 98.0\% | 6.5 | 1.3 | A |
| WB | Left Turn | 1 | 1 | 80.0\% | 12.0 | 27.1 | B |
|  | Through | 799 | 702 | 87.9\% | 9.6 | 3.8 | A |
|  | Right Turn | 5 | 5 | 104.0\% | 15.5 | 25.2 | B |
|  | Subtotal | 805 | 708 | 88.0\% | 9.7 | 3.9 | A |
| Total |  | 1,585 | 1,470 | 92.8\% | 8.6 | 2.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

| Intersection 7 |  | N 7th St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 112 | 100 | 89.6\% | 40.6 | 8.1 | D |
|  | Through | 41 | 44 | 106.3\% | 44.6 | 27.1 | D |
|  | Right Turn | 442 | 452 | 102.2\% | 34.8 | 26.7 | C |
|  | Subtotal | 595 | 596 | 100.1\% | 36.2 | 22.2 | D |
| SB | Left Turn | 67 | 60 | 89.6\% | 46.1 | 12.2 | D |
|  | Through | 18 | 21 | 115.6\% | 36.6 | 18.3 | D |
|  | Right Turn | 53 | 52 | 98.1\% | 33.4 | 6.8 | C |
|  | Subtotal | 138 | 133 | 96.2\% | 39.1 | 7.9 | D |
| EB | Left Turn | 5 | 4 | 88.0\% | 28.5 | 28.7 | C |
|  | Through | 649 | 635 | 97.8\% | 33.3 | 4.3 | C |
|  | Right Turn | 37 | 40 | 107.0\% | 30.6 | 5.9 | C |
|  | Subtotal | 691 | 679 | 98.2\% | 33.2 | 4.2 | C |
| WB | Left Turn | 152 | 128 | 83.9\% | 48.5 | 8.8 | D |
|  | Through | 642 | 593 | 92.3\% | 23.3 | 3.8 | C |
|  | Right Turn | 13 | 12 | 92.3\% | 19.1 | 12.6 | B |
|  | Subtotal | 807 | 732 | 90.8\% | 27.6 | 4.2 | C |
| Total |  | 2,231 | 2,140 | 95.9\% | 32.7 | 8.1 | C |

Intersection 8

N 10th St/Richards Blvd

Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 26 | 23 | 89.2\% | 30.1 | 10.0 | C |
|  | Through | 11 | 10 | 87.3\% | 26.8 | 16.7 | C |
|  | Right Turn | 431 | 404 | 93.8\% | 22.9 | 8.8 | C |
|  | Subtotal | 468 | 437 | 93.4\% | 23.4 | 8.4 | C |
| SB | Left Turn | 88 | 80 | 90.9\% | 30.8 | 11.1 | C |
|  | Through | 67 | 62 | 92.5\% | 27.0 | 5.6 | C |
|  | Right Turn | 134 | 134 | 100.3\% | 7.4 | 1.5 | A |
|  | Subtotal | 289 | 276 | 95.6\% | 18.3 | 2.2 | B |
| EB | Left Turn | 57 | 65 | 114.4\% | 34.8 | 7.2 | C |
|  | Through | 890 | 844 | 94.8\% | 17.0 | 6.8 | B |
|  | Right Turn | 211 | 194 | 92.1\% | 9.9 | 3.7 | A |
|  | Subtotal | 1,158 | 1,104 | 95.3\% | 16.8 | 6.0 | B |
| WB | Left Turn | 17 | 16 | 94.1\% | 32.9 | 17.2 | C |
|  | Through | 563 | 503 | 89.4\% | 10.7 | 2.1 | B |
|  | Right Turn | 15 | 15 | 101.3\% | 11.0 | 6.7 | B |
|  | Subtotal | 595 | 534 | 89.8\% | 11.4 | 2.0 | B |
| Total |  | 2,510 | 2,352 | 93.7\% | 16.9 | 3.8 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection $9 \quad$ Dos Rios St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 30 | 22 | 74.7\% | 30.8 | 14.9 | C |
|  | Through | 5 | 7 | 144.0\% | 36.9 | 33.4 | D |
|  | Right Turn | 30 | 24 | 80.0\% | 19.1 | 10.2 | B |
|  | Subtotal | 65 | 54 | 82.5\% | 28.6 | 11.3 | C |
| SB | Left Turn | 5 | 4 | 72.0\% | 34.5 | 50.2 | C |
|  | Through | 9 | 10 | 111.1\% | 40.6 | 23.9 | D |
|  | Right Turn | 22 | 22 | 98.2\% | 11.5 | 7.7 | B |
|  | Subtotal | 36 | 35 | 97.8\% | 25.1 | 10.5 | C |
| EB | Left Turn | 5 | 3 | 56.0\% | 37.7 | 40.4 | D |
|  | Through | 1,377 | 1,114 | 80.9\% | 46.6 | 15.1 | D |
|  | Right Turn | 27 | 21 | 78.5\% | 36.1 | 25.8 | D |
|  | Subtotal | 1,409 | 1,138 | 80.8\% | 46.4 | 15.1 | D |
| WB | Left Turn | 27 | 21 | 78.5\% | 38.2 | 14.1 | D |
|  | Through | 543 | 526 | 96.9\% | 6.3 | 2.0 | A |
|  | Right Turn | 3 | 2 | 53.3\% | 1.7 | 2.4 | A |
|  | Subtotal | 573 | 549 | 95.8\% | 7.5 | 2.1 | A |
| Total |  | 2,083 | 1,776 | 85.3\% | 33.2 | 9.7 | C |

Intersection 10 N 12th St-N 16th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 63 | 57 | 90.8\% | 101.7 | 11.6 | F |
|  | Through | 4,016 | 3,448 | 85.8\% | 59.9 | 9.9 | E |
|  | Right Turn | 11 | 10 | 87.3\% | 50.8 | 29.4 | D |
|  | Subtotal | 4,090 | 3,514 | 85.9\% | 60.6 | 9.7 | E |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,898 | 1,878 | 98.9\% | 35.7 | 3.1 | D |
|  | Right Turn | 513 | 506 | 98.6\% | 25.6 | 2.4 | C |
|  | Subtotal | 2,411 | 2,384 | 98.9\% | 33.6 | 2.7 | C |
| EB | Left Turn | 1,132 | 699 | 61.8\% | 165.3 | 18.4 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 117 | 88 | 74.9\% | 27.6 | 13.2 | C |
|  | Subtotal | 1,249 | 787 | 63.0\% | 150.2 | 20.4 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 5 | 5 | 104.0\% | 78.0 | 46.8 | E |
|  | Right Turn | 7 | 6 | 85.7\% | 36.4 | 28.2 | D |
|  | Subtotal | 12 | 11 | 93.3\% | 69.0 | 27.9 | E |
| Total |  | 7,762 | 6,696 | 86.3\% | 61.5 | 6.4 | E |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection 11
Bercut Dr/Bannon St
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 | 691 | 281 | 40.7\% | 247.2 | 48.5 | F |
|  | Right Turn | 2 | 0 | 20.0\% | 122.8 | 208.7 | F |
|  | Subtotal | 693 | 282 | 40.6\% | 247.5 | 48.9 | F |
| SB | Left Turn | 71 | 71 | 99.7\% | 5.6 | 1.2 | A |
|  | Through | 280 | 259 | 92.4\% | 5.5 | 0.3 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 351 | 330 | 93.9\% | 5.5 | 0.3 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 2 | 1 | 60.0\% | 25.7 | 52.5 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 297 | 270 | 90.9\% | 42.1 | 21.5 | E |
|  | Subtotal | 299 | 271 | 90.7\% | 42.2 | 21.7 | E |
| Total |  | 1,343 | 882 | 65.7\% | 92.2 | 12.3 | F |

## Intersection 12

N 16th St/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 290 | 275 | 94.9\% | 18.7 | 1.5 | C |
|  | Through Right Turn | 381 | 390 | 102.5\% | 21.3 | 3.8 | C |
|  | Subtotal | 671 | 666 | 99.2\% | 20.2 | 2.7 | C |
| SB | Left Turn Through | 137 | 127 | 92.8\% | 8.1 | 0.4 | A |
|  | Right Turn | 9 | 11 | 120.0\% | 4.8 | 1.8 | A |
|  | Subtotal | 146 | 138 | 94.5\% | 7.8 | 0.5 | A |
| EB | Left Turn | 8 | 6 | 75.0\% | 7.6 | 5.9 | A |
|  | Through <br> Right Turn | 65 | 63 | 97.2\% | 3.2 | 0.9 | A |
|  | Subtotal | 73 | 69 | 94.8\% | 3.7 | 1.2 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 890 | 873 | 98.1\% | 16.9 | 2.1 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 32 | 104.5\% | 17.6 | 6.3 | B |
|  | Through Right Turn | 13 | 12 | 89.2\% | 13.6 | 9.7 | B |
|  | Subtotal | 44 | 44 | 100.0\% | 16.7 | 5.8 | B |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 158 \\ 65 \end{gathered}$ | $\begin{gathered} 159 \\ 70 \end{gathered}$ | $100.8 \%$ $108.3 \%$ | $\begin{gathered} 13.8 \\ 7.0 \end{gathered}$ | $\begin{aligned} & 1.9 \\ & 1.9 \end{aligned}$ | B |
|  | Right Turn |  |  | 108.3\% |  |  | A |
|  | Subtotal | 223 | 230 | 103.0\% | 11.8 | 1.8 | B |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 7 | 85.0\% | 17.0 | 14.1 | B |
|  | Subtotal | 8 | 7 | 85.0\% | 17.0 | 14.1 | B |
| WB | Left Turn | 79 | 76 | 95.7\% | 10.4 | 3.3 | B |
|  | Through | 1,929 | 1,816 | 94.2\% | 13.5 | 3.1 | B |
|  | Right Turn | 7 | 7 | 97.1\% | 8.8 | 11.0 | A |
|  | Subtotal | 2,015 | 1,899 | 94.2\% | 13.4 | 3.1 | B |
| Total |  | 2,290 | 2,179 | 95.2\% | 13.3 | 2.8 | B |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Railyards SP
Volume and Delay by Movement
PM Peak Hour

Intersection 18
7th St/F St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 211 | 157 | 74.3\% | 19.1 | 2.5 | B |
|  | Right Turn | 49 | 32 | 65.3\% | 13.3 | 4.2 | B |
|  | Subtotal | 260 | 189 | 72.6\% | 18.1 | 2.8 | B |
| SB | Left Turn | 495 | 489 | 98.8\% | 34.9 | 8.4 | C |
|  | Through | 419 | 410 | 97.9\% | 24.4 | 8.0 | C |
|  | Right Turn | 1 | 1 | 80.0\% | 1.9 | 6.0 | A |
|  | Subtotal | 915 | 900 | 98.4\% | 30.1 | 8.2 | C |
| EB | Left Turn | 40 | 40 | 101.0\% | 21.8 | 8.3 | C |
|  | Through | 9 | 9 | 97.8\% | 7.4 | 6.3 | A |
|  | Right Turn | 11 | 9 | 80.0\% | 3.9 | 2.4 | A |
|  | Subtotal | 60 | 58 | 96.7\% | 17.8 | 8.7 | B |
| WB | Left Turn | 83 | 73 | 87.7\% | 22.0 | 4.0 | C |
|  | Through | 3 | 3 | 106.7\% | 11.0 | 16.9 | B |
|  | Right Turn | 252 | 242 | 96.0\% | 7.7 | 0.9 | A |
|  | Subtotal | 338 | 318 | 94.1\% | 11.0 | 1.8 | B |
| Total |  | 1,573 | 1,465 | 93.1\% | 24.0 | 5.4 | C |

Intersection 19
8th St/F St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 68 | 75 | 110.0\% | 10.0 | 1.3 | B |
|  | Through | 362 | 326 | 90.1\% | 8.6 | 0.6 | A |
|  | Right Turn | 8 | 6 | 70.0\% | 6.9 | 5.5 | A |
|  | Subtotal | 438 | 406 | 92.8\% | 8.9 | 0.6 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 87 | 88 | 101.1\% | 23.4 | 4.2 | C |
|  | Through Right Turn | 602 | 570 | 94.6\% | 23.5 | 3.4 | C |
|  | Subtotal | 689 | 658 | 95.4\% | 23.5 | 3.5 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 333 | 304 | 91.2\% | 9.1 | 1.6 | A |
|  | Right Turn | 6 | 7 | 120.0\% | 3.7 | 3.1 | A |
|  | Subtotal | 339 | 311 | 91.7\% | 9.0 | 1.5 | A |
| Total |  | 1,466 | 1,375 | 93.8\% | 15.9 | 1.8 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Railyards SP
Volume and Delay by Movement
PM Peak Hour

Intersection 21
7th St/G St
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 | 179 | 120 | 66.8\% | 12.8 | 3.1 | B |
|  | Subtotal | 179 | 120 | 66.8\% | 12.8 | 3.1 | B |
| SB | Left Turn Through Right Turn | $\begin{gathered} 549 \\ 11 \end{gathered}$ | $\begin{gathered} 533 \\ 10 \end{gathered}$ | $\begin{aligned} & 97.1 \% \\ & 94.5 \% \end{aligned}$ | $\begin{aligned} & 13.8 \\ & 11.0 \end{aligned}$ | $\begin{aligned} & 1.9 \\ & 6.9 \end{aligned}$ | $\begin{aligned} & \mathrm{B} \\ & \mathrm{~B} \end{aligned}$ |
|  | Subtotal | 560 | 544 | 97.1\% | 13.8 | 1.9 | B |
| EB | Left Turn <br> Through <br> Right Turn | 56 600 | 30 364 | 52.9\% 60.7\% | 22.6 9.0 | 4.2 1.2 | C |
|  | Subtotal | 656 | 394 | 60.1\% | 10.0 | 1.2 | B |
| WB | Left Turn | 61 | 49 | 80.7\% | 21.3 | 6.0 | C |
|  | Through | 625 | 554 | 88.6\% | 18.6 | 7.7 | B |
|  | Right Turn | 236 | 222 | 94.1\% | 8.6 | 3.8 | A |
|  | Subtotal | 922 | 825 | 89.5\% | 16.0 | 6.3 | B |
| Total |  | 2,317 | 1,882 | 81.2\% | 13.8 | 2.8 | B |

Intersection 22
5th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 11 | 5 | 43.6\% | 15.6 | 14.0 | B |
|  | Through | 762 | 523 | 68.6\% | 7.0 | 1.7 | A |
|  | Right Turn | 224 | 142 | 63.2\% | 4.1 | 1.2 | A |
|  | Subtotal | 997 | 669 | 67.1\% | 6.4 | 1.5 | A |
| SB | Left Turn | 8 | 4 | 55.0\% | 41.7 | 41.0 | D |
|  | Through | 844 | 362 | 42.9\% | 58.9 | 20.2 | E |
|  | Right Turn | 5 | 2 | 40.0\% | 19.6 | 28.5 | B |
|  | Subtotal | 857 | 368 | 43.0\% | 58.7 | 20.3 | E |
| EB | Left Turn | 5 | 4 | 72.0\% | 9.5 | 15.7 | A |
|  | Through | 35 | 36 | 104.0\% | 17.9 | 3.3 | B |
|  | Right Turn | 5 | 4 | 80.0\% | 4.9 | 6.8 | A |
|  | Subtotal | 45 | 44 | 97.8\% | 17.2 | 3.3 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,899 | 1,082 | 57.0\% | 24.2 | 5.6 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Railyards SP
Volume and Delay by Movement
PM Peak Hour

Intersection 23 6th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn Through | 480 | 350 | 72.8\% | 22.4 | 1.5 | C |
|  | Right Turn | 30 | 24 | 80.0\% | 11.5 | 4.5 | B |
|  | Subtotal | 510 | 374 | 73.3\% | 21.7 | 1.6 | C |
| SB | Left Turn | 221 | 138 | 62.6\% | 58.8 | 9.8 | E |
|  | Through Right Turn | 681 | 472 | 69.4\% | 35.0 | 9.1 | D |
|  | Subtotal | 902 | 611 | 67.7\% | 40.5 | 8.7 | D |
| EB | Left Turn | 64 | 39 | 61.3\% | 11.5 | 2.7 | B |
|  | Through | 176 | 126 | 71.4\% | 10.0 | 1.2 | B |
|  | Right Turn | 27 | 18 | 68.1\% | 7.7 | 3.8 | A |
|  | Subtotal | 267 | 183 | 68.6\% | 10.0 | 0.6 | B |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,679 | 1,168 | 69.5\% | 29.8 | 4.7 | C |

Intersection 24 7th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 592 | 448 | 75.7\% | 24.3 | 2.4 | C |
|  | Through Right Turn | 1,034 | 762 | 73.7\% | 18.7 | 1.1 | B |
|  | Subtotal | 1,626 | 1,211 | 74.5\% | 20.8 | 1.4 | C |
| EB | Left Turn | 179 | 121 | 67.7\% | 6.6 | 1.8 | A |
|  | Through | 190 | 134 | 70.5\% | 6.2 | 1.7 | A |
|  | Right Turn | 131 | 101 | 77.3\% | 3.9 | 0.9 | A |
|  | Subtotal | 500 | 356 | 71.3\% | 5.7 | 0.8 | A |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,126 | 1,567 | 73.7\% | 17.4 | 1.1 | B |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Railyards SP
Volume and Delay by Movement
PM Peak Hour

Intersection 25 8th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 701 | 655 | 93.4\% | 7.7 | 1.2 | A |
|  | Right Turn | 225 | 211 | 93.9\% | 7.6 | 0.9 | A |
|  | Subtotal | 926 | 866 | 93.5\% | 7.7 | 1.0 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 163 | 126 | 77.5\% | 8.7 | 1.0 | A |
|  | Through | 666 | 508 | 76.3\% | 9.3 | 0.7 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 829 | 634 | 76.5\% | 9.2 | 0.6 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,755 | 1,500 | 85.5\% | 8.3 | 0.8 | A |

Intersection 27 5th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 2 | 40.0\% | 15.6 | 20.5 | B |
|  | Through Right Turn | 906 | 599 | 66.1\% | 10.4 | 1.7 | B |
|  | Subtotal | 911 | 601 | 65.9\% | 10.5 | 1.6 | B |
| SB | Left Turn <br> Through <br> Right Turn | 879 | 345 | 39.2\% | 71.9 | 15.1 | E |
|  | Subtotal | 879 | 345 | 39.2\% | 71.9 | 15.1 | E |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn Through Right Turn | $\begin{gathered} 2,706 \\ 49 \end{gathered}$ | $\begin{gathered} 1,605 \\ 34 \end{gathered}$ | $\begin{aligned} & 59.3 \% \\ & 69.4 \% \end{aligned}$ | $\begin{aligned} & 33.4 \\ & 16.2 \end{aligned}$ | $\begin{aligned} & 1.7 \\ & 3.5 \end{aligned}$ | C |
|  | Subtotal | 2,755 | 1,639 | 59.5\% | 33.0 | 1.6 | C |
| Total |  | 4,545 | 2,584 | 56.9\% | 32.8 | 1.9 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Railyards SP
Volume and Delay by Movement
PM Peak Hour

Intersection 28 6th St/l St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 191 | 148 | 77.3\% | 36.2 | 12.2 | D |
|  | Through Right Turn | 427 | 325 | 76.1\% | 34.0 | 11.8 | C |
|  | Subtotal | 618 | 472 | 76.4\% | 34.7 | 11.8 | C |
| SB | Left Turn <br> Through | 143 | 102 | 71.0\% | 31.1 | 11.5 | C |
|  | Right Turn | 565 | 381 | 67.4\% | 21.9 | 10.5 | C |
|  | Subtotal | 708 | 482 | 68.1\% | 23.8 | 10.6 | C |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 18 | 10 | 53.3\% | 73.2 | 39.4 | E |
|  | Through | 1,999 | 1,195 | 59.8\% | 49.6 | 6.6 | D |
|  | Right Turn | 83 | 54 | 64.6\% | 34.8 | 8.3 | C |
|  | Subtotal | 2,100 | 1,258 | 59.9\% | 49.2 | 6.5 | D |
| Total |  | 3,426 | 2,213 | 64.6\% | 40.4 | 5.2 | D |

Intersection 29 7th St/l St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 866 \\ & 299 \end{aligned}$ | $\begin{aligned} & 640 \\ & 218 \end{aligned}$ | $\begin{aligned} & 73.9 \% \\ & 72.8 \% \end{aligned}$ | $\begin{aligned} & 8.4 \\ & 8.6 \end{aligned}$ | $\begin{aligned} & 1.0 \\ & 1.5 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 1,165 | 857 | 73.6\% | 8.5 | 0.9 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 159 | 101 | 63.4\% | 38.8 | 8.4 | D |
|  | Through Right Turn | 1,801 | 1,210 | 67.2\% | 41.4 | 5.3 | D |
|  | Subtotal | 1,960 | 1,311 | 66.9\% | 41.2 | 5.4 | D |
| Total |  | 3,125 | 2,168 | 69.4\% | 28.2 | 2.9 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Railyards SP
Volume and Delay by Movement
PM Peak Hour

Intersection 30
8th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 398 | 398 | 100.0\% | 24.3 | 6.2 | C |
|  | Through Right Turn | 798 | 786 | 98.5\% | 14.3 | 2.1 | B |
|  | Subtotal | 1,196 | 1,184 | 99.0\% | 17.7 | 3.1 | B |
| SB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 1,562 \\ 128 \end{gathered}$ | $\begin{gathered} 1,020 \\ 90 \end{gathered}$ | $\begin{aligned} & 65.3 \% \\ & 70.0 \% \end{aligned}$ | $\begin{aligned} & 62.3 \\ & 67.8 \end{aligned}$ | $\begin{aligned} & 14.0 \\ & 13.9 \end{aligned}$ | $\begin{aligned} & \mathrm{E} \\ & \mathrm{E} \end{aligned}$ |
|  | Subtotal | 1,690 | 1,110 | 65.7\% | 62.7 | 13.8 | E |
| Total |  | 2,886 | 2,294 | 79.5\% | 39.3 | 6.2 | D |

Intersection 31
3rd St-I-5 NB Off Ramp/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 5 | 6 | 112.0\% | 65.0 | 41.3 | E |
|  | Through | 529 | 523 | 98.9\% | 39.4 | 8.4 | D |
|  | Right Turn | 27 | 31 | 114.1\% | 19.0 | 6.9 | B |
|  | Subtotal | 561 | 560 | 99.8\% | 38.7 | 7.9 | D |
| SB | Left Turn | 232 | 72 | 30.9\% | 266.3 | 42.8 | F |
|  | Through Right Turn | 334 | 93 | 27.8\% | 272.6 | 51.0 | F |
|  | Subtotal | 566 | 164 | 29.0\% | 270.5 | 43.1 | F |
| EB | Left Turn | 5 | 2 | 48.0\% | 92.0 | 127.3 | F |
|  | Through | 859 | 575 | 67.0\% | 149.0 | 47.1 | F |
|  | Right Turn | 468 | 386 | 82.4\% | 89.7 | 26.4 | F |
|  | Subtotal | 1,332 | 963 | 72.3\% | 125.1 | 33.1 | F |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 146 | 163 | 111.8\% | 19.5 | 6.4 | B |
|  | Subtotal | 146 | 163 | 111.8\% | 19.5 | 6.4 | B |
| Total |  | 2,605 | 1,850 | 71.0\% | 101.5 | 16.0 | F |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Railyards SP
Volume and Delay by Movement
PM Peak Hour

Intersection 32 5th St/J St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 252 | 246 | 97.6\% | 17.2 | 3.8 | B |
|  | Right Turn | 385 | 387 | 100.6\% | 14.8 | 3.6 | B |
|  | Subtotal | 637 | 633 | 99.4\% | 15.7 | 3.6 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 659 | 357 | 54.2\% | 90.8 | 7.4 | F |
|  | Through | 1,092 | 909 | 83.3\% | 41.6 | 3.1 | D |
|  | Right Turn | 24 | 20 | 83.3\% | 27.5 | 8.4 | C |
|  | Subtotal | 1,775 | 1,286 | 72.5\% | 55.0 | 3.1 | E |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,412 | 1,920 | 79.6\% | 42.1 | 1.7 | D |

Intersection 33 7th St/J St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 92 | 70 | 76.5\% | 6.5 | 1.5 | A |
|  | Through Right Turn | 933 | 667 | 71.5\% | 9.3 | 1.0 | A |
|  | Subtotal | 1,025 | 738 | 72.0\% | 9.1 | 1.0 | A |
| EB | Left Turn Through | 1,013 | 909 | 89.7\% | 26.3 | 1.7 | C |
|  | Right Turn | 175 | 157 | 89.8\% | 14.5 | 2.6 | B |
|  | Subtotal | 1,188 | 1,066 | 89.7\% | 24.6 | 1.8 | C |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,213 | 1,804 | 81.5\% | 18.2 | 1.1 | B |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Railyards SP
Volume and Delay by Movement
PM Peak Hour

Intersection 34
5th St/C St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 117 | 122 | 103.9\% | 28.8 | 3.5 | C |
|  | Through | 135 | 126 | 93.3\% | 17.4 | 3.6 | B |
|  | Right Turn | 16 | 14 | 90.0\% | 4.6 | 3.7 | A |
|  | Subtotal | 268 | 262 | 97.8\% | 21.9 | 2.7 | C |
| SB | Left Turn | 53 | 61 | 114.7\% | 28.6 | 6.2 | C |
|  | Through | 82 | 81 | 99.0\% | 19.0 | 4.8 | B |
|  | Right Turn | 14 | 13 | 91.4\% | 4.1 | 1.8 | A |
|  | Subtotal | 149 | 155 | 103.9\% | 21.5 | 3.5 | C |
| EB | Left Turn | 28 | 30 | 105.7\% | 30.3 | 9.1 | C |
|  | Through | 279 | 265 | 94.9\% | 17.1 | 1.9 | B |
|  | Right Turn | 71 | 70 | 99.2\% | 8.1 | 4.3 | A |
|  | Subtotal | 378 | 365 | 96.5\% | 16.3 | 2.2 | B |
| WB | Left Turn | 126 | 58 | 46.3\% | 30.8 | 4.0 | C |
|  | Through | 401 | 202 | 50.4\% | 17.5 | 3.8 | B |
|  | Right Turn | 78 | 43 | 54.9\% | 4.9 | 0.9 | A |
|  | Subtotal | 605 | 303 | 50.1\% | 18.3 | 2.3 | B |
| Total |  | 1,400 | 1,085 | 77.5\% | 19.0 | 1.8 | B |

Intersection $35 \quad$ 5th St/C St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 26 | 17 | 66.2\% | 9.4 | 6.2 | A |
|  | Through | 11 | 12 | 112.7\% | 13.2 | 13.6 | B |
|  | Right Turn | 195 | 192 | 98.5\% | 4.2 | 0.6 | A |
|  | Subtotal | 232 | 222 | 95.5\% | 5.3 | 1.2 | A |
| SB | Left Turn | 7 | 10 | 142.9\% | 20.1 | 10.8 | C |
|  | Through | 3 | 4 | 146.7\% | 14.8 | 11.3 | B |
|  | Right Turn | 1 | 1 | 120.0\% | 1.1 | 1.8 | A |
|  | Subtotal | 11 | 16 | 141.8\% | 19.0 | 5.9 | B |
| EB | Left Turn | 3 | 2 | 66.7\% | 10.1 | 10.9 | B |
|  | Through | 327 | 321 | 98.2\% | 7.5 | 1.3 | A |
|  | Right Turn | 18 | 18 | 97.8\% | 5.0 | 2.3 | A |
|  | Subtotal | 348 | 341 | 97.9\% | 7.5 | 1.3 | A |
| WB | Left Turn | 12 | 7 | 60.0\% | 16.9 | 6.8 | B |
|  | Through | 578 | 295 | 51.1\% | 9.3 | 1.3 | A |
|  | Right Turn | 14 | 8 | 57.1\% | 7.4 | 4.6 | A |
|  | Subtotal | 604 | 310 | 51.4\% | 9.5 | 1.4 | A |
| Total |  | 1,195 | 888 | 74.3\% | 7.9 | 0.4 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Railyards SP
Volume and Delay by Movement
PM Peak Hour

Intersection 64
5th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 685 | 464 | 67.8\% | 15.2 | 2.8 | B |
|  | Right Turn | 82 | 59 | 72.2\% | 11.7 | 3.4 | B |
|  | Subtotal | 767 | 524 | 68.3\% | 14.8 | 2.8 | B |
| SB | Left Turn | 380 | 152 | 39.9\% | 176.2 | 25.4 | F |
|  | Through | 600 | 226 | 37.6\% | 172.7 | 33.6 | F |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 980 | 377 | 38.5\% | 174.1 | 28.9 | F |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 257 | 188 | 73.2\% | 46.7 | 26.5 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 103 | 88 | 85.4\% | 15.7 | 11.5 | B |
|  | Subtotal | 360 | 276 | 76.7\% | 36.7 | 20.6 | D |
| Total |  | 2,107 | 1,177 | 55.9\% | 70.1 | 7.8 | E |

Intersection 65 6th St/G St 0

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 15 | 6 | 42.7\% | 28.1 | 38.7 | D |
|  | Through | 461 | 336 | 72.9\% | 5.7 | 0.7 | A |
|  | Right Turn | 68 | 44 | 65.3\% | 3.6 | 0.7 | A |
|  | Subtotal | 544 | 387 | 71.1\% | 5.9 | 1.0 | A |
| SB | Left Turn | 258 | 209 | 80.9\% | 106.2 | 34.5 | F |
|  | Through | 496 | 398 | 80.3\% | 99.8 | 38.5 | F |
|  | Right Turn | 89 | 77 | 86.3\% | 90.6 | 33.7 | F |
|  | Subtotal | 843 | 684 | 81.1\% | 100.8 | 36.2 | F |
| EB | Left Turn | 2 | 1 | 40.0\% | 7.2 | 16.7 | A |
|  | Through | 330 | 133 | 40.4\% | 12.8 | 10.8 | B |
|  | Right Turn | 130 | 66 | 51.1\% | 16.2 | 16.0 | C |
|  | Subtotal | 462 | 200 | 43.4\% | 14.2 | 12.5 | B |
| WB | Left Turn | 67 | 48 | 71.6\% | 58.8 | 43.8 | F |
|  | Through | 256 | 224 | 87.5\% | 30.5 | 14.6 | D |
|  | Right Turn | 313 | 259 | 82.7\% | 24.2 | 15.2 | C |
|  | Subtotal | 636 | 531 | 83.5\% | 30.0 | 13.0 | D |
| Total |  | 2,485 | 1,802 | 72.5\% | 49.1 | 13.7 | E |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection 36 5th St/Tower Bridge Gateway Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 15 | 14 | 93.9\% | 38.5 | 20.8 | D |
|  | Through | 68 | 67 | 98.9\% | 34.2 | 3.9 | C |
|  | Right Turn | 77 | 77 | 100.1\% | 6.9 | 1.2 | A |
|  | Subtotal | 160 | 158 | 99.0\% | 21.2 | 2.4 | C |
| SB | Left Turn | 74 | 60 | 81.3\% | 8.5 | 8.4 | A |
|  | Through | 150 | 130 | 86.8\% | 22.9 | 4.5 | C |
|  | Right Turn | 9 | 7 | 74.3\% | 5.6 | 12.5 | A |
|  | Subtotal | 233 | 197 | 84.6\% | 18.0 | 4.3 | B |
| EB | Left Turn | 38 | 35 | 91.7\% | 60.8 | 10.4 | E |
|  | Through | 534 | 466 | 87.3\% | 34.4 | 4.3 | C |
|  | Right Turn | 6 | 3 | 52.8\% | 22.5 | 24.2 | C |
|  | Subtotal | 578 | 504 | 87.2\% | 36.2 | 3.9 | D |
| WB | Left Turn | 168 | 148 | 88.0\% | 65.9 | 12.0 | E |
|  | Through | 888 | 746 | 84.0\% | 49.1 | 11.3 | D |
|  | Right Turn | 135 | 117 | 86.3\% | 31.2 | 12.7 | C |
|  | Subtotal | 1,191 | 1,010 | 84.8\% | 49.6 | 10.4 | D |
| Total |  | 2,162 | 1,870 | 86.5\% | 40.2 | 6.3 | D |

## Intersection 37

3rd St-Riverfront St/Tower Bridge Gateway
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 1 | 2 | 211.2\% | 13.8 | 15.9 | B |
|  | Through | 2 | 2 | 105.6\% | 6.9 | 10.4 | A |
|  | Right Turn | 54 | 53 | 97.8\% | 7.6 | 2.0 | A |
|  | Subtotal | 57 | 57 | 100.0\% | 8.8 | 2.7 | A |
| SB | Left Turn | 261 | 238 | 91.0\% | 27.6 | 7.7 | C |
|  | Through | 127 | 110 | 86.8\% | 19.7 | 4.1 | B |
|  | Right Turn | 129 | 95 | 73.9\% | 11.6 | 2.7 | B |
|  | Subtotal | 517 | 443 | 85.7\% | 22.3 | 5.4 | C |
| EB | Left Turn | 26 | 26 | 101.5\% | 38.5 | 10.9 | D |
|  | Through | 654 | 565 | 86.4\% | 28.6 | 5.9 | C |
|  | Right Turn | 5 | 4 | 84.5\% | 14.3 | 16.3 | B |
|  | Subtotal | 685 | 596 | 87.0\% | 29.0 | 5.5 | C |
| WB | Left Turn | 93 | 94 | 101.1\% | 45.6 | 8.5 | D |
|  | Through | 1,061 | 928 | 87.5\% | 25.8 | 7.4 | C |
|  | Right Turn | 100 | 80 | 80.3\% | 24.1 | 7.4 | C |
|  | Subtotal | 1,254 | 1,102 | 87.9\% | 27.5 | 7.0 | C |
| Total |  | 2,513 | 2,199 | 87.5\% | 26.4 | 5.3 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards Sp
PM Peak Hour

Intersection 17 12th St/E St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 219 | 223 | 101.7\% | 17.4 | 1.9 | B |
|  | Through | 1,389 | 1,358 | 97.8\% | 12.6 | 0.7 | B |
|  | Right Turn | 34 | 42 | 122.4\% | 10.9 | 2.0 | B |
|  | Subtotal | 1,642 | 1,623 | 98.8\% | 13.2 | 0.7 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 361 | 382 | 105.8\% | 17.3 | 3.1 | B |
|  | Right Turn | 18 | 16 | 88.9\% | 14.2 | 5.4 | B |
|  | Subtotal | 379 | 398 | 105.0\% | 17.2 | 3.0 | B |
| WB | Left Turn | 46 | 48 | 103.5\% | 28.8 | 11.8 | C |
|  | Through | 25 | 30 | 118.4\% | 11.3 | 5.4 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 71 | 77 | 108.7\% | 22.3 | 8.0 | C |
| Total |  | 2,092 | 2,098 | 100.3\% | 14.3 | 0.9 | B |

Intersection 20 12th St/F St Signal

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 283 | 266 | 93.9\% | 16.8 | 1.1 | B |
|  | Through | 1,053 | 1,049 | 99.6\% | 15.3 | 1.0 | B |
|  | Right Turn | 116 | 105 | 90.7\% | 12.5 | 2.2 | B |
|  | Subtotal | 1,452 | 1,420 | 97.8\% | 15.3 | 1.0 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 321 | 305 | 95.1\% | 35.1 | 4.2 | D |
|  | Right Turn | 281 | 273 | 97.2\% | 30.2 | 4.9 | C |
|  | Subtotal | 602 | 578 | 96.1\% | 32.8 | 4.0 | C |
| WB | Left Turn | 6 | 5 | 86.7\% | 11.5 | 12.0 | B |
|  | Through | 193 | 171 | 88.7\% | 12.7 | 2.4 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 199 | 176 | 88.6\% | 12.9 | 2.5 | B |
| Total |  | 2,253 | 2,174 | 96.5\% | 19.8 | 1.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection 13 N 7th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 93 | 72 | 77.0\% | 45.9 | 7.0 | D |
|  | Through | 101 | 79 | 78.4\% | 27.5 | 7.0 | C |
|  | Right Turn | 307 | 229 | 74.7\% | 27.0 | 7.3 | C |
|  | Subtotal | 501 | 380 | 75.8\% | 30.5 | 6.3 | C |
| SB | Left Turn | 5 | 5 | 96.0\% | 50.3 | 21.0 | D |
|  | Through | 257 | 268 | 104.3\% | 35.0 | 4.0 | D |
|  | Right Turn | 24 | 30 | 123.3\% | 37.9 | 12.0 | D |
|  | Subtotal | 286 | 302 | 105.7\% | 35.6 | 3.9 | D |
| EB | Left Turn | 464 | 346 | 74.6\% | 31.1 | 3.1 | C |
|  | Through | 91 | 69 | 75.6\% | 14.3 | 3.5 | B |
|  | Right Turn | 5 | 5 | 96.0\% | 11.5 | 10.7 | B |
|  | Subtotal | 560 | 420 | 74.9\% | 28.2 | 2.6 | C |
| WB | Left Turn | 5 | 3 | 64.0\% | 28.5 | 28.9 | C |
|  | Through | 190 | 166 | 87.4\% | 30.7 | 5.6 | C |
|  | Right Turn | 28 | 25 | 90.0\% | 18.1 | 6.0 | B |
|  | Subtotal | 223 | 194 | 87.2\% | 29.2 | 4.7 | C |
| Total |  | 1,570 | 1,296 | 82.6\% | 30.7 | 3.2 | C |

## Intersection 14

Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 82 | 28 | 33.7\% | 277.5 | 94.4 | F |
|  | Through | 141 | 94 | 66.7\% | 97.0 | 58.7 | F |
|  | Right Turn | 1 | 1 | 120.0\% | 15.7 | 25.7 | B |
|  | Subtotal | 224 | 123 | 54.8\% | 135.2 | 62.4 | F |
| SB | Left Turn | 25 | 22 | 86.4\% | 71.8 | 26.1 | E |
|  | Through | 188 | 169 | 90.0\% | 74.9 | 35.1 | E |
|  | Right Turn | 7 | 8 | 114.3\% | 60.9 | 44.6 | E |
|  | Subtotal | 220 | 199 | 90.4\% | 73.9 | 33.6 | E |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 669 | 404 | 60.3\% | 76.3 | 24.2 | E |
|  | Right Turn | 105 | 64 | 61.0\% | 64.2 | 28.3 | E |
|  | Subtotal | 774 | 468 | 60.4\% | 74.9 | 24.1 | E |
| SW | Left Turn | 28 | 35 | 125.7\% | 43.0 | 6.6 | D |
|  | Through | 2,083 | 2,061 | 98.9\% | 36.0 | 3.7 | D |
|  | Right Turn | 10 | 8 | 84.0\% | 50.9 | 19.0 | D |
|  | Subtotal | 2,121 | 2,104 | 99.2\% | 36.1 | 3.6 | D |
| Total |  | 3,339 | 2,894 | 86.7\% | 48.5 | 4.8 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection 15 N 16th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 51 | 60 | 118.4\% | 24.8 | 5.1 | C |
|  | Through | 3,112 | 3,096 | 99.5\% | 24.2 | 1.4 | C |
|  | Right Turn | 2 | 4 | 200.0\% | 22.9 | 20.9 | C |
|  | Subtotal | 3,165 | 3,161 | 99.9\% | 24.3 | 1.4 | C |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 649 | 398 | 61.4\% | 28.1 | 2.4 | C |
|  | Through Right Turn | 3 | 2 | 53.3\% | 9.3 | 9.9 | A |
|  | Subtotal | 652 | 400 | 61.3\% | 28.1 | 2.3 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 10 | 9 | 92.0\% | 10.1 | 9.8 | B |
|  | Right Turn | 3 | 2 | 80.0\% | 5.9 | 9.2 | A |
|  | Subtotal | 13 | 12 | 89.2\% | 10.3 | 8.6 | B |
| Total |  | 3,830 | 3,572 | 93.3\% | 24.7 | 1.2 | C |

## Intersection 38

5th St/Bannon St-N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 333 | 276 | 82.8\% | 8.4 | 1.4 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 8 | 4 | 55.0\% | 2.5 | 2.5 | A |
|  | Subtotal | 341 | 280 | 82.1\% | 8.3 | 1.5 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 67 | 70 | 105.1\% | 6.4 | 1.6 | A |
|  | Right Turn | 142 | 148 | 103.9\% | 4.6 | 0.8 | A |
|  | Subtotal | 209 | 218 | 104.3\% | 5.2 | 1.1 | A |
| WB | Left Turn | 36 | 31 | 86.7\% | 11.3 | 3.3 | B |
|  | Through | 226 | 184 | 81.4\% | 7.0 | 1.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 262 | 215 | 82.1\% | 7.7 | 1.4 | A |
| Total |  | 812 | 713 | 87.8\% | 7.2 | 1.0 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection 39 6th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 36 | 29 | 80.0\% | 10.5 | 2.8 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 523 | 398 | 76.0\% | 7.4 | 0.7 | A |
|  | Subtotal | 559 | 426 | 76.3\% | 7.6 | 0.7 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 37 | 33 | 89.7\% | 12.3 | 3.9 | B |
|  | Right Turn | 38 | 41 | 108.4\% | 7.0 | 2.7 | A |
|  | Subtotal | 75 | 74 | 99.2\% | 9.3 | 3.3 | A |
| WB | Left Turn | 81 | 77 | 94.8\% | 22.7 | 4.8 | C |
|  | Through | 226 | 194 | 86.0\% | 7.6 | 1.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 307 | 271 | 88.3\% | 11.8 | 1.9 | B |
| Total |  | 941 | 772 | 82.0\% | 9.3 | 0.8 | A |

## Intersection 40

8th St/N B St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 4 | 2 | 60.0\% | 4.8 | 6.3 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 369 | 281 | 76.1\% | 8.5 | 1.4 | A |
|  | Subtotal | 373 | 283 | 75.9\% | 8.5 | 1.4 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 398 | 289 | 72.7\% | 8.4 | 1.6 | A |
|  | Right Turn | 5 | 6 | 128.0\% | 2.1 | 2.0 | A |
|  | Subtotal | 403 | 296 | 73.3\% | 8.3 | 1.5 | A |
| WB | Left Turn | 53 | 53 | 100.4\% | 11.9 | 3.3 | B |
|  | Through | 219 | 188 | 85.8\% | 7.0 | 1.3 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 272 | 241 | 88.7\% | 8.1 | 1.5 | A |
| Total |  | 1,048 | 820 | 78.2\% | 8.3 | 0.9 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection 41 10th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 72.0\% | 12.3 | 14.7 | B |
|  | Through | 303 | 226 | 74.5\% | 12.7 | 2.7 | B |
|  | Right Turn | 144 | 106 | 73.9\% | 10.1 | 1.6 | B |
|  | Subtotal | 452 | 336 | 74.2\% | 12.0 | 2.0 | B |
| SB | Left Turn | 24 | 24 | 101.7\% | 14.6 | 6.4 | B |
|  | Through | 22 | 28 | 127.3\% | 5.8 | 2.1 | A |
|  | Right Turn | 54 | 54 | 100.0\% | 4.4 | 2.4 | A |
|  | Subtotal | 100 | 106 | 106.4\% | 7.3 | 1.8 | A |
| EB | Left Turn | 156 | 111 | 71.3\% | 22.8 | 3.9 | C |
|  | Through | 606 | 449 | 74.1\% | 8.6 | 1.0 | A |
|  | Right Turn | 5 | 4 | 80.0\% | 4.2 | 5.0 | A |
|  | Subtotal | 767 | 564 | 73.6\% | 11.5 | 1.3 | B |
| WB | Left Turn | 1 | 2 | 160.0\% | 14.6 | 20.3 | B |
|  | Through | 143 | 101 | 70.5\% | 13.1 | 3.9 | B |
|  | Right Turn | 9 | 5 | 57.8\% | 8.9 | 11.1 | A |
|  | Subtotal | 153 | 108 | 70.3\% | 13.4 | 4.1 | B |
| Total |  | 1,472 | 1,114 | 75.7\% | 11.4 | 1.2 | B |

[^35]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 455 | 451 | 99.1\% | 8.6 | 0.6 | A |
|  | Right Turn | 190 | 184 | 96.8\% | 5.1 | 0.5 | A |
|  | Subtotal | 645 | 635 | 98.4\% | 7.6 | 0.5 | A |
| SB | Left Turn | 75 | 81 | 108.3\% | 28.0 | 7.6 | C |
|  | Through | 207 | 203 | 98.2\% | 11.1 | 1.4 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 282 | 284 | 100.9\% | 16.0 | 2.7 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 57 | 50 | 87.7\% | 16.1 | 2.6 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 238 | 207 | 87.1\% | 12.0 | 2.1 | B |
|  | Subtotal | 295 | 257 | 87.2\% | 12.9 | 1.9 | B |
| Total |  | 1,222 | 1,176 | 96.3\% | 10.7 | 1.0 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection 43 5th St/South Park St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 225 | 156 | 69.3\% | 44.2 | 4.8 | D |
|  | Through | 194 | 152 | 78.6\% | 25.1 | 3.4 | C |
|  | Right Turn | 35 | 24 | 69.7\% | 16.2 | 4.9 | B |
|  | Subtotal | 454 | 333 | 73.3\% | 33.4 | 2.5 | C |
| SB | Left Turn | 52 | 51 | 98.5\% | 35.7 | 5.8 | D |
|  | Through | 74 | 74 | 100.0\% | 27.2 | 4.7 | C |
|  | Right Turn | 52 | 50 | 96.2\% | 13.7 | 4.6 | B |
|  | Subtotal | 178 | 175 | 98.4\% | 25.8 | 3.5 | C |
| EB | Left Turn | 56 | 47 | 84.3\% | 43.9 | 11.3 | D |
|  | Through | 201 | 165 | 82.0\% | 48.5 | 11.3 | D |
|  | Right Turn | 263 | 230 | 87.3\% | 40.9 | 14.6 | D |
|  | Subtotal | 520 | 442 | 84.9\% | 44.2 | 12.9 | D |
| WB | Left Turn | 37 | 28 | 74.6\% | 33.3 | 8.3 | C |
|  | Through | 103 | 95 | 92.4\% | 32.8 | 4.2 | C |
|  | Right Turn | 91 | 88 | 96.3\% | 20.0 | 5.6 | B |
|  | Subtotal | 231 | 210 | 91.1\% | 27.5 | 4.6 | C |
| Total |  | 1,383 | 1,160 | 83.9\% | 35.1 | 3.8 | D |

## Intersection 44

Judah St/South Park St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 53 | 52 | 98.9\% | 7.9 | 1.7 | A |
|  | Through | 5 | 5 | 104.0\% | 6.8 | 4.8 | A |
|  | Right Turn | 55 | 49 | 89.5\% | 5.1 | 1.4 | A |
|  | Subtotal | 113 | 107 | 94.5\% | 6.6 | 1.2 | A |
| SB | Left Turn | 2 | 2 | 120.0\% | 2.3 | 3.6 | A |
|  | Through | 5 | 4 | 80.0\% | 5.0 | 6.7 | A |
|  | Right Turn | 13 | 17 | 129.2\% | 3.2 | 0.7 | A |
|  | Subtotal | 20 | 23 | 116.0\% | 4.4 | 1.5 | A |
| EB | Left Turn | 22 | 19 | 85.5\% | 4.1 | 2.0 | A |
|  | Through | 234 | 198 | 84.4\% | 2.5 | 0.3 | A |
|  | Right Turn | 32 | 26 | 82.5\% | 2.1 | 0.7 | A |
|  | Subtotal | 288 | 243 | 84.3\% | 2.6 | 0.3 | A |
| WB | Left Turn | 16 | 14 | 90.0\% | 5.3 | 3.5 | A |
|  | Through | 165 | 142 | 85.8\% | 2.2 | 0.4 | A |
|  | Right Turn | 26 | 23 | 89.2\% | 2.0 | 0.6 | A |
|  | Subtotal | 207 | 179 | 86.6\% | 2.4 | 0.5 | A |
| Total |  | 628 | 552 | 87.9\% | 3.4 | 0.2 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection 45 6th St/South Park St All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 50 | 41 | 82.4\% | 13.4 | 4.3 | B |
|  | Through | 410 | 315 | 76.8\% | 28.9 | 7.9 | D |
|  | Right Turn | 135 | 105 | 77.6\% | 24.9 | 6.6 | C |
|  | Subtotal | 595 | 461 | 77.4\% | 26.6 | 7.1 | D |
| SB | Left Turn | 1 | 2 | 160.0\% | 1.7 | 3.6 | A |
|  | Through | 67 | 65 | 96.7\% | 11.1 | 2.6 | B |
|  | Right Turn | 51 | 46 | 91.0\% | 6.8 | 1.8 | A |
|  | Subtotal | 119 | 113 | 94.8\% | 9.4 | 1.9 | A |
| EB | Left Turn | 146 | 120 | 82.5\% | 15.2 | 3.1 | C |
|  | Through | 109 | 91 | 83.7\% | 15.2 | 3.2 | C |
|  | Right Turn | 36 | 39 | 107.8\% | 11.7 | 4.8 | B |
|  | Subtotal | 291 | 250 | 86.0\% | 14.7 | 2.9 | B |
| WB | Left Turn | 87 | 85 | 97.9\% | 12.3 | 2.8 | B |
|  | Through | 106 | 90 | 84.5\% | 14.7 | 2.5 | B |
|  | Right Turn | 3 | 4 | 133.3\% | 8.8 | 8.5 | A |
|  | Subtotal | 196 | 179 | 91.2\% | 13.5 | 2.0 | B |
| Total |  | 1,201 | 1,003 | 83.5\% | 19.5 | 3.8 | C |

[^36]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 80 | 62 | 77.0\% | 7.7 | 2.5 | A |
|  | Through Right Turn | 295 | 238 | 80.7\% | 4.3 | 0.9 | A |
|  | Subtotal | 375 | 300 | 79.9\% | 5.1 | 1.0 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 107 | 109 | 102.1\% | 5.5 | 1.1 | A |
|  | Right Turn | 116 | 121 | 104.1\% | 5.1 | 0.9 | A |
|  | Subtotal | 223 | 230 | 103.1\% | 5.3 | 0.7 | A |
| EB | Left Turn | 202 | 164 | 81.2\% | 7.0 | 0.5 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 43 | 34 | 78.1\% | 5.3 | 1.0 | A |
|  | Subtotal | 245 | 198 | 80.7\% | 6.7 | 0.4 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 843 | 727 | 86.3\% | 5.6 | 0.6 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection 47 Railyards Blvd/Jibboom St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through Right Turn | 459 | 451 | 98.3\% | 10.6 | 2.2 | B |
|  | Subtotal | 459 | 451 | 98.3\% | 10.6 | 2.2 | B |
| WB | Left Turn <br> Through Right Turn | 676 | 531 | 78.5\% | 1.6 | 0.2 | A |
|  | Subtotal | 676 | 531 | 78.5\% | 1.6 | 0.2 | A |
| Total |  | 1,135 | 982 | 86.5\% | 5.7 | 1.0 | A |

[^37]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 137 | 124 | 90.2\% | 31.9 | 3.7 | C |
|  | Through | 71 | 74 | 104.2\% | 12.9 | 2.7 | B |
|  | Right Turn | 5 | 7 | 136.0\% | 12.6 | 8.8 | B |
|  | Subtotal | 213 | 204 | 96.0\% | 24.4 | 3.5 | C |
| SB | Left Turn | 117 | 117 | 99.8\% | 44.1 | 24.8 | D |
|  | Through | 59 | 60 | 101.0\% | 14.2 | 4.6 | B |
|  | Right Turn | 35 | 42 | 120.0\% | 8.4 | 2.6 | A |
|  | Subtotal | 211 | 218 | 103.5\% | 28.2 | 12.4 | C |
| EB | Left Turn | 5 | 3 | 64.0\% | 14.3 | 21.1 | B |
|  | Through | 390 | 382 | 97.9\% | 22.8 | 8.9 | C |
|  | Right Turn | 64 | 54 | 85.0\% | 21.6 | 14.6 | C |
|  | Subtotal | 459 | 440 | 95.8\% | 22.8 | 9.3 | C |
| WB | Left Turn | 5 | 3 | 64.0\% | 22.0 | 21.0 | C |
|  | Through | 504 | 369 | 73.2\% | 15.5 | 3.1 | B |
|  | Right Turn | 229 | 179 | 78.3\% | 8.7 | 1.6 | A |
|  | Subtotal | 738 | 551 | 74.7\% | 13.5 | 2.8 | B |
| Total |  | 1,621 | 1,414 | 87.2\% | 20.3 | 4.6 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection 49 PH Garage Entry/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 258 | 207 | 80.3\% | 18.3 | 5.0 | B |
|  | Through | 2 | 1 | 40.0\% | 5.3 | 7.9 | A |
|  | Right Turn | 147 | 109 | 74.3\% | 19.2 | 6.1 | B |
|  | Subtotal | 407 | 317 | 77.9\% | 18.6 | 5.2 | B |
| SB | Left Turn | 274 | 256 | 93.6\% | 30.5 | 9.7 | C |
|  | Through | 3 | 2 | 80.0\% | 31.1 | 29.3 | C |
|  | Right Turn | 105 | 100 | 95.6\% | 25.6 | 9.5 | C |
|  | Subtotal | 382 | 359 | 94.0\% | 29.4 | 9.4 | C |
| EB | Left Turn | 99 | 93 | 93.7\% | 41.1 | 17.4 | D |
|  | Through | 423 | 388 | 91.8\% | 37.0 | 16.8 | D |
|  | Right Turn | 99 | 92 | 92.5\% | 32.3 | 14.8 | C |
|  | Subtotal | 621 | 573 | 92.2\% | 36.9 | 16.3 | D |
| WB | Left Turn | 93 | 61 | 65.8\% | 36.9 | 14.6 | D |
|  | Through | 320 | 199 | 62.1\% | 10.3 | 2.1 | B |
|  | Right Turn | 209 | 142 | 68.1\% | 7.1 | 1.8 | A |
|  | Subtotal | 622 | 402 | 64.7\% | 13.7 | 5.2 | B |
| Total |  | 2,032 | 1,652 | 81.3\% | 26.0 | 8.2 | C |

Intersection 50 HSB Entry-Huntington St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 6 | 120.0\% | 14.5 | 9.8 | B |
|  | Through | 5 | 8 | 160.0\% | 23.5 | 23.5 | C |
|  | Right Turn | 276 | 278 | 100.9\% | 20.4 | 11.0 | C |
|  | Subtotal | 286 | 292 | 102.2\% | 20.6 | 10.8 | C |
| SB | Left Turn | 10 | 12 | 124.0\% | 20.7 | 29.4 | C |
|  | Through | 5 | 6 | 112.0\% | 15.7 | 18.9 | B |
|  | Right Turn | 10 | 8 | 76.0\% | 10.2 | 21.3 | B |
|  | Subtotal | 25 | 26 | 102.4\% | 17.4 | 24.0 | B |
| EB | Left Turn | 5 | 5 | 96.0\% | 29.5 | 50.7 | C |
|  | Through | 825 | 716 | 86.7\% | 23.4 | 14.2 | C |
|  | Right Turn | 14 | 12 | 82.9\% | 19.2 | 19.8 | B |
|  | Subtotal | 844 | 732 | 86.7\% | 23.4 | 14.3 | C |
| WB | Left Turn | 12 | 4 | 33.3\% | 28.3 | 25.9 | C |
|  | Through | 607 | 396 | 65.2\% | 9.1 | 1.4 | A |
|  | Right Turn | 10 | 7 | 72.0\% | 8.1 | 7.0 | A |
|  | Subtotal | 629 | 407 | 64.7\% | 9.5 | 1.5 | A |
| Total |  | 1,784 | 1,457 | 81.7\% | 18.7 | 9.4 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection 51 5th St-Stanford St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 51 | 34 | 65.9\% | 87.7 | 18.6 | F |
|  | Through | 249 | 188 | 75.5\% | 62.6 | 13.4 | E |
|  | Right Turn | 26 | 17 | 66.2\% | 43.9 | 15.0 | D |
|  | Subtotal | 326 | 239 | 73.3\% | 64.6 | 12.5 | E |
| SB | Left Turn | 161 | 150 | 93.2\% | 54.4 | 24.2 | D |
|  | Through | 193 | 159 | 82.5\% | 42.9 | 26.6 | D |
|  | Right Turn | 20 | 20 | 98.0\% | 35.2 | 33.1 | D |
|  | Subtotal | 374 | 329 | 87.9\% | 47.8 | 25.5 | D |
| EB | Left Turn | 44 | 30 | 67.3\% | 60.5 | 15.9 | E |
|  | Through | 1,084 | 864 | 79.7\% | 39.0 | 20.3 | D |
|  | Right Turn | 127 | 110 | 86.3\% | 31.1 | 13.0 | C |
|  | Subtotal | 1,255 | 1,003 | 79.9\% | 38.9 | 19.1 | D |
| WB | Left Turn | 12 | 11 | 90.0\% | 74.8 | 55.7 | E |
|  | Through | 325 | 245 | 75.4\% | 19.8 | 4.7 | B |
|  | Right Turn | 161 | 134 | 83.0\% | 13.9 | 3.2 | B |
|  | Subtotal | 498 | 390 | 78.2\% | 19.1 | 2.7 | B |
| Total |  | 2,453 | 1,960 | 79.9\% | 38.9 | 9.6 | D |

## Intersection 52

Judah St/Railyards Blvd
Side-street Stop

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 30 | 26 | 86.7\% | 7.6 | 3.7 | A |
|  | Subtotal | 30 | 26 | 86.7\% | 7.6 | 3.7 | A |
| EB | Left Turn <br> Through <br> Right Turn | 1,271 | 1,016 | 79.9\% | 10.9 | 5.7 | B |
|  | Subtotal | 1,271 | 1,016 | 79.9\% | 10.9 | 5.7 | B |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 468 \\ 57 \end{gathered}$ | $\begin{gathered} 367 \\ 47 \end{gathered}$ | $\begin{aligned} & 78.5 \% \\ & 82.1 \% \end{aligned}$ | $\begin{aligned} & 2.7 \\ & 1.5 \end{aligned}$ | $\begin{aligned} & 0.6 \\ & 0.5 \end{aligned}$ | A A |
|  | Subtotal | 525 | 414 | 78.9\% | 2.6 | 0.5 | A |
| Total |  | 1,826 | 1,456 | 79.7\% | 8.5 | 3.8 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection 53 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 21 | 19 | 89.5\% | 33.6 | 14.1 | C |
|  | Through | 240 | 204 | 85.0\% | 33.4 | 5.7 | C |
|  | Right Turn | 284 | 246 | 86.5\% | 12.8 | 6.6 | B |
|  | Subtotal | 545 | 468 | 85.9\% | 22.6 | 3.8 | C |
| SB | Left Turn | 53 | 50 | 93.6\% | 46.0 | 12.2 | D |
|  | Through | 103 | 105 | 102.1\% | 31.1 | 7.1 | C |
|  | Right Turn | 34 | 29 | 84.7\% | 24.2 | 9.1 | C |
|  | Subtotal | 190 | 184 | 96.6\% | 34.0 | 6.6 | C |
| EB | Left Turn | 317 | 222 | 69.9\% | 50.8 | 10.6 | D |
|  | Through | 923 | 742 | 80.4\% | 31.9 | 10.1 | C |
|  | Right Turn | 31 | 29 | 92.9\% | 20.7 | 8.5 | C |
|  | Subtotal | 1,271 | 993 | 78.1\% | 35.8 | 10.1 | D |
| WB | Left Turn | 244 | 189 | 77.4\% | 36.6 | 2.5 | D |
|  | Through | 470 | 369 | 78.6\% | 20.5 | 3.5 | C |
|  | Right Turn | 38 | 39 | 103.2\% | 15.4 | 10.3 | B |
|  | Subtotal | 752 | 597 | 79.4\% | 25.2 | 3.4 | C |
| Total |  | 2,758 | 2,242 | 81.3\% | 30.1 | 4.1 | C |

## Intersection 54

7th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 157 | 129 | 82.0\% | 59.3 | 10.5 | E |
|  | Through | 173 | 144 | 83.0\% | 59.0 | 13.7 | E |
|  | Right Turn | 173 | 138 | 80.0\% | 52.2 | 13.1 | D |
|  | Subtotal | 503 | 411 | 81.7\% | 57.2 | 9.8 | E |
| SB | Left Turn | 1 | 2 | 200.0\% | 3.4 | 8.7 | A |
|  | Through | 110 | 101 | 91.6\% | 34.9 | 8.0 | C |
|  | Right Turn | 39 | 40 | 103.6\% | 12.5 | 5.7 | B |
|  | Subtotal | 150 | 143 | 95.5\% | 28.3 | 6.6 | C |
| EB | Left Turn | 200 | 162 | 81.2\% | 31.4 | 3.8 | C |
|  | Through | 460 | 348 | 75.7\% | 27.6 | 4.4 | C |
|  | Right Turn | 600 | 490 | 81.7\% | 15.3 | 2.8 | B |
|  | Subtotal | 1,260 | 1,001 | 79.5\% | 22.2 | 1.7 | C |
| WB | Left Turn | 205 | 171 | 83.5\% | 98.9 | 15.4 | F |
|  | Through | 556 | 438 | 78.8\% | 111.1 | 26.7 | F |
|  | Right Turn | 2 | 2 | 80.0\% | 64.8 | 38.1 | E |
|  | Subtotal | 763 | 611 | 80.1\% | 107.9 | 23.6 | F |
| Total |  | 2,676 | 2,166 | 81.0\% | 53.4 | 7.9 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection 55
8th St/Railyards Blvd
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 5 | 2 | 48.0\% | 44.6 | 84.2 | E |
|  | Right Turn | 5 | 6 | 128.0\% | 65.2 | 82.5 | F |
|  | Subtotal | 10 | 9 | 88.0\% | 68.5 | 78.0 | F |
| EB | Left Turn | 251 | 178 | 70.8\% | 32.1 | 5.1 | D |
|  | Through | 383 | 294 | 76.7\% | 4.9 | 1.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 634 | 471 | 74.3\% | 15.1 | 2.9 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 758 | 642 | 84.6\% | 100.1 | 35.8 | F |
|  | Right Turn | 4 | 4 | 90.0\% | 82.5 | 35.7 | F |
|  | Subtotal | 762 | 645 | 84.7\% | 100.1 | 35.8 | F |
| Total |  | 1,406 | 1,125 | 80.0\% | 64.1 | 20.1 | F |

Intersection 56 10th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 22 | 27 | 121.8\% | 14.5 | 3.4 | B |
|  | Subtotal | 22 | 27 | 121.8\% | 14.5 | 3.4 | B |
| EB | Left Turn <br> Through <br> Right Turn | 430 | 318 | 73.9\% | 30.0 | 4.5 | C |
|  | Subtotal | 430 | 318 | 73.9\% | 30.0 | 4.5 | C |
| WB | Left Turn <br> Through <br> Right Turn | 717 | 665 | 92.7\% | 50.5 | 22.0 | D |
|  | Subtotal | 717 | 665 | 92.7\% | 50.5 | 22.0 | D |
| Total |  | 1,169 | 1,009 | 86.3\% | 43.0 | 14.7 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection $57 \quad$ Bercut Dr/Camille Ln All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 72.0\% | 3.6 | 3.3 | A |
|  | Through | 106 | 99 | 93.2\% | 10.9 | 2.3 | B |
|  | Right Turn | 186 | 181 | 97.2\% | 8.7 | 2.1 | A |
|  | Subtotal | 297 | 283 | 95.4\% | 9.4 | 2.0 | A |
| SB | Left Turn | 5 | 5 | 96.0\% | 4.7 | 3.4 | A |
|  | Through | 80 | 74 | 93.0\% | 10.2 | 1.4 | B |
|  | Right Turn | 43 | 40 | 92.1\% | 5.4 | 1.0 | A |
|  | Subtotal | 128 | 119 | 92.8\% | 8.3 | 0.9 | A |
| EB | Left Turn | 102 | 100 | 98.0\% | 20.0 | 4.2 | C |
|  | Through | 164 | 170 | 103.4\% | 20.6 | 3.0 | C |
|  | Right Turn | 5 | 6 | 120.0\% | 9.9 | 13.1 | A |
|  | Subtotal | 271 | 276 | 101.7\% | 20.3 | 3.3 | C |
| WB | Left Turn | 126 | 96 | 76.2\% | 8.5 | 2.0 | A |
|  | Through | 90 | 73 | 81.3\% | 9.4 | 1.3 | A |
|  | Right Turn | 5 | 4 | 72.0\% | 4.0 | 7.0 | A |
|  | Subtotal | 221 | 173 | 78.2\% | 8.7 | 1.6 | A |
| Total |  | 917 | 850 | 92.7\% | 12.8 | 1.6 | B |

Intersection 58 Hungtington St/Camille Ln Side-street Stop

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn Through | 104 | 85 | 81.5\% | 25.2 | 17.0 | D |
|  | Right Turn | 65 | 48 | 73.2\% | 20.4 | 17.2 | C |
|  | Subtotal | 169 | 132 | 78.3\% | 23.6 | 17.0 | C |
| EB | Left Turn | 77 | 74 | 96.1\% | 7.8 | 2.2 | A |
|  | Through | 278 | 278 | 100.1\% | 3.9 | 1.0 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 355 | 352 | 99.3\% | 4.7 | 1.2 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 156 | 129 | 82.6\% | 1.7 | 0.4 | A |
|  | Right Turn | 259 | 189 | 72.9\% | 0.9 | 0.4 | A |
|  | Subtotal | 415 | 318 | 76.5\% | 1.2 | 0.3 | A |
| Total |  | 939 | 802 | 85.5\% | 6.7 | 4.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection 59 Stanford St/Camille Ln All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 15 | 16 | 104.0\% | 11.9 | 6.0 | B |
|  | Through | 131 | 144 | 109.6\% | 12.3 | 1.9 | B |
|  | Right Turn | 35 | 36 | 101.7\% | 11.0 | 3.2 | B |
|  | Subtotal | 181 | 195 | 107.6\% | 12.0 | 1.8 | B |
| SB | Left Turn | 26 | 21 | 81.5\% | 14.4 | 3.2 | B |
|  | Through | 6 | 5 | 80.0\% | 10.0 | 4.4 | A |
|  | Right Turn | 9 | 7 | 80.0\% | 10.9 | 3.4 | B |
|  | Subtotal | 41 | 33 | 81.0\% | 13.8 | 1.9 | B |
| EB | Left Turn | 50 | 44 | 88.8\% | 27.7 | 11.6 | D |
|  | Through | 482 | 456 | 94.6\% | 26.2 | 10.3 | D |
|  | Right Turn | 15 | 14 | 93.3\% | 23.8 | 17.4 | C |
|  | Subtotal | 547 | 514 | 94.0\% | 26.2 | 10.5 | D |
| WB | Left Turn | 30 | 21 | 70.7\% | 16.0 | 7.0 | C |
|  | Through | 397 | 304 | 76.7\% | 18.4 | 5.2 | C |
|  | Right Turn | 5 | 6 | 112.0\% | 7.9 | 6.9 | A |
|  | Subtotal | 432 | 331 | 76.7\% | 18.2 | 5.1 | C |
| Total |  | 1,201 | 1,074 | 89.4\% | 20.8 | 6.4 | C |

## Intersection 60

5th St/Camille Ln
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 159 | 125 | 78.5\% | 39.4 | 9.7 | D |
|  | Through | 321 | 237 | 73.9\% | 30.2 | 11.8 | C |
|  | Right Turn | 28 | 24 | 85.7\% | 30.2 | 15.8 | C |
|  | Subtotal | 508 | 386 | 76.0\% | 33.2 | 10.4 | C |
| SB | Left Turn | 197 | 157 | 79.6\% | 56.2 | 14.4 | E |
|  | Through | 339 | 270 | 79.5\% | 33.3 | 11.2 | C |
|  | Right Turn | 5 | 4 | 80.0\% | 22.6 | 20.3 | C |
|  | Subtotal | 541 | 430 | 79.6\% | 41.6 | 12.5 | D |
| EB | Left Turn | 65 | 50 | 76.3\% | 59.5 | 22.2 | E |
|  | Through | 278 | 269 | 96.7\% | 31.4 | 14.2 | C |
|  | Right Turn | 200 | 190 | 95.0\% | 27.3 | 12.6 | C |
|  | Subtotal | 543 | 508 | 93.6\% | 32.6 | 13.1 | C |
| WB | Left Turn | 52 | 38 | 73.8\% | 53.7 | 13.1 | D |
|  | Through | 268 | 217 | 81.0\% | 38.6 | 15.0 | D |
|  | Right Turn | 193 | 164 | 85.0\% | 32.0 | 14.5 | C |
|  | Subtotal | 513 | 420 | 81.8\% | 37.4 | 14.0 | D |
| Total |  | 2,105 | 1,744 | 82.9\% | 36.3 | 5.4 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
PM Peak Hour

Intersection 61 6th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 244 | 221 | 90.5\% | 73.6 | 30.7 | E |
|  | Through Right Turn | 331 | 290 | 87.7\% | 57.0 | 28.8 | E |
|  | Subtotal | 575 | 511 | 88.9\% | 64.2 | 29.6 | E |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 229 | 192 | 84.0\% | 13.9 | 6.8 | B |
|  | Right Turn | 149 | 123 | 82.4\% | 11.0 | 5.0 | B |
|  | Subtotal | 378 | 315 | 83.4\% | 12.7 | 5.9 | B |
| EB | Left Turn | 214 | 186 | 86.7\% | 19.2 | 3.7 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 361 | 322 | 89.3\% | 13.1 | 5.0 | B |
|  | Subtotal | 575 | 508 | 88.3\% | 15.4 | 4.1 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,528 | 1,334 | 87.3\% | 32.5 | 8.7 | C |

## Intersection 62

5th St/Stevens St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 152 | 128 | 83.9\% | 71.2 | 17.1 | E |
|  | Through | 473 | 377 | 79.7\% | 68.0 | 28.4 | E |
|  | Right Turn | 163 | 133 | 81.7\% | 65.3 | 29.4 | E |
|  | Subtotal | 788 | 638 | 80.9\% | 68.3 | 25.9 | E |
| SB | Left Turn | 26 | 20 | 76.9\% | 42.2 | 10.6 | D |
|  | Through | 550 | 452 | 82.3\% | 24.3 | 3.9 | C |
|  | Right Turn | 15 | 12 | 77.3\% | 21.4 | 12.0 | C |
|  | Subtotal | 591 | 484 | 81.9\% | 25.0 | 3.7 | C |
| EB | Left Turn | 30 | 26 | 86.7\% | 41.2 | 23.6 | D |
|  | Through | 216 | 217 | 100.4\% | 40.7 | 14.9 | D |
|  | Right Turn | 186 | 182 | 97.6\% | 34.4 | 11.2 | C |
|  | Subtotal | 432 | 424 | 98.2\% | 37.8 | 13.1 | D |
| WB | Left Turn | 202 | 150 | 74.5\% | 85.5 | 29.3 | F |
|  | Through | 58 | 40 | 69.0\% | 79.6 | 30.8 | E |
|  | Right Turn | 5 | 5 | 96.0\% | 62.5 | 46.8 | E |
|  | Subtotal | 265 | 195 | 73.7\% | 84.4 | 29.1 | F |
| Total |  | 2,076 | 1,741 | 83.9\% | 49.9 | 10.3 | D |

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

Intersection 63
6th St/Stevens St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 135 | 100 | 73.8\% | 86.4 | 57.2 | F |
|  | Through Right Turn | 610 | 558 | 91.5\% | 41.8 | 29.0 | E |
|  | Subtotal | 745 | 658 | 88.3\% | 48.3 | 32.5 | E |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 575 | 499 | 86.8\% | 3.7 | 1.0 | A |
|  | Right Turn | 87 | 78 | 90.1\% | 7.6 | 5.3 | A |
|  | Subtotal | 662 | 578 | 87.3\% | 4.2 | 1.6 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 268 | 220 | 82.2\% | 13.0 | 2.6 | B |
|  | Subtotal | 268 | 220 | 82.2\% | 13.0 | 2.6 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,675 | 1,456 | 86.9\% | 24.2 | 10.3 | C |

## FEHRケPEERS

| Major Street | N 6th St |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Minor Street | South Park St |  |  |  |
| Turn Movement Volumes |  |  |  |  |
|  | NB | SB | EB | WB |
| Left | 50 | 1 | 146 | 87 |
| Through | 410 | 67 | 109 | 106 |
| Right | 135 | 51 | 36 | 3 |
| Total | 595 | 119 | 291 | 196 |

Sheet No 1 of
Project Medical Center / Stadium / Railyards SP EIR
Scenario Baseline Plus RSPU
Peak Hour

## PM

Major Street Direction

| $\mathrm{x} \quad$ North/South |  |
| :--- | :--- |
|  | East/West |

Figure 4C-3. Warrant 3, Peak Hour


* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2012

|  | Major Street | Minor Street | Warrant Met |
| :---: | :---: | :---: | :---: |
|  | N 6th St | South Park St |  |
| Number of Approach Lanes | 2 | 1 | N |
| Traffic Volume (VPH) * | 714 | 291 |  |

[^38]
## Intersection 1

15 SB Ramps/Richards Blvd
Signal

| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Through Through/Right | $\begin{aligned} & \hline 2,725 \\ & 2,725 \end{aligned}$ | $\begin{gathered} \hline 1,475 \\ 975 \end{gathered}$ | 192 | $\begin{aligned} & \hline 2,300 \\ & 2,200 \end{aligned}$ | 339 | $\begin{aligned} & \hline 2,325 \\ & 2,200 \end{aligned}$ | 271 | $\begin{gathered} \hline 86 \% \\ 0 \% \end{gathered}$ | 1\% |
|  |  |  |  | 365 |  | 535 |  | 317 |  | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
|  | Left Turn | 325 | 100 | 24 | 175 | 40 | 175 | 36 | 0\% | 0\% |
|  | Left/Through | 1,500 | 175 | 17 | 225 | 30 | 225 | 34 | 0\% | 0\% |
| SB | Right Turn | 325 | 125 | 11 | 175 | 24 | 175 | 26 | 0\% | 0\% |
|  | Left Turn | 1,275 | 100 | 22 | 175 | 44 | 175 | 49 | 0\% | 0\% |
|  | Through | 275 | 100 | 25 | 175 | 55 | 175 | 50 | 0\% | 0\% |
| WB |  |  |  |  |  |  |  |  |  |  |
| 0 |  |  |  |  |  |  |  |  |  |  |

Intersection 215 NB Ramps/Richards Blvd

Signal

| Direction | Lane Group | Storage$(\mathrm{ft})$ | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB $\begin{array}{r}\text { Left Turn } \\ \text { Through }\end{array}$ |  | 275 | 250 | 12 | 325 | 12 | 300 | 5 | 0\% | 5\% |
|  |  | 325 | 25 | 8 | 50 | 22 | 50 | 22 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| NB | Left/Through | 325 | 75 | 16 | 100 | 29 | 100 | 30 | 0\% | 0\% |
|  | Right Turn | 1,175 | 75 | 10 | 125 | 21 | 125 | 28 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| WB | Through | 225 | 125 | 24 | 200 | 53 | 175 | 52 | 0\% | 0\% |
|  | Right Turn | 225 | 25 | 24 | 75 | 94 | 75 | 109 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| 0 |  |  |  |  |  |  |  |  |  |  |

Average Results from 10 Runs Baseline Plus Railyards SP
Queue Length

| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left/Through | 600 | 425 | 75 | 750 | 85 | 725 | 14 | 0\% | 22\% |
|  | Through | 600 | 425 | 74 | 775 | 99 | 725 | 33 | 0\% | 23\% |
|  | Through/Right | 600 | 450 | 69 | 675 | 122 | 625 | 92 | 0\% | 9\% |
| NB | Right Turn | 1,025 | 50 | 11 | 100 | 29 | 100 | 30 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| NE | Shared | 6,075 | 175 | 60 | 300 | 98 | 300 | 92 | 0\% | 0\% |
|  | Right Turn | 6,075 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Right Turn | 6,075 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Right Turns | 350 | 75 | 15 | 125 | 30 | 100 | 32 | 0\% | 0\% |
| SB | Left Turn | 7,675 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 7,675 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 7,675 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |




 Key
Kxperss
ane (HOV)

| Name | Pstio St | Jstolot | Lston-Ramp | ISto Richards Evd |  |  |  |  | W. EIC Camino Ave to 1080 | 1.800 of |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Flow Rate in Express Lanes |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) |  |  |  |  |  |  |  |  |  |  |
| Lanes |  |  |  |  |  |  |  |  |  |  |
| Terrain |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Truck \& Bus \% |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{E}_{\mathrm{T}}$ |  |  |  |  |  |  |  |  |  |  |
| $E_{\text {r }}$ |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\text {tivo }}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Flow (pcph)Flow Rate (pcphpl) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Calculate operations in Express Lanes |  |  |  |  |  |  |  |  |  |  |
| fFs | 65 | 65 | 65 | ${ }_{6}$ | 65 | 65 | 65 | ${ }_{6}$ | ${ }_{6}$ | ${ }_{6}$ |
| Capacity (pcph) <br> v/c ratio |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Calculate on Ramp Fow Rate |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| PHF 0.86  0.96 0.9  0.95 0.0 <br> Lanes 1 1 2  0.87   |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $E_{\text {R }}$ 1.2  1.2 1.2  1.2 1.2 |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Flow (pcph) Flow Rate (pcphpl) | 1.263 |  | 1.022 | 1,197 |  | 2.164 |  | 929 |  |  |
|  | 1.263 |  | 1.022 | 598 |  | 2.64 |  | ${ }^{929}$ |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  | Right 45 |  | Right 45 |  | Right 45 |  |  |
| $\underset{\text { Ramp Speed (mph) }}{\text { Ramp Capacily (opht) }}$ | $\begin{array}{r}45 \\ \hline 2.100\end{array}$ |  | $\begin{array}{r}45 \\ \hline 2.100\end{array}$ | 45 4.200 |  | 45 2, 100 |  | 45 2, 100 |  |  |
| Ramp vic ratio | 0.60 |  | 0.49 | 0.28 |  | 1.03 |  | 0.44 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |


 $\underset{\text { Sxposs Lane (HoV) }}{\text { Key }}$

| Name | Pstio J St | Jstol St | Lston-Ramp | 1 St o R Rihards Bud | Beween Richads Svid Ramss Richards Svidio Garden Huy |  |  |  | W. El Camino Ave to. 180 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate off Ramp Fow Rate |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)PHFLanesTerrainGrade \%Grade Length (mi)Truck \& Bus \%RV \%$\mathrm{E}_{\mathrm{T}}$$\mathrm{E}_{\mathrm{R}}$$\mathrm{f}_{\mathrm{HV}}$$\mathrm{f}_{\mathrm{P}}$Flow (pcph)Flow Rate (pcphpl) | 561 |  |  | 505 |  | 877 |  | 1,120 |  | 2.193 |
|  | 0.96 |  |  | 0.86 |  | 0.94 |  | 0.93 |  | 0.96 |
|  | 2 |  |  | 1 |  | 1 |  | 2 |  | 2 |
|  | Level |  |  | Level |  | Level |  | Level |  | Level |
|  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  | 0.0\% |
|  | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  | 0.00 |
|  | 3.0\% |  |  | 3.0\% |  | 3.0\% |  | 3.0\% |  | 10.0\% |
|  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  | 0.0\% |
|  | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  | 1.5 |
|  | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  | 1.2 |
|  | 0.985 |  |  | 0.985 |  | 0.985 |  | 0.985 |  | ${ }_{0}^{0.952}$ |
|  | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  | 1.00 |
|  | 593 |  |  | 596 |  | 947 |  | 1.222 |  | ${ }_{2}^{2,399}$ |
|  | 297 |  |  | 596 |  | 947 |  | 611 |  | 1,199 |
| Calculate off Ramp Roadway Operations |  |  |  |  |  |  |  |  |  |  |
| Ramp Type | Right |  |  | Right |  | Right |  | Right |  | Maior |
| Ramp Speed | 45 |  |  | 45 |  | 45 |  | 45 |  | 60 |
| Ramp Capacity (pcph) Ramp v/c ratio | 4.200 |  |  | 2.100 0.28 |  | 2,100 |  | 4.200 |  | 4.600 |
|  | 0.14 |  |  | 0.28 |  | 0.45 |  | 0.29 |  |  |
| Deiermine Adjiecent Ranp for Thre-Lane Mainine Segments with one-Lane Ramps |  |  |  |  |  |  |  |  |  |  |
| Up Type <br> Up Distance Up Flow (pcph) Down Type Down Distance Down Flow (pcph) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  | Calculate Merge infuence Area Operations |  |  |  |  |  |  |  |  |  |
| Effective $\mathrm{v}_{\mathrm{P}}$ (pcph) <br> Up Ramp $L_{E Q}$ <br> Down Ramp $L_{E Q}$ <br> $P_{F M}$ (Eqn 13-3) <br> $P_{F M}$ (Eqn 13-4) <br> $P_{\text {FM }}$ (Eqn 13-5) <br> $P_{F M}$ <br> $v_{12}$ (pcph) <br> $v_{3}$ (pcph) <br> $\mathrm{v}_{34}$ (pcph) <br> $v_{12 \mathrm{a}}$ (pcph) <br> $\mathrm{V}_{\text {R12a }}$ (pcph) <br> Speed Index <br> Area Speed <br> Outer Lanes Volume Outer Lanes Speed <br> Segment Speed <br> v/c ratio <br> Density <br> LOS |  |  | 7,799 |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 0.589 |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | $\begin{aligned} & 0.090 \\ & 702 \end{aligned}$ |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 7.097 |  |  |  |  |  |  |  |
|  |  |  | 3,120 |  |  |  |  |  |  |  |
|  |  |  | 4,142 |  |  |  |  |  |  |  |
|  |  |  | $\begin{aligned} & 0.53 \\ & 52.9 \end{aligned}$ |  |  |  |  |  |  |  |
|  |  |  | 2,340 |  |  |  |  |  |  |  |
|  |  |  | 58.2 |  |  |  |  |  |  |  |
|  |  |  | 55.6 |  |  |  |  |  |  |  |
|  |  |  | $\begin{aligned} & 0.90 \\ & 34.6 \end{aligned}$ |  |  |  |  |  |  |  |
|  |  |  | $\begin{gathered} 34.6 \\ \mathrm{D} \end{gathered}$ |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |

 ${ }^{\text {key }}$





[^39]




| Location | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |


| Name | 1.800 O.Ramp | W. El Camino Ave WB On | W. El C Camino Ave EB | Garden Hwy Off | Beween Garden Hwy Ramse | Garden HMyto Richards Evod | Beween Richars bsve Ramps | Richards Evd to 0 S |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Diverge influence Area Operations |  |  |  |  |  |  |  |  |
| Effective $\mathrm{v}_{\mathrm{p}}(\mathrm{pcph})$ <br> Up Ramp $\mathrm{L}_{\text {EQ }}$ Down Ramp LEQ $P_{\text {fo }}$ (Eqn 13-9) $P_{\text {FD }}$ (Eqn 13-10) Pfd (Eqn 13-11) $\mathrm{P}_{\mathrm{FD}}$ $v_{12}$ (pcph) $\mathrm{v}_{3}$ (pcph) $v_{34}$ (pcph) $\mathrm{v}_{12 \mathrm{a}}$ (pcph) Area Speed Outer Lanes Volume Outer Lanes Speed Segment Speed v/c ratio Density LOS |  |  |  | 6,090 <br>  <br> 0.581 <br>  <br>  <br> 0.436 <br> 2,987 <br>  <br> 3,103 <br> 2,987 <br> 0.35 <br> 56.9 <br> 1,551 <br> 69.2 <br> 62.6 <br> 0.68 <br> 23.2 <br> $C$ |  |  |  |  |
| Calculate on Ramp to off Ramp Fow Rate for Weave Segments |  |  |  |  |  |  |  |  |
| On to Off Volume (vph) <br> PHF <br> Terrain <br> Grade \% <br> Grade Length (mi) <br> Truck \& Bus \% <br> RV \% |  |  |  |  |  | $\begin{aligned} & 0.95 \\ & \begin{array}{l} \text { eneve } \\ 0.0 \% \\ 0.00 \\ .0 .0 \% \end{array} \\ & 0.0 \% \end{aligned}$ |  | $\begin{aligned} & 0.95 \\ & \begin{array}{l} \text { Leve } \\ 0.0 \% \\ 0.00 \\ \text { 3.0\% } \\ 0.0 \% \end{array} \end{aligned}$ |
| $\begin{aligned} & E_{T} \\ & E_{r} \\ & A_{H v} \end{aligned}$ |  |  |  |  |  | $\begin{aligned} & 1.5 \\ & 1.2 \\ & 0.985 \end{aligned}$ |  | $\begin{aligned} & 1.5 \\ & 1.2 \\ & 0.985 \end{aligned}$ |
| $t$ |  |  |  |  |  | 1.00 |  | 1.00 |
| Onto off fiow (paph) |  |  |  |  |  |  |  |  |
| Calculate On Ramp to Maininine Flow Rate for Weave Segments |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  | $\begin{gathered} 0.95 \\ \text { Level } \\ 0.0 \% \\ 0.00 \\ 3.0 \% \\ 0.0 \% \end{gathered}$ |  | $\begin{aligned} & 0.95 \\ & \begin{array}{l} \text { Leve } \\ 0.0 \% \\ 0.00 \\ \text { 3.0\% } \\ 0.0 \% \end{array} \end{aligned}$ |
|  |  |  |  |  |  | $\begin{aligned} & 1.5 \\ & 1.2 \\ & 0.985 \end{aligned}$ |  | $\begin{aligned} & 1.5 \\ & 1.2 \\ & 0.985 \end{aligned}$ |
|  |  |  |  |  |  | 1.00 |  | 1.00 |
| On to ML Flow (pcph) |  |  |  |  |  |  |  |  |






$\underset{>\text { Express Lane (HOV) }}{\text { Key }}$

| Name | Northate Blvd Of:-Ramp |  | Del Paso Elva to Leisiure Ln |
| :---: | :---: | :---: | :---: |
| Operations tor Exiting | nes |  |  |
| Fow (opat) | 4.833 | 4.361 |  |
| Lanes | 3 | 2 |  |
| Capacit (poph) | 7.050 | 4.800 |  |
| v/cratio | 0.69 | 0.91 |  |
| Fiow Rate (caphpl) | 1,611 | 2,181 |  |
| Speed (mph) | 64.4 | 58.8 |  |
| Density (pochpo) | 25.0 | ${ }^{37.1}$ |  |
| Los | c | E |  |


$\underset{\text { Sxposs Lane (HOV) }}{\text { Key }}$



| Name | Northate Bud Off-Ramp |  | Del Paso Blvd to Leisure Ln |
| :---: | :---: | :---: | :---: |
| Diverge infuence Area operations |  |  |  |
|  |  |  |  |
|  |  |  |  |
| Down Ramp Leo |  |  |  |
| ${ }^{\text {Prof (Ean } 13.9}{ }_{\text {Pro (Gq 13-10) }}$ |  |  |  |
|  |  |  |  |
| $P_{\text {P00 }}(\operatorname{Ean} 13111)$ |  |  |  |
| Proont$\mathrm{V}_{12}($ Poph |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
| $v_{\text {visa }}$ (poph $)$ | 3,571 |  |  |
| Speed ndex ${ }_{0}$ |  |  |  |
| Area Speed 56 |  |  |  |
| Outer Lanes Volume ${ }_{\text {1,996 }}$ |  |  |  |
| Outer Lanes Speed | 67.4 |  |  |
| Segment Speed | 60.1 |  |  |
|  | ${ }^{0.81}$ |  |  |
| $\begin{aligned} & \text { Density } \\ & \text { cos } \end{aligned}$ | ${ }^{33.6}$ |  |  |
|  | - |  |  |
| On Ramp to off Ramp | Fow Rate tor Weave Segme |  |  |
| np to Mainl | Rate for weave Seg |  |  |

 $\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

[^40]| Location | 1 | 2 | 3 |
| :--- | :--- | :--- | :--- | :--- |



| Key |
| :---: |
| Expess Lane (HOV) |


| Name | North |  | Del Paso Blvd to Leisure L $\llcorner$ n |
| :---: | :---: | :---: | :---: |
| Weave Segment Operations |  |  |  |
| Sty craio | ${ }^{0.81}$ |  |  |
|  |  | ${ }^{0.67}$ | ${ }^{0.971}$ |
| Segment Los | - | c | E |
| Over Capacity |  |  |  |



$\underset{\substack{\text { Kepress Lane (HOV) }}}{\text { K. }}$

| Name | North of Del Paso Blvd | Del Paso Elvd On.Ramp |  |
| :---: | :---: | :---: | :---: |
| perations ore Exiting cp Lanes |  |  |  |
|  |  |  |  |
|  |  |  |  |
| $\begin{aligned} & \text { pacity (pcph } \\ & \text { v/c ratio } \end{aligned}$ |  |  |  |
| Flow Rate (pcphpl) Speed (mph) |  |  |  |
|  |  |  |  |
| Density (pcphpl) |  |  |  |
|  |  |  |  |


| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | North of Del Paso Elivd | Del Paso Blvd On-Ramp |  | Northate Elvid On-Ram |
| :---: | :---: | :---: | :---: | :---: |
| Flow Rate in Express Lanes Operations in Express Lane |  |  |  |  |
|  |  |  |  |  |
| Operations in Express Lanes On Ramp Flow Rate |  |  |  |  |
| Volume (pph) |  | 175 |  | ${ }^{293}$ |
| PHF |  | 0.97 |  | 0.97 |
| Lanes |  | 1 |  | 1 |
| Terain |  | Level |  | Level |
| Grade \% |  | 0.0\% |  | 0.0\% |
| Grade Lengt (mi) |  | 0.00 |  | 0.00 |
| Tuck \& Bus \% |  | 3.0\% |  | 3.0\% |
| Rv\% |  | 0.0\% |  | 0.0\% |
| $\mathrm{ET}_{\text {T }}$ |  | 1.5 |  | 1.5 |
| $\mathrm{En}_{\square}$ |  | 1.2 |  | 1.2 |
| ${ }_{\text {tuv }}$ |  | 0.985 |  | 0.985 |
| , |  | 1.00 |  | 1.00 |
| Fow (poph) |  | 183 |  | 307 |
| Fow rate (Pcophn) |  | 183 |  | 307 |
|  |  |  |  |  |
| On Ramp Roadway Operations |  |  |  |  |
| Ramp Type |  | Right |  | Right |
| Ramp Speed (mph) |  | 45 |  | 45 |
| Ramp Capacity (pcph) Ramp v/c ratio |  | 2.100 0.09 |  | $\begin{aligned} & 2,100 \\ & 0,15 \\ & 0.15 \end{aligned}$ |
|  |  |  |  |  |


$\underset{\substack{\text { Key } \\ \text { Kxpess Lane (HOV) }}}{\text {. }}$

| Name | North of Del Paso Bivd | Del Paso Blvd On-Ramp | Sid | bida |
| :---: | :---: | :---: | :---: | :---: |
| Off Ramp Fow Rate |  |  |  |  |
| Iff ramp Roaiway | rations |  |  |  |
| Adiacent Ramp for Three.Lane Mainine Segmens with one-Lane Ramps |  |  |  |  |
| Up Tpe |  |  |  | No |
|  |  |  |  |  |
| Up Fow (poph) |  |  |  |  |
| Down Type |  |  |  | No |
| Down Distance |  |  |  |  |
| Down Fiow (poph) |  |  |  |  |
| Merge infuence Area Operations |  |  |  |  |
| Etfectivevev( $($ Poph $)$ |  | 2.033 |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $P_{\text {fal }}($ Ean 13:3) |  | 0.599 |  |  |
| $\mathrm{P}_{\text {Pm }}(\underline{E q n} 13.4)$ |  |  |  |  |
| $P_{\text {Pm }}($ Eqn 13.5$)$ |  |  |  |  |
| $\mathrm{P}_{\text {fum }}$ |  | 1.000 |  |  |
| $v_{12}($ Pcon $)$ |  | 2.033 |  |  |
| $v_{s}($ poch $)$ |  |  |  |  |
| $v_{3}($ Poph $)$ |  |  |  |  |
| $\mathrm{V}_{\text {va }}($ (poch $)$ |  | 2,033 |  |  |
| $\mathrm{v}_{\text {arial (poph) }}$ |  | ${ }^{2.216}$ |  |  |
| Speed Index <br> Area Soed |  | 0.29 584 58 |  |  |
| Area Speed Outer Lanes Volume |  | 58.4 |  |  |
| Outer Lanes Speed |  |  |  |  |
| Segment Speed |  | 58.4 |  |  |
| ve ratio |  | 0.48 |  |  |
| ${ }^{\text {Density }}$ |  | 17.9 8 |  |  |
| Los |  | в |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | Notht of del Pasa Blvd | Del Paso Bud On-Ramp |  | Northate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Diverge infuence Area Operations |  |  |  |  |
| Eteceive $v_{p}$ (poph) |  |  |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $\left.{ }^{\text {Prof (Ean }} 13.9\right)$ |  |  |  |  |
| Pro (Eap 13-11) |  |  |  |  |
| Pro |  |  |  |  |
| $v_{12}($ Poph $)$ |  |  |  |  |
| $v_{3}$ (poph) |  |  |  |  |
|  |  |  |  |  |
| $v^{\text {vasempoph }}$ |  |  |  |  |
| Speed Index |  |  |  |  |
| Area Speed |  |  |  |  |
| Outer Lanes Volume |  |  |  |  |
| Outer Lanes Speed <br> Segment Speed |  |  |  |  |
|  |  |  |  |  |
| Segment Speed v/c ratio |  |  |  |  |
| Density |  |  |  |  |
|  |  |  |  |  |
| Ramp to off Ramp | Rate for weave Segr |  |  |  |
| amp to Mainine | ate for Weave Seg |  |  |  |


| Loation | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$


| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |


$\underset{\substack{\text { Kepress Lane (HOV) }}}{\text { K. }}$

| Name | North of del Paso Elvd | Dal Paso Blvd On.Ramp | Def Pase ivid to Noftrgate Evod | Northate Evd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Weave Segment Operations Summarize Segment Operations |  |  |  |  |
|  |  |  |  |  |
| Segment V/ cratio | ${ }^{0.45}$ | ${ }^{0.48}$ | ${ }^{0.47}$ | ${ }^{0.36}$ |
| Segment Density | 18.5 | 17.9 | 17.0 | 12.9 |
| SegmentLos | c | в | в | в |

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 7,110 |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 7,451 |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline Plus RSPU PM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | P Street |
| Off-ramp | J Street |
|  |  |

$$
\begin{gathered}
561 \\
\hline 4 \% \\
\hline 1.5 \\
\hline 572 \\
\hline
\end{gathered}
$$



$W_{1}+W_{2}$

## Capacity Analysis

1. Is the weaving section balanced ( $\mathrm{Y} / \mathrm{N}$ ) ?

If optional exit lane, then " $Y$ ". Otherwise " $N$ ".
2. In the chart to the left, which two speed curves is the red " $x$ " between?
$\mathbf{3 0} \mathbf{~ M P H}$ and $\mathbf{3 5} \mathbf{~ M P H}$

If left of the 30 MPH curve, LOS is F. Select "-".
If below the 55 MPH curve, out of the realm of weaving.
3. Interpolated Weaving Speed ( $\mathrm{S}_{\mathrm{w}}, \mathrm{mph}$ )
4. Weaving Intensity Factor (k)

| 34.4 |
| :---: |
| 2.82 |
|  |
| 1,698 |
| E |

The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\mathrm{N}^{\frac{4}{2}} \frac{4}{2,775}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline Plus RSPU PM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | I Street |
| Off-ramp | Richards Blvd |
|  |  |

-ramp

| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 8,577 |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 8,989 |

On-ramp to Mainline ( $\mathrm{W}_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 505 |
| :---: |
| $4 \%$ |
| 1.5 |
| 515 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\begin{array}{cc}\mathrm{N}_{\mathrm{b}} & 4 \\ & \frac{5}{1,900} \\ \mathrm{~L} & \end{array}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline Plus RSPU PM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Richards Blvd |
| Off-ramp | Garden Highway |
|  |  |

Total Weaving Section (V)
Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 10,097 | Vo |
| :---: | :---: |
| $10 \%$ | Tr |
| 1.5 | PC |
| 10,582 | Vo |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 1,924 |
| :---: |
| $4 \%$ |
| 1.5 |
| 1,962 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{1,175}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline Plus RSPU PM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Garden Highway |
| Off-ramp | El Camino Ave |
|  |  |

Volume (vph)*
Truck Percentage PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\mathrm{N}_{\mathrm{b}} \frac{4}{\frac{5}{2}} \frac{2,000}{}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline Plus RSPU PM Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Garden Highway |
| Off-ramp | Richards Blvd |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 7,261 |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 7,610 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 734 |
| :---: |
| $4 \%$ |
| 1.5 |
| 749 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 732 |
| :---: |
| $4 \%$ |
| 1.5 |
| 747 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{2,300}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline Plus RSPU PM Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Richards Blvd |
| Off-ramp | J Street |
|  |  |

Total Weaving Section (V)
Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 7,274 | Vo |
| :---: | :---: |
| $\frac{10 \%}{}$ | Tr |
| 1.5 | PC |
| 7,623 |  |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 898 |
| :---: |
| $4 \%$ |
| 1.5 |
| 916 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 1 I 5 SB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 983 | 853 | 86.8\% | 72.1 | 22.6 | E |
|  | Through | 3 | 2 | 80.0\% | 49.6 | 53.4 | D |
|  | Right Turn | 354 | 325 | 91.9\% | 37.6 | 17.4 | D |
|  | Subtotal | 1,340 | 1,180 | 88.1\% | 62.8 | 21.4 | E |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 282 | 255 | 90.5\% | 53.9 | 25.6 | D |
|  | Right Turn | 140 | 124 | 88.3\% | 33.7 | 29.4 | C |
|  | Subtotal | 422 | 379 | 89.8\% | 47.3 | 26.2 | D |
| WB | Left Turn | 326 | 222 | 68.0\% | 9.7 | 3.0 | A |
|  | Through | 371 | 324 | 87.3\% | 7.7 | 1.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 697 | 546 | 78.3\% | 8.5 | 1.6 | A |
| Total |  | 2,459 | 2,105 | 85.6\% | 45.8 | 15.9 | D |

Intersection 2 I 5 NB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 266 | 240 | 90.4\% | 29.2 | 9.5 | C |
|  | Through | 1 | 1 | 120.0\% | 6.9 | 12.4 | A |
|  | Right Turn | 882 | 846 | 95.9\% | 45.9 | 16.3 | D |
|  | Subtotal | 1,149 | 1,088 | 94.7\% | 42.2 | 15.0 | D |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 106 | 108 | 101.5\% | 14.6 | 3.0 | B |
|  | Through Right Turn | 1,159 | 964 | 83.2\% | 43.5 | 13.9 | D |
|  | Subtotal | 1,265 | 1,072 | 84.7\% | 40.6 | 12.5 | D |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 431 | 318 | 73.8\% | 9.7 | 2.3 | A |
|  | Right Turn | 875 | 676 | 77.3\% | 3.9 | 0.2 | A |
|  | Subtotal | 1,306 | 994 | 76.1\% | 5.8 | 0.8 | A |
| Total |  | 3,720 | 3,154 | 84.8\% | 30.1 | 8.1 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

| Intersection 3 |  | Bercut Dr/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 665 | 600 | 90.3\% | 118.9 | 25.5 | F |
|  | Through | 11 | 11 | 98.2\% | 107.7 | 30.0 | F |
|  | Right Turn | 3 | 1 | 40.0\% | 60.6 | 17.4 | E |
|  | Subtotal | 679 | 612 | 90.2\% | 118.9 | 25.4 | F |
| SB | Left Turn | 23 | 19 | 83.5\% | 33.9 | 11.3 | C |
|  | Through | 7 | 7 | 97.1\% | 38.3 | 14.3 | D |
|  | Right Turn | 55 | 48 | 88.0\% | 8.8 | 1.7 | A |
|  | Subtotal | 85 | 74 | 87.5\% | 18.0 | 4.3 | B |
| EB | Left Turn | 31 | 27 | 86.5\% | 38.1 | 10.9 | D |
|  | Through | 1,653 | 1,386 | 83.8\% | 21.9 | 2.4 | C |
|  | Right Turn | 357 | 339 | 95.0\% | 2.7 | 0.2 | A |
|  | Subtotal | 2,041 | 1,752 | 85.8\% | 18.4 | 2.0 | B |
| WB | Left Turn | 16 | 9 | 57.5\% | 48.8 | 14.3 | D |
|  | Through | 586 | 367 | 62.7\% | 18.5 | 3.9 | B |
|  | Right Turn | 16 | 12 | 72.5\% | 15.0 | 11.4 | B |
|  | Subtotal | 618 | 388 | 62.8\% | 19.1 | 3.9 | B |
| Total |  | 3,423 | 2,827 | 82.6\% | 40.1 | 4.8 | D |

## Intersection 4 N 3rd St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 13 | 10 | 80.0\% | 42.4 | 11.1 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 5 | 4 | 80.0\% | 13.3 | 15.6 | B |
|  | Subtotal | 18 | 14 | 80.0\% | 35.5 | 11.0 | D |
| SB | Left Turn | 7 | 7 | 97.1\% | 31.4 | 23.4 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 11 | 10 | 87.3\% | 4.1 | 2.9 | A |
|  | Subtotal | 18 | 16 | 91.1\% | 20.9 | 19.6 | C |
| EB | Left Turn | 11 | 11 | 101.8\% | 38.7 | 19.6 | D |
|  | Through | 1,662 | 1,412 | 84.9\% | 3.8 | 0.2 | A |
|  | Right Turn | 6 | 7 | 113.3\% | 3.3 | 1.9 | A |
|  | Subtotal | 1,679 | 1,430 | 85.1\% | 4.0 | 0.3 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 594 | 387 | 65.2\% | 2.5 | 0.6 | A |
|  | Right Turn | 11 | 9 | 83.6\% | 1.9 | 1.3 | A |
|  | Subtotal | 605 | 396 | 65.5\% | 2.5 | 0.6 | A |
| Total |  | 2,320 | 1,857 | 80.0\% | 4.1 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 5
Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 119 | 111 | 93.4\% | 46.1 | 4.5 | D |
|  | Through | 22 | 26 | 116.4\% | 36.8 | 12.2 | D |
|  | Right Turn | 18 | 18 | 102.2\% | 27.1 | 10.8 | C |
|  | Subtotal | 159 | 155 | 97.6\% | 42.9 | 3.8 | D |
| SB | Left Turn | 10 | 10 | 100.0\% | 18.3 | 10.9 | B |
|  | Through | 18 | 23 | 128.9\% | 33.6 | 12.3 | C |
|  | Right Turn | 9 | 9 | 102.2\% | 12.9 | 12.8 | B |
|  | Subtotal | 37 | 42 | 114.6\% | 26.0 | 7.0 | C |
| EB | Left Turn | 6 | 4 | 73.3\% | 35.7 | 21.7 | D |
|  | Through | 1,527 | 1,277 | 83.6\% | 12.7 | 1.0 | B |
|  | Right Turn | 141 | 124 | 87.7\% | 12.0 | 2.6 | B |
|  | Subtotal | 1,674 | 1,405 | 83.9\% | 12.7 | 1.0 | B |
| WB | Left Turn | 7 | 4 | 57.1\% | 35.9 | 30.3 | D |
|  | Through | 477 | 279 | 58.5\% | 6.5 | 1.6 | A |
|  | Right Turn | 5 | 4 | 72.0\% | 3.5 | 4.2 | A |
|  | Subtotal | 489 | 287 | 58.7\% | 7.2 | 1.5 | A |
| Total |  | 2,359 | 1,889 | 80.1\% | 14.7 | 1.1 | B |

Intersection $6 \quad$ N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 1 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 4 | 7 | 180.0\% | 4.8 | 4.8 | A |
|  | Subtotal | 5 | 7 | 144.0\% | 4.8 | 4.8 | A |
| SB | Left Turn | 7 | 6 | 85.7\% | 29.8 | 22.2 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 10 | 11 | 112.0\% | 4.9 | 2.0 | A |
|  | Subtotal | 17 | 17 | 101.2\% | 16.1 | 9.0 | B |
| EB | Left Turn | 8 | 4 | 55.0\% | 28.4 | 23.1 | C |
|  | Through | 1,544 | 1,291 | 83.6\% | 5.7 | 2.1 | A |
|  | Right Turn | 3 | 2 | 66.7\% | 1.0 | 1.7 | A |
|  | Subtotal | 1,555 | 1,297 | 83.4\% | 5.8 | 2.1 | A |
| WB | Left Turn | 3 | 1 | 40.0\% | 16.1 | 28.3 | B |
|  | Through | 478 | 281 | 58.8\% | 6.2 | 1.5 | A |
|  | Right Turn | 7 | 4 | 51.4\% | 4.8 | 1.9 | A |
|  | Subtotal | 488 | 286 | 58.6\% | 6.5 | 1.6 | A |
| Total |  | 2,065 | 1,608 | 77.8\% | 6.1 | 1.9 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

| Intersection 7 |  | N 7th St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 69 | 69 | 99.7\% | 50.8 | 17.2 | D |
|  | Through | 148 | 140 | 94.6\% | 75.2 | 29.1 | E |
|  | Right Turn | 281 | 261 | 92.8\% | 65.7 | 37.7 | E |
|  | Subtotal | 498 | 470 | 94.3\% | 66.3 | 31.2 | E |
| SB | Left Turn | 8 | 8 | 95.0\% | 73.9 | 46.2 | E |
|  | Through | 21 | 24 | 112.4\% | 44.9 | 25.2 | D |
|  | Right Turn | 12 | 15 | 126.7\% | 48.5 | 19.0 | D |
|  | Subtotal | 41 | 46 | 113.2\% | 50.8 | 18.9 | D |
| EB | Left Turn | 413 | 344 | 83.4\% | 79.4 | 30.5 | E |
|  | Through | 579 | 462 | 79.9\% | 44.5 | 13.5 | D |
|  | Right Turn | 211 | 170 | 80.4\% | 38.1 | 11.8 | D |
|  | Subtotal | 1,203 | 976 | 81.2\% | 55.5 | 17.7 | E |
| WB | Left Turn | 417 | 248 | 59.4\% | 107.9 | 26.1 | F |
|  | Through | 829 | 449 | 54.2\% | 91.4 | 27.4 | F |
|  | Right Turn | 348 | 186 | 53.6\% | 97.4 | 26.5 | F |
|  | Subtotal | 1,594 | 883 | 55.4\% | 97.4 | 25.8 | F |
| Total |  | 3,336 | 2,376 | 71.2\% | 72.4 | 17.7 | E |

Intersection $8 \quad$ N 10th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 229 | 227 | 99.0\% | 36.4 | 5.1 | D |
|  | Through | 6 | 5 | 80.0\% | 23.9 | 20.0 | C |
|  | Right Turn | 305 | 291 | 95.5\% | 12.3 | 2.5 | B |
|  | Subtotal | 540 | 523 | 96.8\% | 22.9 | 3.8 | C |
| SB | Left Turn | 8 | 10 | 130.0\% | 31.6 | 16.3 | C |
|  | Through | 8 | 8 | 105.0\% | 18.9 | 16.6 | B |
|  | Right Turn | 56 | 59 | 105.0\% | 14.7 | 3.7 | B |
|  | Subtotal | 72 | 78 | 107.8\% | 19.3 | 2.2 | B |
| EB | Left Turn | 12 | 6 | 53.3\% | 34.2 | 12.3 | C |
|  | Through | 679 | 569 | 83.8\% | 13.2 | 3.1 | B |
|  | Right Turn | 67 | 55 | 82.4\% | 5.5 | 0.8 | A |
|  | Subtotal | 758 | 630 | 83.2\% | 12.8 | 2.8 | B |
| WB | Left Turn | 74 | 44 | 58.9\% | 36.8 | 9.0 | D |
|  | Through | 1,749 | 1,160 | 66.3\% | 14.2 | 9.3 | B |
|  | Right Turn | 8 | 4 | 55.0\% | 15.3 | 30.1 | B |
|  | Subtotal | 1,831 | 1,208 | 66.0\% | 15.0 | 9.4 | B |
| Total |  | 3,201 | 2,439 | 76.2\% | 16.1 | 4.4 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection $9 \quad$ Dos Rios St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 17 | 14 | 82.4\% | 34.3 | 18.9 | C |
|  | Through | 5 | 4 | 80.0\% | 24.9 | 31.3 | C |
|  | Right Turn | 24 | 32 | 131.7\% | 6.8 | 3.3 | A |
|  | Subtotal | 46 | 50 | 107.8\% | 16.4 | 5.7 | B |
| SB | Left Turn | 8 | 8 | 95.0\% | 38.1 | 24.3 | D |
|  | Through | 6 | 6 | 100.0\% | 21.1 | 20.4 | C |
|  | Right Turn | 14 | 15 | 108.6\% | 10.4 | 7.7 | B |
|  | Subtotal | 28 | 29 | 102.9\% | 25.1 | 9.1 | C |
| EB | Left Turn | 7 | 4 | 51.4\% | 43.4 | 40.0 | D |
|  | Through | 966 | 836 | 86.6\% | 9.2 | 3.7 | A |
|  | Right Turn | 19 | 26 | 134.7\% | 6.4 | 3.2 | A |
|  | Subtotal | 992 | 866 | 87.3\% | 9.4 | 3.9 | A |
| WB | Left Turn | 15 | 9 | 61.3\% | 31.9 | 21.2 | C |
|  | Through | 1,800 | 1,300 | 72.2\% | 8.0 | 2.1 | A |
|  | Right Turn | 1 | 0 | 40.0\% | 0.5 | 1.5 | A |
|  | Subtotal | 1,816 | 1,310 | 72.1\% | 8.2 | 2.3 | A |
| Total |  | 2,882 | 2,254 | 78.2\% | 9.0 | 2.8 | A |

Intersection 10 N 12th St-N 16th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 53 | 46 | 86.0\% | 74.6 | 16.2 | E |
|  | Through | 1,264 | 1,161 | 91.8\% | 25.5 | 2.2 | C |
|  | Right Turn | 2 | 4 | 180.0\% | 15.0 | 23.3 | B |
|  | Subtotal | 1,319 | 1,210 | 91.7\% | 27.3 | 2.6 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,727 | 1,456 | 84.3\% | 87.5 | 10.1 | F |
|  | Right Turn | 1,801 | 1,299 | 72.1\% | 144.1 | 11.2 | F |
|  | Subtotal | 3,528 | 2,755 | 78.1\% | 114.2 | 10.0 | F |
| EB | Left Turn | 837 | 663 | 79.2\% | 69.2 | 19.7 | E |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 23 | 18 | 78.3\% | 2.7 | 0.5 | A |
|  | Subtotal | 860 | 681 | 79.2\% | 67.4 | 18.9 | E |
| WB | Left Turn <br> Through <br> Right Turn | 16 | 17 | 105.0\% | 68.1 | 17.8 | E |
|  | Subtotal | 16 | 17 | 105.0\% | 68.1 | 17.8 | E |
| Total |  | 5,723 | 4,663 | 81.5\% | 84.6 | 6.4 | F |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 11
Bercut Dr/Bannon St
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 Right Turn | 642 | 571 | 88.9\% | 56.5 | 19.6 | F |
|  | Subtotal | 642 | 571 | 88.9\% | 56.5 | 19.6 | F |
| SB | Left Turn | 66 | 59 | 89.1\% | 5.6 | 0.6 | A |
|  | Through Right Turn | 314 | 295 | 94.0\% | 5.3 | 0.2 | A |
|  | Subtotal | 380 | 354 | 93.2\% | 5.4 | 0.2 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 2 | 1 | 40.0\% | 1.9 | 4.1 | A |
|  | Through Right Turn | 37 | 35 | 94.1\% | 4.2 | 1.5 | A |
|  | Subtotal | 39 | 36 | 91.3\% | 4.3 | 1.6 | A |
| Total |  | 1,061 | 960 | 90.5\% | 35.3 | 10.4 | E |

Intersection 12
N 16th St/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 28 | 90.3\% | 9.0 | 3.1 | A |
|  | Through Right Turn | 149 | 146 | 98.0\% | 10.0 | 1.8 | B |
|  | Subtotal | 180 | 174 | 96.7\% | 9.9 | 1.4 | A |
| SB | Left Turn <br> Through | 158 | 140 | 88.4\% | 6.6 | 0.4 | A |
|  | Right Turn | 8 | 8 | 100.0\% | 4.4 | 2.2 | A |
|  | Subtotal | 166 | 148 | 88.9\% | 6.5 | 0.4 | A |
| EB | Left Turn | 10 | 11 | 112.0\% | 3.6 | 1.4 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 56 | 50 | 89.3\% | 3.0 | 0.6 | A |
|  | Subtotal | 66 | 61 | 92.7\% | 3.2 | 0.5 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 412 | 383 | 92.9\% | 7.6 | 0.8 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

| Intersection 16 |  | Sunbeam Ave-Sproule Ave/N 12th St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 12 | 12 | 100.0\% | 6.0 | 3.9 | A |
|  | Through Right Turn | 5 | 6 | 120.0\% | 2.5 | 2.7 | A |
|  | Subtotal | 17 | 18 | 105.9\% | 5.1 | 2.2 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 7 | 8 | 120.0\% | 9.5 | 8.0 | A |
|  | Right Turn | 9 | 8 | 93.3\% | 3.6 | 2.2 | A |
|  | Subtotal | 16 | 17 | 105.0\% | 6.6 | 3.3 | A |
| EB | Left Turn <br> Through Right Turn | 4 | 4 | 110.0\% | 10.3 | 11.5 | B |
|  | Subtotal | 4 | 4 | 110.0\% | 10.3 | 11.5 | B |
| WB | Left Turn | 20 | 17 | 86.0\% | 5.0 | 2.8 | A |
|  | Through | 1,728 | 1,447 | 83.7\% | 6.6 | 1.8 | A |
|  | Right Turn | 2 | 2 | 100.0\% | 2.8 | 1.6 | A |
|  | Subtotal | 1,750 | 1,466 | 83.8\% | 6.6 | 1.8 | A |
| Total |  | 1,787 | 1,505 | 84.2\% | 6.6 | 1.8 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 18
7th St/F St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 373 | 342 | 91.8\% | 19.4 | 2.6 | B |
|  | Right Turn | 13 | 14 | 107.7\% | 16.6 | 8.8 | B |
|  | Subtotal | 386 | 356 | 92.3\% | 19.3 | 2.6 | B |
| SB | Left Turn | 214 | 219 | 102.2\% | 26.4 | 2.5 | C |
|  | Through | 320 | 315 | 98.4\% | 11.8 | 1.3 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 534 | 534 | 99.9\% | 17.8 | 1.5 | B |
| EB | Left Turn | 1 | 1 | 80.0\% | 17.5 | 45.9 | B |
|  | Through | 1 | 1 | 80.0\% | 0.2 | 0.4 | A |
|  | Right Turn | 2 | 3 | 140.0\% | 3.7 | 4.3 | A |
|  | Subtotal | 4 | 4 | 110.0\% | 19.1 | 44.9 | B |
| WB | Left Turn | 14 | 20 | 140.0\% | 20.4 | 6.9 | C |
|  | Through | 3 | 5 | 173.3\% | 7.1 | 4.8 | A |
|  | Right Turn | 375 | 376 | 100.4\% | 11.3 | 2.6 | B |
|  | Subtotal | 392 | 401 | 102.3\% | 11.7 | 2.7 | B |
| Total |  | 1,316 | 1,296 | 98.4\% | 16.4 | 1.2 | B |


| Intersection 19 |  | 8th St/F St |  |  | All-way Stop |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | $\begin{array}{\|c\|} \text { Demand } \\ \text { Volume (vph) } \\ \hline \end{array}$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 70 | 63 | 90.3\% | 13.3 | 2.4 | B |
|  | Through | 58 | 59 | 102.1\% | 13.3 | 1.6 | B |
|  | Right Turn | 8 | 11 | 135.0\% | 10.1 | 3.7 | B |
|  | Subtotal | 136 | 133 | 97.9\% | 13.0 | 1.3 | B |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 42 | 41 | 97.1\% | 15.5 | 5.2 | C |
|  | Through Right Turn | 206 | 219 | 106.4\% | 14.6 | 2.9 | B |
|  | Subtotal | 248 | 260 | 104.8\% | 14.7 | 2.8 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 344 | 365 | 106.2\% | 15.0 | 3.2 | C |
|  | Right Turn | 3 | 4 | 120.0\% | 9.3 | 9.9 | A |
|  | Subtotal | 347 | 369 | 106.3\% | 15.0 | 3.1 | B |
| Total |  | 731 | 762 | 104.2\% | 14.5 | 2.2 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

| Intersection 21 |  | 7th St/G St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 1 | 1 | 120.0\% | 6.5 | 10.6 | A |
|  | Through Right Turn | 143 | 116 | 80.8\% | 13.2 | 4.0 | B |
|  | Subtotal | 144 | 117 | 81.1\% | 13.2 | 3.9 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 326 | 334 | 102.6\% | 11.6 | 2.7 | B |
|  | Right Turn | 10 | 8 | 76.0\% | 7.0 | 6.8 | A |
|  | Subtotal | 336 | 342 | 101.8\% | 11.6 | 2.7 | B |
| EB | Left Turn | 43 | 29 | 67.9\% | 20.5 | 3.5 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 294 | 240 | 81.8\% | 15.0 | 1.9 | B |
|  | Subtotal | 337 | 270 | 80.0\% | 15.6 | 1.9 | B |
| WB | Left Turn | 165 | 164 | 99.4\% | 26.1 | 5.3 | C |
|  | Through | 573 | 542 | 94.5\% | 21.0 | 4.9 | C |
|  | Right Turn | 195 | 209 | 107.1\% | 10.8 | 2.6 | B |
|  | Subtotal | 933 | 914 | 98.0\% | 19.6 | 4.3 | B |
| Total |  | 1,750 | 1,643 | 93.9\% | 16.8 | 3.0 | B |

## Intersection 22

5th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 12 | 8 | 63.3\% | 21.6 | 15.3 | C |
|  | Through | 820 | 590 | 72.0\% | 7.1 | 2.0 | A |
|  | Right Turn | 341 | 245 | 71.8\% | 4.7 | 1.2 | A |
|  | Subtotal | 1,173 | 843 | 71.8\% | 6.5 | 1.8 | A |
| SB | Left Turn | 5 | 3 | 64.0\% | 43.9 | 44.4 | D |
|  | Through | 635 | 450 | 70.9\% | 58.6 | 23.3 | E |
|  | Right Turn | 5 | 2 | 48.0\% | 27.7 | 31.1 | C |
|  | Subtotal | 645 | 456 | 70.6\% | 58.5 | 23.4 | E |
| EB | Left Turn | 5 | 4 | 80.0\% | 24.5 | 14.8 | C |
|  | Through | 15 | 11 | 72.0\% | 12.3 | 11.2 | B |
|  | Right Turn | 5 | 5 | 96.0\% | 9.8 | 13.0 | A |
|  | Subtotal | 25 | 20 | 78.4\% | 17.0 | 6.9 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,843 | 1,318 | 71.5\% | 24.1 | 5.8 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 23 6th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 356 | 254 | 71.5\% | 21.9 | 1.8 | C |
|  | Right Turn | 183 | 138 | 75.6\% | 10.1 | 1.4 | B |
|  | Subtotal | 539 | 393 | 72.9\% | 17.7 | 1.7 | B |
| SB | Left Turn | 143 | 140 | 97.6\% | 37.4 | 13.6 | D |
|  | Through | 268 | 261 | 97.5\% | 21.9 | 2.4 | C |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 411 | 401 | 97.5\% | 27.3 | 6.4 | C |
| EB | Left Turn | 65 | 44 | 67.7\% | 12.8 | 2.7 | B |
|  | Through | 280 | 199 | 71.0\% | 10.4 | 1.0 | B |
|  | Right Turn | 16 | 16 | 102.5\% | 7.1 | 1.5 | A |
|  | Subtotal | 361 | 259 | 71.8\% | 10.6 | 1.0 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,311 | 1,053 | 80.3\% | 19.6 | 2.6 | B |

Intersection 24 7th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 230 | 223 | 96.9\% | 14.8 | 2.1 | B |
|  | Through Right Turn | 391 | 379 | 96.9\% | 11.7 | 1.0 | B |
|  | Subtotal | 621 | 602 | 96.9\% | 12.8 | 1.1 | B |
| EB | Left Turn | 212 | 172 | 81.3\% | 8.4 | 1.5 | A |
|  | Through | 327 | 259 | 79.3\% | 8.0 | 1.1 | A |
|  | Right Turn | 80 | 60 | 74.5\% | 5.5 | 1.3 | A |
|  | Subtotal | 619 | 491 | 79.4\% | 7.9 | 0.7 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,240 | 1,093 | 88.1\% | 10.6 | 0.7 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 25 8th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 478 | 483 | 101.0\% | 8.5 | 0.8 | A |
|  | Right Turn | 98 | 104 | 106.1\% | 7.8 | 0.8 | A |
|  | Subtotal | 576 | 587 | 101.9\% | 8.4 | 0.7 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 43 | 40 | 93.0\% | 6.6 | 2.0 | A |
|  | Through | 430 | 372 | 86.5\% | 8.0 | 0.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 473 | 412 | 87.1\% | 7.9 | 0.8 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,049 | 999 | 95.2\% | 8.2 | 0.5 | A |

Intersection 27 5th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 72 | 55 | 76.7\% | 34.1 | 9.7 | C |
|  | Through Right Turn | 1,103 | 764 | 69.3\% | 11.2 | 2.6 | B |
|  | Subtotal | 1,175 | 819 | 69.7\% | 12.9 | 2.5 | B |
| SB | Left Turn <br> Through <br> Right Turn | 701 | 474 | 67.6\% | 57.5 | 25.0 | E |
|  | Subtotal | 701 | 474 | 67.6\% | 57.5 | 25.0 | E |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn Through Right Turn | $\begin{gathered} 1,205 \\ 43 \end{gathered}$ | $\begin{gathered} 1,145 \\ 44 \end{gathered}$ | $\begin{gathered} 95.0 \% \\ 103.3 \% \end{gathered}$ | $\begin{gathered} 14.5 \\ 6.6 \end{gathered}$ | $\begin{aligned} & 5.1 \\ & 3.1 \end{aligned}$ | $\begin{aligned} & \text { B } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 1,248 | 1,189 | 95.3\% | 14.3 | 4.8 | B |
| Total |  | 3,124 | 2,482 | 79.4\% | 21.7 | 5.3 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 28 6th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 13 | 10 | 76.9\% | 16.7 | 8.3 | B |
|  | Through | 434 | 284 | 65.5\% | 14.6 | 0.9 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 447 | 294 | 65.9\% | 14.7 | 1.0 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 48 | 42 | 88.3\% | 15.1 | 2.6 | B |
|  | Right Turn | 236 | 235 | 99.5\% | 7.9 | 0.8 | A |
|  | Subtotal | 284 | 277 | 97.6\% | 9.0 | 1.1 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 8 | 8 | 100.0\% | 9.8 | 10.9 | A |
|  | Through | 999 | 958 | 95.9\% | 12.2 | 1.4 | B |
|  | Right Turn | 105 | 107 | 102.1\% | 16.1 | 2.5 | B |
|  | Subtotal | 1,112 | 1,073 | 96.5\% | 12.5 | 1.4 | B |
| Total |  | 1,843 | 1,645 | 89.2\% | 12.3 | 0.9 | B |

Intersection 29 7th St/I St 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 | 381 | 354 | 92.8\% | 4.8 | 1.2 | A |
|  | Right Turn | 90 | 83 | 92.4\% | 3.6 | 1.5 | A |
|  | Subtotal | 471 | 437 | 92.7\% | 4.6 | 1.0 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 36 | 33 | 92.2\% | 7.2 | 1.9 | A |
|  | Through | 1,022 | 1,003 | 98.2\% | 8.2 | 1.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 1,058 | 1,036 | 98.0\% | 8.1 | 1.6 | A |
| Total |  | 1,529 | 1,473 | 96.4\% | 7.1 | 1.0 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 30 8th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 158 | 149 | 94.4\% | 9.1 | 1.7 | A |
|  | Through | 484 | 497 | 102.7\% | 9.3 | 0.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 642 | 646 | 100.7\% | 9.3 | 0.9 | A |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn Through | $900$ | $886$ | 98.5\% | $9.7$ | $0.7$ | A |
|  | Right Turn | 92 | 90 | 98.3\% | 7.9 | 2.1 | A |
|  | Subtotal | 992 | 977 | 98.5\% | 9.5 | 0.8 | A |
| Total |  | 1,634 | 1,623 | 99.3\% | 9.4 | 0.8 | A |

Intersection 31
3rd St-I-5 NB Off Ramp/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 5 | 1 | 24.0\% | 190.4 | 177.8 | F |
|  | Through | 940 | 492 | 52.3\% | 188.1 | 24.5 | F |
|  | Right Turn | 21 | 18 | 85.7\% | 111.0 | 51.6 | F |
|  | Subtotal | 966 | 511 | 52.9\% | 185.7 | 24.9 | F |
| SB | Left Turn | 187 | 107 | 57.1\% | 212.3 | 41.6 | F |
|  | Through Right Turn | 179 | 98 | 55.0\% | 250.7 | 44.5 | F |
|  | Subtotal | 366 | 205 | 56.1\% | 229.9 | 30.4 | F |
| EB | Left Turn | 5 | 5 | 96.0\% | 101.2 | 101.1 | F |
|  | Through | 518 | 438 | 84.6\% | 95.2 | 32.2 | F |
|  | Right Turn | 125 | 133 | 106.6\% | 33.5 | 8.6 | C |
|  | Subtotal | 648 | 576 | 88.9\% | 81.6 | 25.6 | F |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 68 | 66 | 97.1\% | 5.4 | 1.5 | A |
|  | Subtotal | 68 | 66 | 97.1\% | 5.4 | 1.5 | A |
| Total |  | 2,048 | 1,358 | 66.3\% | 138.8 | 18.1 | F |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 32 5th St/J St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 314 | 317 | 101.0\% | 36.5 | 15.2 | D |
|  | Right Turn | 304 | 316 | 103.8\% | 32.4 | 14.7 | C |
|  | Subtotal | 618 | 633 | 102.4\% | 34.5 | 14.9 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 861 | 501 | 58.2\% | 64.7 | 4.6 | E |
|  | Through | 855 | 581 | 67.9\% | 25.9 | 1.8 | C |
|  | Right Turn | 26 | 20 | 75.4\% | 6.7 | 4.6 | A |
|  | Subtotal | 1,742 | 1,101 | 63.2\% | 43.2 | 2.2 | D |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,360 | 1,734 | 73.5\% | 40.0 | 5.1 | D |

Intersection 33 7th St/J St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 40 | 38 | 94.0\% | 7.6 | 3.2 | A |
|  | Through Right Turn | 377 | 347 | 92.0\% | 11.6 | 1.3 | B |
|  | Subtotal | 417 | 384 | 92.2\% | 11.2 | 1.2 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 647 | 553 | 85.5\% | 26.7 | 2.8 | C |
|  | Right Turn | 109 | 98 | 89.5\% | 11.8 | 2.3 | B |
|  | Subtotal | 756 | 651 | 86.1\% | 24.5 | 2.5 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,173 | 1,035 | 88.3\% | 19.5 | 1.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 34 5th St/C St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 63 | 63 | 100.3\% | 23.1 | 4.1 | C |
|  | Through | 90 | 88 | 98.2\% | 12.1 | 2.5 | B |
|  | Right Turn | 23 | 25 | 109.6\% | 2.6 | 0.8 | A |
|  | Subtotal | 176 | 177 | 100.5\% | 14.8 | 2.1 | B |
| SB | Left Turn | 48 | 49 | 102.5\% | 27.2 | 5.1 | C |
|  | Through | 54 | 55 | 102.2\% | 13.1 | 5.2 | B |
|  | Right Turn | 11 | 8 | 69.1\% | 2.8 | 3.7 | A |
|  | Subtotal | 113 | 112 | 99.1\% | 18.9 | 4.6 | B |
| EB | Left Turn | 7 | 6 | 91.4\% | 30.4 | 26.6 | C |
|  | Through | 225 | 234 | 103.8\% | 16.7 | 2.2 | B |
|  | Right Turn | 32 | 29 | 91.3\% | 7.1 | 5.1 | A |
|  | Subtotal | 264 | 269 | 102.0\% | 16.0 | 2.4 | B |
| WB | Left Turn | 74 | 60 | 81.1\% | 25.8 | 6.2 | C |
|  | Through | 223 | 189 | 84.7\% | 16.4 | 2.8 | B |
|  | Right Turn | 55 | 45 | 81.5\% | 4.1 | 0.7 | A |
|  | Subtotal | 352 | 294 | 83.4\% | 16.3 | 2.4 | B |
| Total |  | 905 | 852 | 94.1\% | 16.3 | 1.3 | B |

## Intersection 35

5th St/C St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 9 | 8 | 84.4\% | 17.0 | 12.2 | B |
|  | Through | 4 | 4 | 100.0\% | 11.8 | 9.3 | B |
|  | Right Turn | 35 | 36 | 101.7\% | 4.1 | 0.7 | A |
|  | Subtotal | 48 | 47 | 98.3\% | 7.7 | 2.2 | A |
| SB | Left Turn | 7 | 5 | 68.6\% | 13.3 | 10.2 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 2 | 3 | 160.0\% | 3.2 | 2.6 | A |
|  | Subtotal | 9 | 8 | 88.9\% | 10.1 | 5.9 | B |
| EB | Left Turn | 3 | 3 | 93.3\% | 6.5 | 5.2 | A |
|  | Through | 278 | 283 | 101.7\% | 4.2 | 1.3 | A |
|  | Right Turn | 15 | 19 | 125.3\% | 3.0 | 1.3 | A |
|  | Subtotal | 296 | 304 | 102.8\% | 4.2 | 1.3 | A |
| WB | Left Turn | 7 | 6 | 80.0\% | 10.9 | 6.8 | B |
|  | Through | 341 | 286 | 84.0\% | 5.7 | 1.1 | A |
|  | Right Turn | 7 | 6 | 91.4\% | 4.2 | 2.1 | A |
|  | Subtotal | 355 | 298 | 84.1\% | 5.9 | 1.1 | A |
| Total |  | 708 | 658 | 92.9\% | 5.3 | 0.9 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 64 5th St/G St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 748 | 533 | 71.3\% | 18.1 | 2.3 | B |
|  | Right Turn | 77 | 57 | 73.8\% | 15.2 | 4.4 | B |
|  | Subtotal | 825 | 590 | 71.5\% | 17.8 | 2.4 | B |
| SB | Left Turn | 139 | 98 | 70.5\% | 125.4 | 48.1 | F |
|  | Through | 509 | 360 | 70.7\% | 107.4 | 51.5 | F |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 648 | 458 | 70.7\% | 111.5 | 49.9 | F |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 136 | 109 | 80.3\% | 34.5 | 30.0 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 216 | 187 | 86.5\% | 9.2 | 7.3 | A |
|  | Subtotal | 352 | 296 | 84.1\% | 19.3 | 16.8 | B |
| Total |  | 1,825 | 1,344 | 73.6\% | 48.6 | 15.5 | D |

[^41]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 54 | 32 | 59.3\% | 17.0 | 14.1 | C |
|  | Through | 344 | 261 | 75.9\% | 8.8 | 2.0 | A |
|  | Right Turn | 28 | 17 | 60.0\% | 4.2 | 2.2 | A |
|  | Subtotal | 426 | 310 | 72.8\% | 9.2 | 1.8 | A |
| SB | Left Turn | 143 | 142 | 99.3\% | 23.9 | 4.5 | C |
|  | Through | 288 | 287 | 99.6\% | 14.6 | 2.2 | B |
|  | Right Turn | 12 | 14 | 116.7\% | 10.5 | 4.6 | B |
|  | Subtotal | 443 | 443 | 100.0\% | 17.6 | 2.3 | C |
| EB | Left Turn | 28 | 17 | 61.4\% | 13.9 | 8.5 | B |
|  | Through | 166 | 119 | 71.8\% | 2.8 | 0.8 | A |
|  | Right Turn | 22 | 20 | 90.9\% | 1.7 | 1.3 | A |
|  | Subtotal | 216 | 156 | 72.4\% | 4.0 | 1.0 | A |
| WB | Left Turn | 91 | 90 | 98.9\% | 12.9 | 2.6 | B |
|  | Through | 286 | 259 | 90.5\% | 13.4 | 1.3 | B |
|  | Right Turn | 207 | 199 | 96.2\% | 9.3 | 1.9 | A |
|  | Subtotal | 584 | 548 | 93.8\% | 11.8 | 1.3 | B |
| Total |  | 1,669 | 1,457 | 87.3\% | 12.2 | 0.9 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 36 5th St/Tower Bridge Gateway Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 15 | 17 | 110.3\% | 34.2 | 11.7 | C |
|  | Through | 111 | 92 | 83.1\% | 30.4 | 7.1 | C |
|  | Right Turn | 46 | 37 | 80.3\% | 4.5 | 1.2 | A |
|  | Subtotal | 172 | 146 | 84.7\% | 24.1 | 4.9 | C |
| SB | Left Turn | 37 | 33 | 90.4\% | 10.1 | 5.2 | B |
|  | Through | 108 | 90 | 83.1\% | 10.0 | 3.9 | B |
|  | Right Turn | 7 | 4 | 50.3\% | 2.8 | 6.7 | A |
|  | Subtotal | 152 | 127 | 83.4\% | 9.9 | 2.9 | A |
| EB | Left Turn | 28 | 30 | 106.9\% | 40.8 | 12.3 | D |
|  | Through | 288 | 252 | 87.4\% | 27.0 | 4.9 | C |
|  | Right Turn | 17 | 14 | 80.8\% | 17.0 | 14.0 | B |
|  | Subtotal | 333 | 295 | 88.7\% | 27.7 | 4.6 | C |
| WB | Left Turn | 53 | 45 | 85.7\% | 47.3 | 7.7 | D |
|  | Through | 240 | 222 | 92.5\% | 30.9 | 6.9 | C |
|  | Right Turn | 53 | 50 | 95.0\% | 6.3 | 2.4 | A |
|  | Subtotal | 346 | 318 | 91.9\% | 29.4 | 5.3 | C |
| Total |  | 1,003 | 886 | 88.3\% | 25.2 | 2.7 | C |

```
Intersection 37
```

3rd St-Riverfront St/Tower Bridge Gateway
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 6 | 5 | 82.1\% | 14.6 | 15.2 | B |
|  | Through | 3 | 5 | 152.5\% | 13.3 | 15.1 | B |
|  | Right Turn | 63 | 52 | 82.7\% | 4.7 | 1.2 | A |
|  | Subtotal | 72 | 62 | 85.6\% | 7.7 | 2.6 | A |
| SB | Left Turn | 44 | 39 | 88.0\% | 19.8 | 4.9 | B |
|  | Through | 11 | 12 | 112.0\% | 15.4 | 4.1 | B |
|  | Right Turn | 10 | 14 | 144.3\% | 3.8 | 1.8 | A |
|  | Subtotal | 65 | 65 | 100.7\% | 15.3 | 3.1 | B |
| EB | Left Turn | 9 | 6 | 70.4\% | 25.2 | 22.6 | C |
|  | Through | 360 | 315 | 87.6\% | 13.1 | 3.6 | B |
|  | Right Turn | 2 | 2 | 105.6\% | 1.8 | 2.1 | A |
|  | Subtotal | 371 | 324 | 87.3\% | 13.4 | 3.4 | B |
| WB | Left Turn | 40 | 33 | 83.6\% | 21.3 | 6.9 | C |
|  | Through | 330 | 296 | 89.6\% | 9.6 | 2.7 | A |
|  | Right Turn | 37 | 37 | 100.8\% | 5.5 | 4.2 | A |
|  | Subtotal | 407 | 366 | 90.0\% | 10.4 | 2.8 | B |
| Total |  | 915 | 817 | 89.3\% | 11.8 | 2.2 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 17 12th St/E St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 100 | 110 | 110.0\% | 5.1 | 1.3 | A |
|  | Through | 616 | 611 | 99.2\% | 4.2 | 0.7 | A |
|  | Right Turn | 38 | 36 | 95.8\% | 1.5 | 0.9 | A |
|  | Subtotal | 754 | 758 | 100.5\% | 4.2 | 0.7 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 81 | 80 | 99.3\% | 14.8 | 1.3 | B |
|  | Right Turn | 7 | 9 | 125.7\% | 11.9 | 12.8 | B |
|  | Subtotal | 88 | 89 | 101.4\% | 14.5 | 1.0 | B |
| WB | Left Turn | 29 | 34 | 115.9\% | 18.8 | 5.5 | B |
|  | Through | 54 | 54 | 100.0\% | 19.2 | 5.0 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 83 | 88 | 105.5\% | 18.8 | 3.7 | B |
| Total |  | 925 | 934 | 101.0\% | 6.5 | 0.5 | A |

Intersection 20 12th St/F St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 74 | 74 | 100.5\% | 8.9 | 1.9 | A |
|  | Through | 553 | 557 | 100.7\% | 7.5 | 1.5 | A |
|  | Right Turn | 25 | 26 | 104.0\% | 5.5 | 3.3 | A |
|  | Subtotal | 652 | 657 | 100.8\% | 7.6 | 1.2 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 122 | 120 | 98.7\% | 12.7 | 1.6 | B |
|  | Right Turn | 105 | 108 | 102.5\% | 7.8 | 2.4 | A |
|  | Subtotal | 227 | 228 | 100.4\% | 10.4 | 1.8 | B |
| WB | Left Turn | 7 | 6 | 85.7\% | 13.8 | 10.2 | B |
|  | Through | 309 | 313 | 101.4\% | 16.2 | 1.4 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 316 | 319 | 101.0\% | 16.2 | 1.4 | B |
| Total |  | 1,195 | 1,204 | 100.8\% | 10.4 | 0.7 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 13 N 7th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 27 | 22 | 80.0\% | 36.5 | 10.7 | D |
|  | Through | 421 | 351 | 83.3\% | 24.3 | 4.4 | C |
|  | Right Turn | 48 | 38 | 80.0\% | 25.2 | 9.4 | C |
|  | Subtotal | 496 | 411 | 82.8\% | 25.1 | 4.8 | C |
| SB | Left Turn | 18 | 14 | 80.0\% | 31.7 | 14.4 | C |
|  | Through | 128 | 127 | 99.1\% | 15.8 | 2.7 | B |
|  | Right Turn | 7 | 11 | 154.3\% | 26.0 | 12.9 | C |
|  | Subtotal | 153 | 152 | 99.3\% | 18.1 | 2.3 | B |
| EB | Left Turn | 89 | 88 | 98.4\% | 34.2 | 6.8 | C |
|  | Through | 69 | 65 | 93.9\% | 23.3 | 5.8 | C |
|  | Right Turn | 44 | 42 | 95.5\% | 13.9 | 5.7 | B |
|  | Subtotal | 202 | 194 | 96.2\% | 26.5 | 4.4 | C |
| WB | Left Turn | 166 | 142 | 85.3\% | 35.1 | 2.0 | D |
|  | Through | 82 | 69 | 83.9\% | 21.9 | 3.6 | C |
|  | Right Turn | 175 | 156 | 89.1\% | 15.6 | 3.2 | B |
|  | Subtotal | 423 | 366 | 86.6\% | 24.3 | 1.9 | C |
| Total |  | 1,274 | 1,124 | 88.2\% | 24.1 | 2.0 | C |

## Intersection 14 Dos Rios St/N B St-N 12th St

Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 137 | 93 | 67.7\% | 174.2 | 30.9 | F |
|  | Through | 255 | 194 | 76.2\% | 150.8 | 39.4 | F |
|  | Right Turn | 260 | 212 | 81.5\% | 145.4 | 34.9 | F |
|  | Subtotal | 652 | 499 | 76.6\% | 153.0 | 34.6 | F |
| SB | Left Turn | 45 | 42 | 93.3\% | 30.0 | 7.0 | C |
|  | Through | 56 | 64 | 114.3\% | 34.2 | 10.2 | C |
|  | Right Turn | 5 | 9 | 176.0\% | 25.5 | 20.0 | C |
|  | Subtotal | 106 | 115 | 108.3\% | 32.3 | 8.3 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 313 | 257 | 82.0\% | 30.3 | 3.4 | C |
|  | Right Turn | 98 | 74 | 75.9\% | 26.7 | 5.9 | C |
|  | Subtotal | 411 | 331 | 80.6\% | 29.5 | 2.8 | C |
| SW | Left Turn | 194 | 193 | 99.6\% | 29.6 | 2.1 | C |
|  | Through | 1,271 | 1,263 | 99.4\% | 28.7 | 3.2 | C |
|  | Right Turn | 400 | 378 | 94.6\% | 39.1 | 7.0 | D |
|  | Subtotal | 1,865 | 1,835 | 98.4\% | 31.0 | 3.1 | C |
| Total |  | 3,034 | 2,780 | 91.6\% | 52.8 | 5.9 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 15 N 16th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 747 | 725 | 97.0\% | 19.2 | 2.8 | B |
|  | Through | 899 | 874 | 97.2\% | 8.7 | 0.5 | A |
|  | Right Turn | 2 | 3 | 140.0\% | 2.2 | 2.9 | A |
|  | Subtotal | 1,648 | 1,601 | 97.2\% | 13.5 | 1.4 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 293 | 252 | 85.9\% | 28.4 | 4.7 | C |
|  | Through Right Turn | 2 | 2 | 120.0\% | 15.8 | 16.7 | B |
|  | Subtotal | 295 | 254 | 86.1\% | 28.4 | 4.7 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 1 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Right Turn | 3 | 5 | 160.0\% | 2.8 | 3.4 | A |
|  | Subtotal | 4 | 5 | 120.0\% | 2.8 | 3.4 | A |
| Total |  | 1,947 | 1,860 | 95.5\% | 15.5 | 1.5 | B |

## Intersection 38

5th St/Bannon St-N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 97 | 89 | 92.0\% | 6.8 | 2.2 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 5 | 5 | 96.0\% | 4.0 | 4.4 | A |
|  | Subtotal | 102 | 94 | 92.2\% | 6.7 | 2.0 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 140 | 143 | 102.3\% | 5.2 | 1.0 | A |
|  | Right Turn | 105 | 94 | 89.5\% | 3.3 | 0.9 | A |
|  | Subtotal | 245 | 237 | 96.8\% | 4.5 | 0.6 | A |
| WB | Left Turn | 8 | 9 | 110.0\% | 5.6 | 3.6 | A |
|  | Through | 97 | 81 | 83.3\% | 5.7 | 1.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 105 | 90 | 85.3\% | 5.9 | 1.1 | A |
| Total |  | 452 | 421 | 93.1\% | 5.3 | 0.7 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 39 6th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 32 | 28 | 86.3\% | 7.6 | 3.3 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 86 | 76 | 88.8\% | 4.8 | 0.9 | A |
|  | Subtotal | 118 | 104 | 88.1\% | 5.5 | 1.5 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 116 | 116 | 100.0\% | 8.1 | 1.9 | A |
|  | Right Turn | 29 | 32 | 111.7\% | 5.1 | 2.5 | A |
|  | Subtotal | 145 | 148 | 102.3\% | 7.5 | 1.9 | A |
| WB | Left Turn | 43 | 32 | 73.5\% | 17.3 | 5.2 | B |
|  | Through | 73 | 66 | 90.4\% | 5.8 | 1.3 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 116 | 98 | 84.1\% | 9.7 | 2.5 | A |
| Total |  | 379 | 350 | 92.3\% | 7.6 | 1.3 | A |

## Intersection 40

8th St/N B St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 4 | 4 | 90.0\% | 11.8 | 8.2 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 98 | 89 | 90.6\% | 5.5 | 1.1 | A |
|  | Subtotal | 102 | 92 | 90.6\% | 5.8 | 1.0 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 135 | 117 | 86.8\% | 6.2 | 1.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 135 | 117 | 86.8\% | 6.2 | 1.8 | A |
| WB | Left Turn | 92 | 80 | 87.4\% | 14.5 | 1.4 | B |
|  | Through | 419 | 366 | 87.4\% | 9.2 | 1.7 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 511 | 447 | 87.4\% | 10.2 | 1.4 | B |
| Total |  | 748 | 656 | 87.8\% | 8.8 | 1.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

| Intersection 41 |  | 10th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 4 | 2 | 50.0\% | 13.9 | 20.2 | B |
|  | Through | 359 | 289 | 80.6\% | 20.7 | 5.9 | C |
|  | Right Turn | 241 | 186 | 77.0\% | 16.1 | 2.3 | B |
|  | Subtotal | 604 | 477 | 78.9\% | 19.1 | 4.2 | B |
| SB | Left Turn | 16 | 14 | 85.0\% | 22.6 | 9.6 | C |
|  | Through | 22 | 24 | 107.3\% | 8.5 | 3.7 | A |
|  | Right Turn | 29 | 31 | 106.2\% | 6.0 | 2.0 | A |
|  | Subtotal | 67 | 68 | 101.5\% | 11.0 | 2.9 | B |
| EB | Left Turn | 30 | 23 | 77.3\% | 27.6 | 5.6 | C |
|  | Through | 154 | 134 | 87.0\% | 11.1 | 2.1 | B |
|  | Right Turn | 5 | 6 | 120.0\% | 6.2 | 5.3 | A |
|  | Subtotal | 189 | 163 | 86.3\% | 13.5 | 2.5 | B |
| WB | Left Turn | 55 | 48 | 86.5\% | 28.2 | 7.1 | C |
|  | Through | 543 | 464 | 85.5\% | 12.9 | 1.6 | B |
|  | Right Turn | 17 | 18 | 103.5\% | 12.3 | 6.6 | B |
|  | Subtotal | 615 | 529 | 86.0\% | 14.3 | 2.0 | B |
| Total |  | 1,475 | 1,237 | 83.9\% | 15.9 | 2.2 | B |

## Intersection 42

Bercut Dr/South Park St
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 | 488 | 459 | 94.0\% | 5.7 | 0.8 | A |
|  | Right Turn | 39 | 40 | 102.6\% | 4.8 | 1.6 | A |
|  | Subtotal | 527 | 499 | 94.6\% | 5.6 | 0.7 | A |
| SB | Left Turn | 22 | 25 | 114.5\% | 12.0 | 5.7 | B |
|  | Through | 294 | 277 | 94.1\% | 6.6 | 1.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 316 | 302 | 95.6\% | 7.1 | 1.2 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 17 | 18 | 105.9\% | 9.8 | 3.2 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 154 | 148 | 96.4\% | 7.5 | 0.8 | A |
|  | Subtotal | 171 | 166 | 97.3\% | 7.8 | 0.7 | A |
| Total |  | 1,014 | 967 | 95.4\% | 6.5 | 0.7 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 43 5th St/South Park St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 89 | 79 | 89.0\% | 35.2 | 8.6 | D |
|  | Through | 47 | 39 | 82.6\% | 17.2 | 7.8 | B |
|  | Right Turn | 17 | 20 | 115.3\% | 8.2 | 4.7 | A |
|  | Subtotal | 153 | 138 | 89.9\% | 26.2 | 5.0 | C |
| SB | Left Turn | 22 | 16 | 70.9\% | 30.0 | 12.2 | C |
|  | Through | 80 | 77 | 96.5\% | 16.5 | 3.6 | B |
|  | Right Turn | 11 | 10 | 90.9\% | 6.3 | 8.1 | A |
|  | Subtotal | 113 | 103 | 91.0\% | 17.5 | 3.0 | B |
| EB | Left Turn | 12 | 15 | 123.3\% | 24.8 | 9.6 | C |
|  | Through | 92 | 95 | 103.5\% | 27.1 | 7.5 | C |
|  | Right Turn | 170 | 179 | 105.2\% | 16.9 | 8.5 | B |
|  | Subtotal | 274 | 289 | 105.4\% | 20.6 | 7.9 | C |
| WB | Left Turn | 61 | 57 | 93.8\% | 20.6 | 4.8 | C |
|  | Through | 43 | 47 | 109.8\% | 21.7 | 3.2 | C |
|  | Right Turn | 43 | 42 | 97.7\% | 12.3 | 2.3 | B |
|  | Subtotal | 147 | 146 | 99.6\% | 18.5 | 3.1 | B |
| Total |  | 687 | 676 | 98.3\% | 20.9 | 4.0 | C |

## Intersection 44

Judah St/South Park St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 20 | 21 | 106.0\% | 6.9 | 2.4 | A |
|  | Through | 5 | 5 | 104.0\% | 4.0 | 3.6 | A |
|  | Right Turn | 34 | 28 | 83.5\% | 3.7 | 0.9 | A |
|  | Subtotal | 59 | 55 | 92.9\% | 5.3 | 1.0 | A |
| SB | Left Turn | 5 | 6 | 112.0\% | 4.2 | 4.3 | A |
|  | Through | 5 | 6 | 112.0\% | 9.3 | 6.5 | A |
|  | Right Turn | 31 | 34 | 108.4\% | 3.5 | 1.5 | A |
|  | Subtotal | 41 | 45 | 109.3\% | 4.4 | 1.9 | A |
| EB | Left Turn | 15 | 16 | 104.0\% | 4.1 | 1.2 | A |
|  | Through | 90 | 85 | 94.2\% | 2.4 | 0.5 | A |
|  | Right Turn | 26 | 28 | 106.2\% | 1.6 | 0.2 | A |
|  | Subtotal | 131 | 128 | 97.7\% | 2.4 | 0.4 | A |
| WB | Left Turn | 13 | 13 | 101.5\% | 4.4 | 0.9 | A |
|  | Through | 96 | 91 | 95.0\% | 2.4 | 0.3 | A |
|  | Right Turn | 18 | 14 | 75.6\% | 2.3 | 0.4 | A |
|  | Subtotal | 127 | 118 | 92.9\% | 2.6 | 0.3 | A |
| Total |  | 358 | 346 | 96.5\% | 3.2 | 0.4 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 45
6th St/South Park St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 15 | 10 | 64.0\% | 7.3 | 2.4 | A |
|  | Through | 87 | 83 | 95.2\% | 11.5 | 1.4 | B |
|  | Right Turn | 111 | 102 | 91.9\% | 9.9 | 1.5 | A |
|  | Subtotal | 213 | 194 | 91.3\% | 10.4 | 1.3 | B |
| SB | Left Turn <br> Through <br> Right Turn | 72 | 65 | 90.6\% | 8.0 | 1.1 | A |
|  | Subtotal | 72 | 65 | 90.6\% | 8.0 | 1.1 | A |
| EB | Left Turn | 31 | 27 | 87.7\% | 8.4 | 1.7 | A |
|  | Through | 83 | 75 | 90.1\% | 9.6 | 1.0 | A |
|  | Right Turn | 15 | 14 | 93.3\% | 8.0 | 1.8 | A |
|  | Subtotal | 129 | 116 | 89.9\% | 9.2 | 0.7 | A |
| WB | Left Turn | 51 | 50 | 98.0\% | 6.8 | 1.3 | A |
|  | Through | 112 | 108 | 96.1\% | 7.7 | 0.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 163 | 158 | 96.7\% | 7.3 | 0.5 | A |
| Total |  | 577 | 533 | 92.4\% | 9.0 | 0.7 | A |

[^42]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 6 | 4 | 73.3\% | 15.9 | 16.5 | B |
|  | Through Right Turn | 412 | 355 | 86.1\% | 8.6 | 1.6 | A |
|  | Subtotal | 418 | 359 | 85.9\% | 8.8 | 1.6 | A |
| SB | Left Turn <br> Through | 239 | 208 | 87.0\% | 7.4 | 1.9 | A |
|  | Right Turn | 157 | 154 | 97.8\% | 5.0 | 1.7 | A |
|  | Subtotal | 396 | 362 | 91.3\% | 6.3 | 1.5 | A |
| EB | Left Turn | 193 | 171 | 88.5\% | 8.2 | 1.3 | A |
|  | Through |  |  |  | 19 | 31 | A |
|  | Right Turn | 1 | 1 | 120.0\% | 1.9 | 3.1 | A |
|  | Subtotal | 194 | 172 | 88.7\% | 8.1 | 1.3 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,008 | 893 | 88.6\% | 7.7 | 1.2 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 47 Railyards Blvd/Jibboom St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn | 549 | 549 | 100.0\% | 5.5 | 7.1 | A |
|  | Subtotal | 549 | 549 | 100.0\% | 5.5 | 7.1 | A |
| WB | Left Turn <br> Through <br> Right Turn | 137 | 123 | 89.9\% | 1.0 | 0.1 | A |
|  | Subtotal | 137 | 123 | 89.9\% | 1.0 | 0.1 | A |
| Total |  | 686 | 672 | 98.0\% | 4.6 | 5.8 | A |

[^43]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 39 | 34 | 86.2\% | 31.0 | 7.9 | C |
|  | Through | 62 | 63 | 101.9\% | 19.2 | 4.7 | B |
|  | Right Turn | 119 | 110 | 92.1\% | 13.8 | 3.0 | B |
|  | Subtotal | 220 | 206 | 93.8\% | 18.3 | 4.1 | B |
| SB | Left Turn | 75 | 69 | 91.7\% | 35.7 | 5.1 | D |
|  | Through | 202 | 191 | 94.7\% | 16.2 | 2.0 | B |
|  | Right Turn | 8 | 8 | 105.0\% | 9.5 | 9.9 | A |
|  | Subtotal | 285 | 268 | 94.2\% | 21.0 | 2.6 | C |
| EB | Left Turn | 15 | 16 | 104.0\% | 54.6 | 10.4 | D |
|  | Through | 290 | 288 | 99.2\% | 32.2 | 8.7 | C |
|  | Right Turn | 244 | 236 | 96.9\% | 25.5 | 9.0 | C |
|  | Subtotal | 549 | 540 | 98.3\% | 30.0 | 8.9 | C |
| WB | Left Turn | 113 | 92 | 81.1\% | 43.0 | 7.6 | D |
|  | Through | 90 | 81 | 90.2\% | 14.0 | 3.3 | B |
|  | Right Turn | 290 | 258 | 88.8\% | 8.8 | 0.8 | A |
|  | Subtotal | 493 | 430 | 87.3\% | 17.2 | 3.6 | B |
| Total |  | 1,547 | 1,445 | 93.4\% | 23.0 | 3.9 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 49 PH Garage Entry/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 99 | 100 | 101.4\% | 9.8 | 1.6 | A |
|  | Through | 1 | 0 | 40.0\% | 2.4 | 6.8 | A |
|  | Right Turn | 60 | 59 | 98.7\% | 6.8 | 1.7 | A |
|  | Subtotal | 160 | 160 | 100.0\% | 8.8 | 1.4 | A |
| SB | Left Turn | 135 | 138 | 101.9\% | 10.6 | 1.4 | B |
|  | Through | 1 | 2 | 160.0\% | 2.1 | 3.8 | A |
|  | Right Turn | 52 | 51 | 98.5\% | 6.1 | 1.0 | A |
|  | Subtotal | 188 | 190 | 101.3\% | 9.3 | 1.4 | A |
| EB | Left Turn | 16 | 18 | 112.5\% | 16.6 | 5.2 | B |
|  | Through | 318 | 298 | 93.6\% | 11.0 | 1.2 | B |
|  | Right Turn | 45 | 41 | 91.6\% | 9.5 | 1.6 | A |
|  | Subtotal | 379 | 357 | 94.1\% | 11.1 | 1.1 | B |
| WB | Left Turn | 42 | 33 | 78.1\% | 18.3 | 4.0 | B |
|  | Through | 325 | 269 | 82.8\% | 8.7 | 2.0 | A |
|  | Right Turn | 104 | 72 | 69.6\% | 7.3 | 1.5 | A |
|  | Subtotal | 471 | 374 | 79.5\% | 9.3 | 2.0 | A |
| Total |  | 1,198 | 1,082 | 90.3\% | 9.8 | 1.1 | A |

[^44]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 21 | 20 | 95.2\% | 12.8 | 2.8 | B |
|  | Through | 5 | 3 | 64.0\% | 5.1 | 6.2 | A |
|  | Right Turn | 59 | 54 | 90.8\% | 8.5 | 2.1 | A |
|  | Subtotal | 85 | 77 | 90.4\% | 9.6 | 1.5 | A |
| SB | Left Turn | 10 | 7 | 72.0\% | 9.6 | 9.9 | A |
|  | Through | 5 | 2 | 32.0\% | 1.9 | 4.0 | A |
|  | Right Turn | 5 | 3 | 56.0\% | 2.6 | 3.5 | A |
|  | Subtotal | 20 | 12 | 58.0\% | 8.0 | 6.2 | A |
| EB | Left Turn | 5 | 3 | 64.0\% | 11.3 | 12.9 | B |
|  | Through | 500 | 488 | 97.6\% | 11.8 | 2.1 | B |
|  | Right Turn | 8 | 10 | 120.0\% | 10.2 | 6.8 | B |
|  | Subtotal | 513 | 501 | 97.6\% | 11.8 | 2.1 | B |
| WB | Left Turn | 4 | 3 | 70.0\% | 19.5 | 18.2 | B |
|  | Through | 445 | 366 | 82.2\% | 12.2 | 2.6 | B |
|  | Right Turn | 10 | 10 | 104.0\% | 10.7 | 4.1 | B |
|  | Subtotal | 459 | 379 | 82.5\% | 12.3 | 2.5 | B |
| Total |  | 1,077 | 968 | 89.9\% | 11.8 | 1.7 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 51 5th St-Stanford St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 57 | 56 | 98.2\% | 59.8 | 8.2 | E |
|  | Through | 100 | 102 | 102.4\% | 47.4 | 9.4 | D |
|  | Right Turn | 19 | 20 | 103.2\% | 35.0 | 16.4 | C |
|  | Subtotal | 176 | 178 | 101.1\% | 50.3 | 7.0 | D |
| SB | Left Turn | 82 | 81 | 98.5\% | 80.5 | 40.6 | F |
|  | Through | 195 | 207 | 106.3\% | 48.6 | 15.2 | D |
|  | Right Turn | 34 | 32 | 92.9\% | 38.5 | 9.6 | D |
|  | Subtotal | 311 | 320 | 102.8\% | 56.2 | 20.2 | E |
| EB | Left Turn | 17 | 16 | 96.5\% | 68.3 | 24.4 | E |
|  | Through | 456 | 418 | 91.8\% | 21.6 | 5.2 | C |
|  | Right Turn | 70 | 57 | 81.7\% | 11.4 | 1.7 | B |
|  | Subtotal | 543 | 492 | 90.6\% | 22.0 | 4.6 | C |
| WB | Left Turn | 49 | 36 | 72.7\% | 50.7 | 10.4 | D |
|  | Through | 523 | 422 | 80.8\% | 10.8 | 3.4 | B |
|  | Right Turn | 36 | 30 | 83.3\% | 9.3 | 7.6 | A |
|  | Subtotal | 608 | 488 | 80.3\% | 13.7 | 3.4 | B |
| Total |  | 1,638 | 1,478 | 90.2\% | 29.9 | 5.3 | C |

## Intersection 52

Judah St/Railyards Blvd
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 14 | 14 | 102.9\% | 21.9 | 13.3 | C |
|  | Subtotal | 14 | 14 | 102.9\% | 21.9 | 13.3 | C |
| EB | Left Turn <br> Through <br> Right Turn | 557 | 504 | 90.6\% | 10.2 | 10.1 | B |
|  | Subtotal | 557 | 504 | 90.6\% | 10.2 | 10.1 | B |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 594 \\ 16 \end{gathered}$ | $\begin{gathered} 482 \\ 12 \end{gathered}$ | $\begin{aligned} & 81.1 \% \\ & 72.5 \% \end{aligned}$ | $\begin{aligned} & 1.4 \\ & 1.0 \end{aligned}$ | $\begin{aligned} & 0.5 \\ & 1.3 \end{aligned}$ | A |
|  | Subtotal | 610 | 493 | 80.9\% | 1.4 | 0.5 | A |
| Total |  | 1,181 | 1,012 | 85.7\% | 6.0 | 5.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 53 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 8 | 8 | 95.0\% | 30.7 | 26.0 | C |
|  | Through | 138 | 135 | 98.0\% | 29.6 | 5.9 | C |
|  | Right Turn | 332 | 286 | 86.3\% | 29.5 | 19.6 | C |
|  | Subtotal | 478 | 429 | 89.8\% | 29.8 | 12.6 | C |
| SB | Left Turn | 18 | 12 | 66.7\% | 86.5 | 56.6 | F |
|  | Through | 78 | 82 | 105.6\% | 34.9 | 9.6 | C |
|  | Right Turn | 42 | 38 | 90.5\% | 20.4 | 8.3 | C |
|  | Subtotal | 138 | 132 | 95.9\% | 33.7 | 6.7 | C |
| EB | Left Turn | 59 | 59 | 99.7\% | 65.0 | 24.9 | E |
|  | Through | 479 | 418 | 87.2\% | 47.3 | 21.0 | D |
|  | Right Turn | 19 | 18 | 92.6\% | 15.8 | 9.7 | B |
|  | Subtotal | 557 | 494 | 88.7\% | 48.1 | 20.1 | D |
| WB | Left Turn | 275 | 227 | 82.6\% | 23.3 | 5.8 | C |
|  | Through | 560 | 445 | 79.4\% | 14.5 | 2.3 | B |
|  | Right Turn | 16 | 15 | 92.5\% | 8.9 | 6.2 | A |
|  | Subtotal | 851 | 687 | 80.7\% | 17.4 | 3.3 | B |
| Total |  | 2,024 | 1,742 | 86.1\% | 30.4 | 7.9 | C |

## Intersection 54

7th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 301 | 280 | 93.0\% | 94.5 | 43.7 | F |
|  | Through | 218 | 204 | 93.8\% | 60.4 | 35.2 | E |
|  | Right Turn | 230 | 218 | 95.0\% | 56.3 | 33.1 | E |
|  | Subtotal | 749 | 703 | 93.8\% | 73.1 | 38.7 | E |
| SB | Left Turn | 7 | 7 | 102.9\% | 35.7 | 30.8 | D |
|  | Through | 169 | 156 | 92.1\% | 31.8 | 6.0 | C |
|  | Right Turn | 64 | 57 | 88.8\% | 18.1 | 3.4 | B |
|  | Subtotal | 240 | 220 | 91.5\% | 28.5 | 4.2 | C |
| EB | Left Turn | 175 | 137 | 78.2\% | 82.8 | 11.1 | F |
|  | Through | 504 | 408 | 81.0\% | 48.6 | 10.4 | D |
|  | Right Turn | 150 | 127 | 84.8\% | 6.1 | 1.9 | A |
|  | Subtotal | 829 | 672 | 81.1\% | 47.7 | 7.7 | D |
| WB | Left Turn | 215 | 152 | 70.7\% | 101.4 | 24.0 | F |
|  | Through | 486 | 357 | 73.4\% | 85.7 | 16.3 | F |
|  | Right Turn | 25 | 24 | 97.6\% | 74.8 | 19.7 | E |
|  | Subtotal | 726 | 533 | 73.4\% | 90.1 | 15.2 | F |
| Total |  | 2,544 | 2,128 | 83.6\% | 64.3 | 11.3 | E |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 55 8th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 18 | 14 | 80.0\% | 22.5 | 12.0 | C |
|  | Subtotal | 18 | 14 | 80.0\% | 22.5 | 12.0 | C |
| EB | Left Turn | 26 | 24 | 92.3\% | 29.4 | 10.8 | C |
|  | Through Right Turn | 715 | 604 | 84.4\% | 12.9 | 3.3 | B |
|  | Subtotal | 741 | 628 | 84.7\% | 13.6 | 3.3 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 708 | 578 | 81.6\% | 116.0 | 27.9 | F |
|  | Right Turn | 27 | 20 | 75.6\% | 110.8 | 33.3 | F |
|  | Subtotal | 735 | 598 | 81.4\% | 115.9 | 28.0 | F |
| Total |  | 1,494 | 1,240 | 83.0\% | 62.9 | 12.3 | E |

Intersection 56 10th St/Railyards Blvd 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 |  |  |  |  |  |  |
|  | Right Turn | 23 | 22 | 97.4\% | 24.1 | 22.7 | C |
|  | Subtotal | 23 | 22 | 97.4\% | 24.1 | 22.7 | C |
| EB | Left Turn | 582 | 478 | 82.1\% | 60.5 | 10.2 | E |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 582 | 478 | 82.1\% | 60.5 | 10.2 | E |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 762 | 644 | 84.5\% | 84.1 | 26.6 | F |
|  | Right Turn | 51 | 36 | 70.6\% | 81.7 | 33.9 | F |
|  | Subtotal | 813 | 680 | 83.6\% | 84.0 | 26.4 | F |
| Total |  | 1,418 | 1,180 | 83.2\% | 73.5 | 18.6 | E |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 57
Bercut Dr/Camille Ln
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 2 | 48.0\% | 3.2 | 3.9 | A |
|  | Through | 45 | 43 | 96.0\% | 9.4 | 2.0 | A |
|  | Right Turn | 63 | 62 | 99.0\% | 5.4 | 1.4 | A |
|  | Subtotal | 113 | 108 | 95.6\% | 7.0 | 1.5 | A |
| SB | Left Turn | 7 | 6 | 80.0\% | 10.0 | 7.2 | B |
|  | Through | 287 | 274 | 95.3\% | 20.0 | 6.0 | C |
|  | Right Turn | 265 | 236 | 89.2\% | 17.0 | 6.7 | C |
|  | Subtotal | 559 | 516 | 92.2\% | 18.5 | 6.3 | C |
| EB | Left Turn | 51 | 52 | 101.2\% | 9.3 | 3.2 | A |
|  | Through | 83 | 87 | 105.1\% | 9.8 | 1.7 | A |
|  | Right Turn | 5 | 5 | 104.0\% | 4.9 | 4.6 | A |
|  | Subtotal | 139 | 144 | 103.6\% | 9.6 | 1.8 | A |
| WB | Left Turn | 75 | 72 | 95.5\% | 11.0 | 2.9 | B |
|  | Through | 53 | 54 | 101.1\% | 13.1 | 4.1 | B |
|  | Right Turn | 124 | 113 | 91.3\% | 8.6 | 3.2 | A |
|  | Subtotal | 252 | 238 | 94.6\% | 10.3 | 3.3 | B |
| Total |  | 1,063 | 1,006 | 94.6\% | 14.1 | 4.1 | B |

Intersection 58
Huntington St/Camille Ln
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 45 | 32 | 71.1\% | 14.8 | 3.0 | B |
|  | Through <br> Right Turn | 29 | 30 | 104.8\% | 10.9 | 1.4 | B |
|  | Subtotal | 74 | 62 | 84.3\% | 12.7 | 1.8 | B |
| EB | Left Turn | 36 | 40 | 112.2\% | 5.4 | 0.8 | A |
|  | Through | 117 | 113 | 96.8\% | 2.2 | 0.5 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 153 | 154 | 100.4\% | 3.0 | 0.4 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 223 | 209 | 93.6\% | 1.0 | 0.3 | A |
|  | Right Turn | 100 | 98 | 98.4\% | 0.5 | 0.3 | A |
|  | Subtotal | 323 | 307 | 95.1\% | 0.8 | 0.3 | A |
| Total |  | 550 | 523 | 95.1\% | 2.9 | 0.5 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 59
Stanford St/Camille Ln
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 17 | 18 | 105.9\% | 5.3 | 1.1 | A |
|  | Through | 16 | 14 | 87.5\% | 7.4 | 2.3 | A |
|  | Right Turn | 13 | 17 | 132.3\% | 3.8 | 1.5 | A |
|  | Subtotal | 46 | 49 | 107.0\% | 5.5 | 1.3 | A |
| SB | Left Turn | 3 | 2 | 66.7\% | 7.5 | 6.9 | A |
|  | Through | 5 | 4 | 72.0\% | 6.6 | 4.9 | A |
|  | Right Turn | 4 | 5 | 120.0\% | 7.2 | 5.0 | A |
|  | Subtotal | 12 | 10 | 86.7\% | 9.1 | 5.2 | A |
| EB | Left Turn | 54 | 49 | 90.4\% | 7.0 | 1.5 | A |
|  | Through | 243 | 221 | 91.0\% | 8.1 | 0.9 | A |
|  | Right Turn | 10 | 11 | 112.0\% | 6.5 | 3.6 | A |
|  | Subtotal | 307 | 281 | 91.6\% | 7.9 | 1.0 | A |
| WB | Left Turn | 13 | 14 | 110.8\% | 11.5 | 4.8 | B |
|  | Through | 297 | 283 | 95.4\% | 13.2 | 1.4 | B |
|  | Right Turn | 15 | 14 | 96.0\% | 7.4 | 3.1 | A |
|  | Subtotal | 325 | 312 | 96.0\% | 12.9 | 1.5 | B |
| Total |  | 690 | 653 | 94.6\% | 10.1 | 1.0 | B |

## Intersection 60

5th St/Camille Ln
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 191 | 184 | 96.5\% | 29.9 | 7.5 | C |
|  | Through | 334 | 301 | 90.2\% | 21.8 | 3.4 | C |
|  | Right Turn | 282 | 240 | 85.0\% | 16.9 | 3.1 | B |
|  | Subtotal | 807 | 725 | 89.9\% | 22.3 | 3.0 | C |
| SB | Left Turn | 127 | 111 | 87.2\% | 41.0 | 10.7 | D |
|  | Through | 232 | 215 | 92.8\% | 22.9 | 8.3 | C |
|  | Right Turn | 5 | 4 | 72.0\% | 16.8 | 21.9 | B |
|  | Subtotal | 364 | 330 | 90.5\% | 29.1 | 7.4 | C |
| EB | Left Turn | 5 | 6 | 128.0\% | 44.3 | 34.9 | D |
|  | Through | 131 | 117 | 89.5\% | 25.2 | 4.5 | C |
|  | Right Turn | 123 | 112 | 91.1\% | 13.8 | 3.5 | B |
|  | Subtotal | 259 | 236 | 91.0\% | 20.5 | 4.6 | C |
| WB | Left Turn | 10 | 10 | 104.0\% | 48.3 | 11.1 | D |
|  | Through | 129 | 126 | 98.0\% | 32.5 | 7.6 | C |
|  | Right Turn | 183 | 186 | 101.9\% | 25.4 | 7.6 | C |
|  | Subtotal | 322 | 323 | 100.4\% | 28.8 | 7.2 | C |
| Total |  | 1,752 | 1,614 | 92.1\% | 24.8 | 2.2 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 61 6th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 242 | 238 | 98.2\% | 35.7 | 9.6 | D |
|  | Through Right Turn | 157 | 160 | 101.7\% | 24.2 | 7.6 | C |
|  | Subtotal | 399 | 397 | 99.5\% | 31.2 | 8.5 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 326 | 282 | 86.5\% | 11.1 | 2.3 | B |
|  | Right Turn | 46 | 44 | 96.5\% | 7.7 | 2.5 | A |
|  | Subtotal | 372 | 326 | 87.7\% | 10.6 | 2.3 | B |
| EB | Left Turn | 321 | 273 | 85.0\% | 18.7 | 2.7 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 245 | 216 | 88.3\% | 9.5 | 3.1 | A |
|  | Subtotal | 566 | 489 | 86.4\% | 14.7 | 2.7 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,337 | 1,213 | 90.7\% | 19.0 | 3.6 | B |

## Intersection 62

5th St/Stevens St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 102 | 83 | 81.2\% | 75.6 | 19.2 | E |
|  | Through | 730 | 653 | 89.4\% | 66.8 | 14.4 | E |
|  | Right Turn | 132 | 103 | 78.2\% | 60.6 | 18.4 | E |
|  | Subtotal | 964 | 839 | 87.0\% | 67.0 | 14.8 | E |
| SB | Left Turn | 5 | 2 | 32.0\% | 29.5 | 34.7 | C |
|  | Through | 350 | 326 | 93.0\% | 9.5 | 2.2 | A |
|  | Right Turn | 10 | 10 | 100.0\% | 7.2 | 3.0 | A |
|  | Subtotal | 365 | 337 | 92.4\% | 9.7 | 2.3 | A |
| EB | Left Turn | 66 | 63 | 95.8\% | 33.5 | 13.4 | C |
|  | Through | 63 | 62 | 99.0\% | 33.3 | 8.6 | C |
|  | Right Turn | 197 | 192 | 97.5\% | 24.4 | 7.7 | C |
|  | Subtotal | 326 | 318 | 97.4\% | 28.0 | 8.7 | C |
| WB | Left Turn | 101 | 97 | 96.2\% | 43.9 | 8.9 | D |
|  | Through | 36 | 31 | 86.7\% | 39.7 | 8.2 | D |
|  | Right Turn | 11 | 10 | 94.5\% | 28.0 | 14.4 | C |
|  | Subtotal | 148 | 139 | 93.8\% | 41.5 | 8.4 | D |
| Total |  | 1,803 | 1,632 | 90.5\% | 45.4 | 6.7 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 63 6th St/Stevens St Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 42 | 44 | 103.8\% | 14.7 | 7.4 | B |
|  | Through Right Turn | 537 | 544 | 101.4\% | 11.0 | 3.6 | B |
|  | Subtotal | 579 | 588 | 101.6\% | 11.2 | 3.4 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 342 | 289 | 84.4\% | 1.8 | 0.5 | A |
|  | Right Turn | 96 | 87 | 90.4\% | 1.8 | 1.7 | A |
|  | Subtotal | 438 | 376 | 85.8\% | 1.8 | 0.6 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 101 | 84 | 82.8\% | 7.8 | 3.2 | A |
|  | Subtotal | 101 | 84 | 82.8\% | 7.8 | 3.2 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,118 | 1,047 | 93.7\% | 7.6 | 2.1 | A |

Intersection 1
I 5 SB Ramps/Richards Blvd
Signal

| Direction Lane Group |  | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| ThroughThrough/Right |  |  | 2,725 | 100 | 42 | 225 | 103 | 225 | 97 | 8\% | 0\% |
|  |  | 2,725 | 150 | 57 | 300 | 131 | 300 | 137 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| SB | Left Turn | 325 | 275 | 36 | 375 | 25 | 325 | 1 | 5\% | 0\% |
|  | Left/Through | 1,500 | 650 | 254 | 1,250 | 545 | 1,250 | 427 | 21\% | 8\% |
|  | Right Turn | 325 | 225 | 59 | 400 | 58 | 325 | 1 | 0\% | 0\% |
| WB | Left Turn | 1,275 | 75 | 16 | 125 | 27 | 125 | 28 | 0\% | 0\% |
|  | Through | 275 | 75 | 11 | 125 | 22 | 150 | 17 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| 0 |  |  |  |  |  |  |  |  |  |  |

Intersection 215 NB Ramps/Richards Blvd Signal


Average Results from 10 Runs Baseline Plus Railyards SP
Queue Length

| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
|  | Left/Through | 600 | 275 | 70 | 400 | 111 | 400 | 106 | 0\% | 0\% |
|  | Through | 600 | 225 | 75 | 350 | 128 | 375 | 132 | 0\% | 0\% |
| EB | Through/Right | 600 | 125 | 22 | 200 | 46 | 225 | 63 | 0\% | 0\% |
| NB | Right Turn | 2,650 | 25 | 2 | 25 | 8 | 25 | 11 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| NE | Shared | 3,400 | 975 | 108 | 1,750 | 162 | 1,825 | 198 | 0\% | 0\% |
|  | Right Turn | 3,400 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Right Turn | 3,400 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Right Turns | 350 | 125 | 59 | 275 | 132 | 300 | 116 | 0\% | 0\% |
| SB | Left Turn | 1,750 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 1,750 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 1,750 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |




 Key
Kxperss
ane (HOV)


 $\underset{\text { Sxposs Lane (HoV) }}{\text { Key }}$

| Name | PSto J St | Jstol St | Lston-Ramp | 1 St o R Rihards Bud | Beween Richads Svid Ramss Richards Svidio Garden Huy |  |  |  | W. El Camino Ave to. 180 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate off Ramp Fow Rate |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)PHFLanesTerrainGrade \%Grade Length (mi)Truck \& Bus \%RV \%$E_{T}$$E_{R}$$f_{H V}$$f_{P}$Flow (pcph)Flow Rate (pcphpl) | 966 |  |  | 1.149 |  | $6_{41}$ |  | 830 |  | ${ }^{1.847}$ |
|  | 0.86 |  |  | 0.87 |  | 0.94 |  | 0.93 |  | 0.94 |
|  | 2 |  |  | 1 |  | , |  |  |  | 2 |
|  | Level |  |  | Level |  | Level |  | Level |  | Level |
|  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  | 0.0\% |
|  | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  | 0.00 |
|  | 3.0\% |  |  | 3.0\% |  | 3.0\% |  | 3.0\% |  | 10.0\% |
|  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  | 0.0\% |
|  | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  | 1.5 |
|  | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  | 1.2 |
|  | 0.985 |  |  | 0.985 |  | 0.985 |  | 0.985 |  | ${ }_{0}^{0.952}$ |
|  | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  | 1.00 |
|  | 1,140 |  |  | 1.341 |  | 692 |  | ${ }^{906}$ |  | ${ }^{2} .063$ |
|  | 570 |  |  | 1.341 |  | 692 |  | 453 |  | 1.032 |
| Calculate off Ramp Roadway Operations |  |  |  |  |  |  |  |  |  |  |
| Ramp Type | Right |  |  | Right |  | Right |  | Right |  | Maior |
| Ramp Speed | 45 |  |  | 45 |  | 45 |  | 45 |  | 60 |
| Ramp Capacity (pcph) Ramp v/c ratio | 4,200 |  |  | 2.100 0.64 |  | 2.100 0.33 |  | 4.200 0.22 |  | 4.600 |
|  | 0.27 |  |  | 0.64 |  | 0.33 |  |  |  | 0.45 |
| Deiermine Adjiecent Ranp for Thre-Lane Mainine Segments with one-Lane Ramps |  |  |  |  |  |  |  |  |  |  |
| Up Type <br> Up Distance Up Flow (pcph) Down Type Down Distance Down Flow (pcph) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  | Calculate erge entuence Area Operations |  |  |  |  |  |  |  |  |  |
| Effective $\mathrm{v}_{\mathrm{P}}$ (pcph) <br> Up Ramp $L_{E Q}$ <br> Down Ramp $L_{E Q}$ <br> $P_{F M}$ (Eqn 13-3) <br> $P_{F M}$ (Eqn 13-4) <br> $P_{\text {FM }}$ (Eqn 13-5) <br> $P_{F M}$ <br> $v_{12}$ (pcph) <br> $v_{3}$ (pcph) <br> $\mathrm{v}_{34}$ (pcph) <br> $v_{12 \mathrm{a}}$ (pcph) <br> $\mathrm{V}_{\text {R12a }}$ (pcph) <br> Speed Index <br> Area Speed <br> Outer Lanes Volume Outer Lanes Speed <br> Segment Speed <br> v/c ratio <br> Density <br> LOS |  |  | 6,754 |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 0.589 |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | $\begin{aligned} & 0.141 \\ & 951 \\ & 951 \end{aligned}$ |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 5.803 |  |  |  |  |  |  |  |
|  |  |  | 2.702 |  |  |  |  |  |  |  |
|  |  |  | 3,318 |  |  |  |  |  |  |  |
|  |  |  | $\begin{aligned} & 0.39 \\ & 56.0 \\ & 56 \end{aligned}$ |  |  |  |  |  |  |  |
|  |  |  | 2.026 |  |  |  |  |  |  |  |
|  |  |  | 59.5 |  |  |  |  |  |  |  |
|  |  |  | 57.9 |  |  |  |  |  |  |  |
|  |  |  | $\begin{aligned} & 0.72 \\ & 28.4 \end{aligned}$ |  |  |  |  |  |  |  |
|  |  |  | $\begin{gathered} 28.4 \\ \mathrm{D} \end{gathered}$ |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |



$\stackrel{\text { Key }}{\substack{\text { Kxpess Lane (Hov) }}}$


$\stackrel{\text { Key }}{\text { Kxpess }}$

| Name | Pstio St | Jstoost | Lston-Ramp | 1 Sto R Richars Bud | Beween Ricaras Elv R Ramse | Richard Elve to aramen Huy | Beamen Garden Hmy Ramps |  | W. El Camino Ave to 1.80 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Mainine to off Ramp Flow Rate for Weave SegmentsMLLo of Volume (voh) |  |  |  |  |  |  |  |  |  |  |
| ML Lo Off Volume (vph) |  |  |  |  |  |  |  |  |  |  |
| PHF | 0.95 |  |  | 0.95 |  | 0.95 |  | 0.95 |  |  |
| Terain | Level |  |  | Level |  | Level |  | Level |  |  |
| Grade \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade ength (mi) | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  |  |
| Tuek \& Bus \% | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
| Rv\% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  |  |
| $E_{r}$ | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  |  |
| ${ }_{\text {fiv }}$ | 0.971 |  |  | 0.971 |  | 0.971 |  | 0.971 |  |  |
| $\frac{f_{\mathrm{p}}}{\mathrm{ML} \text { to Off Flow (pcph) }}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Calculat Seneral Purpose Lanes to Eeneral Purpose Lanes flow Rate for weave Segments |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Terain | Level |  |  | Level |  | Level |  | Level |  |  |
| Giade \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade ength (mi) | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  |  |
| Truck \& Bus \% <br> RV \% | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
|  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| ${ }_{\text {ET }}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | ${ }^{1.5}$ |  |  |
| $\mathrm{E}_{\text {r }}$ | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 0.971 |  |  |
| ${ }_{\text {tuv }}$ | 0.971 |  |  | 0.971 |  | 0.971 |  | 0.971 |  |  |
| to | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  |  |
| \% GP Fow ( Poph) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |


 Key

Kxposs Lane (HOO

| Name | Psto J St | Jsto Lst | Lston-Ramp | 1 Stio Richards Elvd | Boemen Richars Buv Ramps | Shars Evido Garden Hmp | Beemen Garden Htw Rampe | Saren Huy tow El Camino ate | W. El C Camino Ave to : 80 | 1.80 Of |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Weave Segment Operations |  |  |  |  |  |  |  |  |  |  |
| Type |  |  |  |  |  |  |  |  |  |  |
| Length |  |  |  |  |  |  |  |  |  |  |
| Segment Lanes |  |  |  |  |  |  |  |  |  |  |
| Weave Foow (paph) |  |  |  |  |  |  |  |  |  |  |
| Segment Flow |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $\begin{gathered} \text { Length Check } \\ \text { Ideal Weave Capacity } \end{gathered}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $\underbrace{\text { top }}_{\text {top }}$ |  |  |  |  |  |  |  |  |  |  |
| ${ }^{\text {Capacaity Condition } 1}$ |  |  |  |  |  |  |  |  |  |  |
| Capacity Condition 2 v/c ratio |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Interchange Density |  |  |  |  |  |  |  |  |  |  |
| Lane Changes ML to Off ane Changes On to Off |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Min Lane Change Rate |  |  |  |  |  |  |  |  |  |  |
| Wor-weave LC R Rate 1 |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Non-Weave LC Rate 3 |  |  |  |  |  |  |  |  |  |  |
| Weave Inensity Facor |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Non-Weave Speed Segment Speed |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\substack{\text { Segment Spoed } \\ \text { Denity }}}^{\text {den }}$ |  |  |  |  |  |  |  |  |  |  |
| Los |  |  |  |  |  |  |  |  |  |  |
| Summarie Segment operations |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Segment Density |  | ${ }^{26.5}$ | ${ }^{28.4}$ |  | 26.0 |  | 28.0 |  | ${ }^{26.7}$ | 23.8 |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Type |  | Basic | Merge | Weave | Basic | Weave | Basic | Weave | Basic | Diverge |
| Report | , | Basic | Merse | Weave | ${ }_{\text {Basic }}$ | Weave | ${ }_{\text {Basic }}$ | Weave | ${ }_{\text {Basic }}$ | Diverge |











$\underset{>\text { Express Lane (HOV) }}{\text { Key }}$

| Name | Northate Blvd Of:-Ramp |  | Del Paso Elva to Leisiure Ln |
| :---: | :---: | :---: | :---: |
| Operations tor Exiting | PPLanes |  |  |
| Fow (opat) | 2.541 | 2.215 |  |
| Lanes | 3 | 2 |  |
| Capacit (poph) | 7.050 | 4.800 |  |
| v/cratio | ${ }_{0} .36$ | 0.46 |  |
| Fiow Rate (caphpl) | 847 | 1,107 |  |
| Speed (mph) | 65.0 | 70.0 |  |
| Density (pochpo) | 13.0 | 15.8 |  |
| Los | в | в |  |


$\underset{\text { Sxposs Lane (HOV) }}{\text { Key }}$



 $\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

[^45]| Location | 1 | 2 | 3 |
| :--- | :--- | :--- | :--- | :--- |


$\underset{\substack{\text { Ke Expess Lane (HOV) }}}{\text { K. }}$

| Name | Notrigate Elvo offiram |  | Del Paso Blvd to Leisure L $\llcorner$ n |
| :---: | :---: | :---: | :---: |
| Weave Segment Operations |  |  |  |
| des Semment | 0.44 |  |  |
| Segment Density | 19.7 | 12.1 | ${ }^{15.4}$ |
| Segment Los | в | в | в |
| Over Capacity |  |  |  |






| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- | :--- |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | North of Def Pasa Blvd | Del Paso Blvd On-Ramp |  | Northate Elvid On-Ram |
| :---: | :---: | :---: | :---: | :---: |
| Flow Rate in Express Lanes Operations in Express Lane |  |  |  |  |
|  |  |  |  |  |
| On Ramp Flow rate |  |  |  |  |
| Volume (vph) |  | ${ }^{373}$ |  | 169 |
| PHF |  | 0.77 |  | 0.77 |
| Lanes |  |  |  | 1 |
| Terain |  | Level |  | Level |
| Grade \% |  | 0.0\% |  | 0.0\% |
| Grade Lengt (mi) |  | 0.00 |  | 0.00 |
| Tuek \& Bus \% |  | 3.0\% |  | 3.0\% |
| Rv\% |  | 0.0\% |  | 0.0\% |
| $\mathrm{ET}_{\text {T }}$ |  | 1.5 |  | 1.5 |
| $\mathrm{En}_{\square}$ |  | 1.2 |  | 1.2 |
| ${ }_{\text {tuv }}$ |  | 0.985 |  | 0.985 |
| to |  | 1.00 |  | 1.00 |
| Foow (poph) |  | 492 |  | ${ }^{223}$ |
| Fow Faie (pophpl) |  | 492 |  | 223 |
| On Ramp Roaiway Operations |  |  |  |  |
| Ramp Type |  | Right |  | Right |
| Ramp Speed (mph) |  | 45 |  | 45 |
| Ramp Capacily (poph) |  | 2.100 |  | 2.100 |
| Ramp V Vc craio |  | ${ }^{0.23}$ |  | 0.11 |
|  |  |  |  |  |


| Name | Northo f Pel Paso Blvd | Del Paso Bivd On-Ramp | Dif Paso ivid to Nortrgate Evod | Northate Evid On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Off Ramp Fow Rate |  |  |  |  |
| Adicent Ramp tor Three-Lane Mainiline Segmens with one-Lane Ramps |  |  |  |  |
|  |  |  |  |  |
| Up TJpe |  |  |  | No |
| Up isisance |  |  |  |  |
| Up Fow (poph) |  |  |  |  |
| Down Type |  |  |  | No |
| Down Distance |  |  |  |  |
| Doon Fiow (poph) |  |  |  |  |
| Merge enfuence Area operations |  |  |  |  |
| Effective $v_{p}$ (pcph) |  | 3.936 |  |  |
| Up Ramp LEQ |  |  |  |  |
| $P_{\text {Pex (Eqn } 13.3)}$ |  | 0.599 |  |  |
| $\mathrm{Pamm}_{\text {man }}(13.4)$ |  |  |  |  |
| $P_{\text {Pm }}($ Eqn 13.5$)$ |  |  |  |  |
| $\mathrm{Prmm}^{\text {m }}$ |  | 1.000 |  |  |
| $v_{12}($ Poph $)$ |  | 3,936 |  |  |
| $v_{s}($ Poph $)$ |  |  |  |  |
| $v_{34}($ Peph $)$ |  |  |  |  |
| $\mathrm{V}_{\text {vas }}($ (poph $)$ |  | ${ }^{\text {3,936 }}$ |  |  |
| $v^{\text {araza (0ph) }}$ |  | 4.428 <br> 0.58 |  |  |
| Speed Index Area Speed |  | $\begin{aligned} & 0.58 \\ & 51.7 \end{aligned}$ |  |  |
| Outer Lanes Volume |  |  |  |  |
| Outer Lanes Speed |  |  |  |  |
| Segment Speed |  | 51.7 |  |  |
| Ver crio |  | 0.96 |  |  |
| Density |  | ${ }^{35.1}$ |  |  |
|  |  |  |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | Noth of Pel Paso Blvd | Del Paso Bud On-Ramp |  | Northate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Diverge infuence Area Operations |  |  |  |  |
| Eteceive $v_{p}$ (poph) |  |  |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $\left.{ }^{\text {Prof (Ean }} 13.9\right)$ |  |  |  |  |
| Pro (Eap 13-11) |  |  |  |  |
| Pro |  |  |  |  |
| $v_{12}($ Poph $)$ |  |  |  |  |
| $v_{3}$ (poph) |  |  |  |  |
|  |  |  |  |  |
| $v^{\text {vasempoph }}$ |  |  |  |  |
| Speed Index |  |  |  |  |
| Area Speed |  |  |  |  |
| Outer Lanes Volume |  |  |  |  |
| Outer Lanes Speed <br> Segment Speed |  |  |  |  |
|  |  |  |  |  |
| Segment Speed v/c ratio |  |  |  |  |
| Density |  |  |  |  |
|  |  |  |  |  |
| Ramp to off Ramp | Rate for Weave Segn |  |  |  |
| amp to Mainine | ate for Weave Seg |  |  |  |


| Loation | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |





| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |




| Name | Norit | Del Paso Elvd O.R.Ramp |  | Ite Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Weave Segment operations |  |  |  |  |
| ze Segm | ons |  |  |  |
|  | ${ }_{\text {ore }}^{0.87}$ 36.2 | ${ }_{35.1}^{0.96}$ | ${ }_{39.8}^{0.94}$ | 0.66 24.0 |
| Segment Los | E | E | E | c |
| Over Capacity |  |  |  |  |

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 6,766 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 7,091 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 578 |
| :---: |
| $4 \%$ |
| 1.5 |
| 590 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{2,775}$ |

otal Weaving Section (V)
On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |  |
| :--- | :---: | :---: |
| Scenario | Baseline Plus RSPU Pre-Event Peak Hour |  |
| Freeway | I-5 NB |  |
| On-ramp | I Street |  |
| Off-ramp | Richards Blvd |  |
|  |  |  |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| $\frac{6,871}{}$ | Vo |
| :---: | :---: |
| $\frac{10 \%}{1.5}$ | Pr |
| 7,201 | V |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 549 |  |
| :---: | :---: |
| $4 \%$ |  |
| 1.5 |  |
| 560 |  |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes Number of Lanes in Weaving Section Length of Weaving Section (feet)


## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline Plus RSPU Pre-Event Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Richards Blvd |
| Off-ramp | Garden Highway |
|  |  |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{1,175}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline Plus RSPU Pre-Event Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Garden Highway |
| Off-ramp | El Camino Ave |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 6,673 |
|  | Truck Percentage |
| Ty | $10 \%$ |
| PCE for Trucks | 6,993 |
| Volume (pcph) |  |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 610 |
| :---: |
| $4 \%$ |
| 1.5 |
| 622 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
|  | $\frac{5}{2,000}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline Plus RSPU Pre-Event Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Garden Highway |
| Off-ramp | Richards Blvd |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 4,796 |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) |  |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 5336 | Volume (vph)* | 953 |
| :---: | :--- | :---: |
| $4 \%$ | Truck Percentage | $4 \%$ |
| 1.5 | PCE for Trucks | 1.5 |
| 547 | Volume (pcph) | 972 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{2,300}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline Plus RSPU Pre-Event Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Richards Blvd |
| Off-ramp | J Street |
|  |  |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Daily VMT - Railyards Specific Plan Trips
Base Year Plus Railyards Specific Plan

| Daily VMT for Railyards Specific Plan |  |  |  |
| :---: | :---: | :---: | :---: |
| Speed Bin |  |  | Project VMT |
| 1 | $>0$ | <=5 | 342 |
| 2 | $>5$ | <=10 | 2,714 |
| 3 | >10 | <=15 | 14,820 |
| 4 | $>15$ | <=20 | 121,722 |
| 5 | >20 | <=25 | 69,685 |
| 6 | $>25$ | <=30 | 36,836 |
| 7 | >30 | <=35 | 54,293 |
| 8 | >35 | <=40 | 63,948 |
| 9 | >40 | <=45 | 77,770 |
| 10 | >45 | <=50 | 86,619 |
| 11 | >50 | <=55 | 123,060 |
| 12 | $>55$ | <=60 | 193,470 |
| 13 | >60 | <=65 | 75,164 |
| 14 | $>65$ | <=70 | 14,213 |
| 15 | >70 | <=75 | 0 |
| 16 | >75 |  | 0 |
| Railyards SP VMT Within SACMET Model Boundary |  |  | 934,656 |
| Railyards SP VMT Beyond SACMET Model Boundary |  |  | 74,235 |
| Total Railyards SP VMT |  |  | 1,008,891 |
| Total Railyards SP Vehicle Trips |  |  | 116,492 |
| Average Railyards SP VMT Per Trip |  |  | 8.0 |

Note:
Includes all vehicle trips generated and attracted to Railyards Specific Plan, including internal vehicle trips that remain within the plan area.
Trip lengths include distances beyond SACMET model boundary

## APPENDIX J.1.12:

## Baseline Plus KP Medical Center Level of Service (LOS) Calculations

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Medical Center AM Peak Hour

Intersection $1 \quad 15$ SB Ramps/Richards Blvd
Signal

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 1,089 | 872 | 80.1\% | 91.1 | 2.3 | F |
|  | Through | 12 | 13 | 106.7\% | 87.5 | 8.7 | F |
|  | Right Turn | 509 | 425 | 83.5\% | 68.6 | 3.0 | E |
|  | Subtotal | 1,610 | 1,310 | 81.4\% | 83.8 | 2.4 | F |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 298 | 310 | 104.2\% | 22.7 | 1.5 | C |
|  | Right Turn | 46 | 50 | 107.8\% | 4.4 | 2.5 | A |
|  | Subtotal | 344 | 360 | 104.7\% | 20.1 | 1.5 | C |
| WB | Left Turn | 254 | 222 | 87.2\% | 8.3 | 2.3 | A |
|  | Through | 145 | 128 | 88.6\% | 7.6 | 1.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 399 | 350 | 87.7\% | 8.0 | 1.5 | A |
| Total |  | 2,353 | 2,020 | 85.9\% | 59.3 | 1.2 | E |

Intersection 2 I 5 NB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 51 | 50 | 98.8\% | 24.3 | 6.4 | C |
|  | Through | 8 | 8 | 95.0\% | 12.9 | 12.7 | B |
|  | Right Turn | 824 | 810 | 98.3\% | 34.7 | 15.5 | C |
|  | Subtotal | 883 | 868 | 98.3\% | 33.9 | 14.8 | C |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 137 | 128 | 93.1\% | 23.1 | 12.9 | C |
|  | Through Right Turn | 1,250 | 1,032 | 82.5\% | 5.5 | 1.8 | A |
|  | Subtotal | 1,387 | 1,159 | 83.6\% | 7.3 | 1.8 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 348 | 298 | 85.7\% | 15.3 | 4.6 | B |
|  | Right Turn | 481 | 433 | 90.0\% | 3.6 | 0.3 | A |
|  | Subtotal | 829 | 731 | 88.2\% | 8.3 | 1.9 | A |
| Total |  | 3,099 | 2,758 | 89.0\% | 16.0 | 4.8 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
AM Peak Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 282 | 270 | 95.7\% | 30.9 | 3.0 | C |
|  | Through | 11 | 10 | 90.9\% | 27.5 | 12.3 | C |
|  | Right Turn | 9 | 11 | 120.0\% | 5.2 | 4.1 | A |
|  | Subtotal | 302 | 291 | 96.3\% | 29.8 | 2.4 | C |
| SB | Left Turn | 36 | 37 | 102.2\% | 39.9 | 15.4 | D |
|  | Through | 3 | 4 | 146.7\% | 33.0 | 27.2 | C |
|  | Right Turn | 68 | 62 | 90.6\% | 5.3 | 2.0 | A |
|  | Subtotal | 107 | 103 | 96.1\% | 18.5 | 3.7 | B |
| EB | Left Turn | 126 | 98 | 77.5\% | 38.1 | 6.1 | D |
|  | Through | 1,124 | 1,008 | 89.7\% | 17.4 | 4.4 | B |
|  | Right Turn | 824 | 738 | 89.5\% | 4.4 | 0.5 | A |
|  | Subtotal | 2,074 | 1,844 | 88.9\% | 13.3 | 2.7 | B |
| WB | Left Turn | 35 | 28 | 78.9\% | 33.8 | 8.7 | C |
|  | Through | 479 | 412 | 86.0\% | 18.5 | 3.8 | B |
|  | Right Turn | 10 | 8 | 80.0\% | 11.2 | 10.4 | B |
|  | Subtotal | 524 | 448 | 85.4\% | 19.3 | 3.3 | B |
| Total |  | 3,007 | 2,685 | 89.3\% | 16.3 | 2.0 | B |

Intersection $4 \quad$ N 3rd St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 21 | 22 | 104.8\% | 43.3 | 11.9 | D |
|  | Through | 5 | 5 | 96.0\% | 18.3 | 19.4 | B |
|  | Right Turn | 8 | 9 | 115.0\% | 8.9 | 9.1 | A |
|  | Subtotal | 34 | 36 | 105.9\% | 33.0 | 9.7 | C |
| SB | Left Turn | 15 | 16 | 106.7\% | 37.3 | 21.6 | D |
|  | Through | 5 | 3 | 64.0\% | 22.1 | 25.2 | C |
|  | Right Turn | 17 | 17 | 98.8\% | 4.8 | 2.4 | A |
|  | Subtotal | 37 | 36 | 97.3\% | 23.6 | 7.3 | C |
| EB | Left Turn | 57 | 51 | 89.1\% | 34.7 | 6.5 | C |
|  | Through | 1,018 | 918 | 90.2\% | 3.9 | 0.6 | A |
|  | Right Turn | 94 | 78 | 83.0\% | 3.4 | 1.7 | A |
|  | Subtotal | 1,169 | 1,047 | 89.6\% | 5.4 | 0.6 | A |
| WB | Left Turn | 21 | 18 | 87.6\% | 32.8 | 14.5 | C |
|  | Through | 486 | 406 | 83.5\% | 6.4 | 1.7 | A |
|  | Right Turn | 34 | 31 | 90.6\% | 4.1 | 1.3 | A |
|  | Subtotal | 541 | 455 | 84.1\% | 7.6 | 1.6 | A |
| Total |  | 1,781 | 1,574 | 88.4\% | 7.1 | 1.0 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Medical Center AM Peak Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 41 | 38 | 92.7\% | 42.9 | 7.2 | D |
|  | Through | 3 | 4 | 133.3\% | 37.1 | 32.4 | D |
|  | Right Turn | 10 | 11 | 108.0\% | 14.0 | 11.3 | B |
|  | Subtotal | 54 | 53 | 97.8\% | 37.4 | 8.3 | D |
| SB | Left Turn | 5 | 5 | 96.0\% | 35.2 | 15.6 | D |
|  | Through | 10 | 11 | 108.0\% | 41.4 | 19.3 | D |
|  | Right Turn | 7 | 5 | 68.6\% | 7.2 | 9.2 | A |
|  | Subtotal | 22 | 20 | 92.7\% | 34.5 | 7.3 | C |
| EB | Left Turn | 56 | 44 | 77.9\% | 34.2 | 11.4 | C |
|  | Through | 980 | 894 | 91.2\% | 7.3 | 1.9 | A |
|  | Right Turn | 5 | 6 | 112.0\% | 2.1 | 3.7 | A |
|  | Subtotal | 1,041 | 943 | 90.6\% | 8.5 | 2.1 | A |
| WB | Left Turn | 24 | 20 | 85.0\% | 42.8 | 19.1 | D |
|  | Through | 493 | 415 | 84.2\% | 5.8 | 1.6 | A |
|  | Right Turn | 26 | 21 | 81.5\% | 4.2 | 2.8 | A |
|  | Subtotal | 543 | 457 | 84.1\% | 7.3 | 2.0 | A |
| Total |  | 1,660 | 1,473 | 88.7\% | 9.5 | 1.8 | A |

Intersection $6 \quad$ N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 3 | 64.0\% | 12.3 | 13.6 | B |
|  | Through | 5 | 7 | 136.0\% | 34.5 | 24.0 | C |
|  | Right Turn | 5 | 3 | 64.0\% | 4.5 | 5.9 | A |
|  | Subtotal | 15 | 13 | 88.0\% | 29.5 | 16.2 | C |
| SB | Left Turn | 16 | 18 | 110.0\% | 37.4 | 15.7 | D |
|  | Through | 5 | 6 | 120.0\% | 16.3 | 15.4 | B |
|  | Right Turn | 20 | 16 | 80.0\% | 4.9 | 1.6 | A |
|  | Subtotal | 41 | 40 | 96.6\% | 22.6 | 9.2 | C |
| EB | Left Turn | 54 | 59 | 108.9\% | 39.3 | 4.6 | D |
|  | Through | 933 | 834 | 89.4\% | 5.5 | 2.3 | A |
|  | Right Turn | 8 | 5 | 65.0\% | 3.0 | 5.6 | A |
|  | Subtotal | 995 | 898 | 90.3\% | 7.7 | 2.2 | A |
| WB | Left Turn | 9 | 8 | 84.4\% | 43.7 | 20.7 | D |
|  | Through | 518 | 435 | 83.9\% | 7.1 | 1.7 | A |
|  | Right Turn | 17 | 12 | 70.6\% | 4.3 | 4.7 | A |
|  | Subtotal | 544 | 454 | 83.5\% | 7.8 | 1.8 | A |
| Total |  | 1,595 | 1,406 | 88.1\% | 8.4 | 1.8 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Medical Center AM Peak Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 34 | 27 | 80.0\% | 40.1 | 12.8 | D |
|  | Through | 82 | 77 | 93.7\% | 48.1 | 19.3 | D |
|  | Right Turn | 361 | 299 | 82.8\% | 36.8 | 13.3 | D |
|  | Subtotal | 477 | 403 | 84.4\% | 39.0 | 13.4 | D |
| SB | Left Turn | 7 | 6 | 91.4\% | 45.5 | 27.3 | D |
|  | Through | 17 | 15 | 87.1\% | 41.0 | 13.2 | D |
|  | Right Turn | 21 | 19 | 89.5\% | 44.3 | 25.9 | D |
|  | Subtotal | 45 | 40 | 88.9\% | 43.9 | 16.5 | D |
| EB | Left Turn | 124 | 99 | 79.7\% | 50.9 | 9.1 | D |
|  | Through | 734 | 639 | 87.0\% | 37.2 | 5.9 | D |
|  | Right Turn | 96 | 84 | 87.1\% | 34.2 | 9.4 | C |
|  | Subtotal | 954 | 821 | 86.1\% | 38.6 | 5.8 | D |
| WB | Left Turn | 542 | 382 | 70.5\% | 117.9 | 33.9 | F |
|  | Through | 491 | 414 | 84.3\% | 44.0 | 22.0 | D |
|  | Right Turn | 14 | 14 | 97.1\% | 33.4 | 27.8 | C |
|  | Subtotal | 1,047 | 810 | 77.3\% | 78.8 | 28.3 | E |
| Total |  | 2,523 | 2,074 | 82.2\% | 54.2 | 12.3 | D |

Intersection $8 \quad$ N 10th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 12 | 10 | 80.0\% | 37.2 | 11.4 | D |
|  | Through | 32 | 32 | 101.3\% | 36.1 | 11.1 | D |
|  | Right Turn | 12 | 10 | 83.3\% | 4.4 | 2.2 | A |
|  | Subtotal | 56 | 52 | 92.9\% | 30.3 | 8.3 | C |
| SB | Left Turn | 7 | 6 | 80.0\% | 27.3 | 23.0 | C |
|  | Through | 7 | 8 | 108.6\% | 34.2 | 27.4 | C |
|  | Right Turn | 32 | 39 | 122.5\% | 8.9 | 4.2 | A |
|  | Subtotal | 46 | 52 | 113.9\% | 17.5 | 8.3 | B |
| EB | Left Turn | 137 | 116 | 84.7\% | 38.5 | 5.5 | D |
|  | Through | 926 | 773 | 83.5\% | 7.9 | 1.7 | A |
|  | Right Turn | 39 | 38 | 96.4\% | 5.2 | 1.0 | A |
|  | Subtotal | 1,102 | 926 | 84.1\% | 11.6 | 1.9 | B |
| WB | Left Turn | 15 | 15 | 98.7\% | 41.5 | 19.4 | D |
|  | Through | 1,111 | 941 | 84.7\% | 10.4 | 5.9 | B |
|  | Right Turn | 51 | 51 | 99.6\% | 5.7 | 3.9 | A |
|  | Subtotal | 1,177 | 1,006 | 85.5\% | 10.6 | 5.8 | B |
| Total |  | 2,381 | 2,037 | 85.6\% | 11.7 | 3.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
AM Peak Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 22 | 20 | 92.7\% | 40.6 | 17.9 | D |
|  | Through | 7 | 8 | 108.6\% | 28.5 | 18.1 | C |
|  | Right Turn | 27 | 26 | 97.8\% | 12.3 | 6.1 | B |
|  | Subtotal | 56 | 54 | 97.1\% | 24.7 | 4.5 | C |
| SB | Left Turn | 40 | 38 | 96.0\% | 35.9 | 8.9 | D |
|  | Through | 11 | 10 | 94.5\% | 23.8 | 17.2 | C |
|  | Right Turn | 21 | 19 | 89.5\% | 10.9 | 6.8 | B |
|  | Subtotal | 72 | 68 | 93.9\% | 28.7 | 8.3 | C |
| EB | Left Turn | 26 | 18 | 67.7\% | 43.4 | 16.6 | D |
|  | Through | 891 | 740 | 83.1\% | 10.0 | 3.0 | A |
|  | Right Turn | 28 | 22 | 77.1\% | 4.8 | 3.8 | A |
|  | Subtotal | 945 | 779 | 82.5\% | 10.6 | 3.0 | B |
| WB | Left Turn | 27 | 27 | 99.3\% | 43.1 | 8.5 | D |
|  | Through | 1,134 | 996 | 87.8\% | 9.8 | 1.3 | A |
|  | Right Turn | 27 | 24 | 88.9\% | 7.3 | 3.8 | A |
|  | Subtotal | 1,188 | 1,046 | 88.1\% | 10.6 | 1.5 | B |
| Total |  | 2,261 | 1,948 | 86.1\% | 11.6 | 1.7 | B |

Intersection 10 N 12th St-N 16th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 65 | 63 | 97.2\% | 68.3 | 8.9 | E |
|  | Through | 1,035 | 1,014 | 97.9\% | 15.0 | 2.1 | B |
|  | Right Turn | 2 | 2 | 100.0\% | 0.6 | 0.8 | A |
|  | Subtotal | 1,102 | 1,079 | 97.9\% | 18.0 | 1.9 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 2,531 | 2,225 | 87.9\% | 64.2 | 5.5 | E |
|  | Right Turn | 1,187 | 1,020 | 86.0\% | 22.2 | 4.2 | C |
|  | Subtotal | 3,718 | 3,246 | 87.3\% | 51.0 | 5.3 | D |
| EB | Left Turn | 894 | 621 | 69.5\% | 92.4 | 14.9 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 20 | 16 | 78.0\% | 23.5 | 12.8 | C |
|  | Subtotal | 914 | 637 | 69.7\% | 90.7 | 14.9 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 1 | 0 | 40.0\% | 14.0 | 44.2 | B |
|  | Right Turn | 2 | 2 | 120.0\% | 2.4 | 3.0 | A |
|  | Subtotal | 3 | 3 | 93.3\% | 16.4 | 43.5 | B |
| Total |  | 5,737 | 4,964 | 86.5\% | 48.9 | 5.1 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
AM Peak Hour


Intersection 12
Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 44 | 38 | 86.4\% | 4.4 | 0.3 | A |
|  | Through Right Turn | 49 | 50 | 101.2\% | 6.0 | 0.5 | A |
|  | Subtotal | 93 | 88 | 94.2\% | 5.3 | 0.3 | A |
| SB | Left Turn <br> Through | 31 | 29 | 94.2\% | 7.0 | 0.8 | A |
|  | Right Turn | 8 | 8 | 105.0\% | 3.0 | 1.9 | A |
|  | Subtotal | 39 | 38 | 96.4\% | 6.3 | 0.9 | A |
| EB | Left Turn | 5 | 5 | 96.0\% | 3.5 | 1.9 | A |
|  | Through Right Turn | 243 | 214 | 88.1\% | 4.4 | 0.5 | A |
|  | Subtotal | 248 | 219 | 88.2\% | 4.4 | 0.5 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 380 | 344 | 90.5\% | 4.8 | 0.2 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Medical Center AM Peak Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 21 | 86.7\% | 42.0 | 22.1 | D |
|  | Through | 438 | 393 | 89.8\% | 41.8 | 11.3 | D |
|  | Right Turn | 26 | 22 | 86.2\% | 41.8 | 13.3 | D |
|  | Subtotal | 488 | 436 | 89.4\% | 41.7 | 11.2 | D |
| SB | Left Turn | 11 | 10 | 87.3\% | 101.4 | 38.3 | F |
|  | Through | 639 | 373 | 58.4\% | 89.4 | 37.0 | F |
|  | Right Turn | 7 | 6 | 85.7\% | 94.3 | 59.8 | F |
|  | Subtotal | 657 | 389 | 59.2\% | 89.5 | 35.8 | F |
| EB | Left Turn | 10 | 12 | 116.0\% | 53.8 | 25.9 | D |
|  | Through | 46 | 46 | 100.9\% | 43.2 | 7.2 | D |
|  | Right Turn | 73 | 75 | 103.0\% | 26.5 | 7.1 | C |
|  | Subtotal | 129 | 133 | 103.3\% | 33.7 | 6.6 | C |
| WB | Left Turn | 338 | 224 | 66.3\% | 109.9 | 33.8 | F |
|  | Through | 68 | 44 | 64.7\% | 119.4 | 46.0 | F |
|  | Right Turn | 27 | 25 | 93.3\% | 31.7 | 11.1 | C |
|  | Subtotal | 433 | 293 | 67.7\% | 105.3 | 32.8 | F |
| Total |  | 1,707 | 1,252 | 73.3\% | 70.1 | 13.9 | E |

Intersection $14 \quad$ Dos Rios St/N B St-N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 31 | 29 | 92.9\% | 38.9 | 11.2 | D |
|  | Through | 101 | 95 | 94.3\% | 38.0 | 4.1 | D |
|  | Right Turn | 22 | 26 | 120.0\% | 35.3 | 12.3 | D |
|  | Subtotal | 154 | 150 | 97.7\% | 37.5 | 4.9 | D |
| SB | Left Turn | 2 | 2 | 80.0\% | 12.6 | 26.6 | B |
|  | Through | 17 | 16 | 96.5\% | 55.5 | 12.2 | E |
|  | Right Turn | 9 | 8 | 88.9\% | 25.6 | 25.1 | C |
|  | Subtotal | 28 | 26 | 92.9\% | 45.7 | 11.0 | D |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 61 | 62 | 101.6\% | 32.8 | 8.3 | C |
|  | Right Turn | 22 | 21 | 94.5\% | 22.9 | 8.2 | C |
|  | Subtotal | 83 | 83 | 99.8\% | 30.0 | 7.6 | C |
| SW | Left Turn | 18 | 11 | 62.2\% | 9.6 | 8.0 | A |
|  | Through | 2,289 | 1,980 | 86.5\% | 13.7 | 4.0 | B |
|  | Right Turn | 325 | 281 | 86.4\% | 18.8 | 4.3 | B |
|  | Subtotal | 2,632 | 2,272 | 86.3\% | 14.3 | 4.0 | B |
| Total |  | 2,897 | 2,531 | 87.4\% | 16.5 | 3.8 | B |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Medical Center AM Peak Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 127 | 133 | 104.6\% | 9.3 | 1.1 | A |
|  | Through | 1,075 | 1,054 | 98.0\% | 7.7 | 0.6 | A |
|  | Right Turn | 6 | 6 | 93.3\% | 2.1 | 3.5 | A |
|  | Subtotal | 1,208 | 1,192 | 98.7\% | 7.8 | 0.6 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 47 | 48 | 102.1\% | 13.7 | 2.7 | B |
|  | Through Right Turn | 6 | 5 | 80.0\% | 11.1 | 11.5 | B |
|  | Subtotal | 53 | 53 | 99.6\% | 13.8 | 2.2 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 6 | 5 | 80.0\% | 15.6 | 12.9 | B |
|  | Right Turn | 2 | 3 | 140.0\% | 2.2 | 2.2 | A |
|  | Subtotal | 8 | 8 | 95.0\% | 13.6 | 12.0 | B |
| Total |  | 1,269 | 1,252 | 98.7\% | 8.1 | 0.6 | A |

Intersection 16 Sunbeam Ave-Sproule Ave/N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 16 | 19 | 117.5\% | 11.3 | 6.8 | B |
|  | Through Right Turn | 13 | 13 | 101.5\% | 13.3 | 8.8 | B |
|  | Subtotal | 29 | 32 | 110.3\% | 11.4 | 5.6 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 25 | 17 | 67.2\% | 14.5 | 7.9 | B |
|  | Right Turn | 33 | 28 | 83.6\% | 7.6 | 5.1 | A |
|  | Subtotal | 58 | 44 | 76.6\% | 10.3 | 5.3 | B |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 8 | 95.0\% | 13.4 | 12.4 | B |
|  | Subtotal | 8 | 8 | 95.0\% | 13.4 | 12.4 | B |
| WB | Left Turn | 39 | 32 | 82.1\% | 5.6 | 3.0 | A |
|  | Through | 2,504 | 2,175 | 86.9\% | 9.0 | 1.6 | A |
|  | Right Turn | 8 | 6 | 70.0\% | 5.1 | 2.0 | A |
|  | Subtotal | 2,551 | 2,213 | 86.7\% | 9.0 | 1.7 | A |
| Total |  | 2,646 | 2,297 | 86.8\% | 9.0 | 1.6 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Medical Center
Volume and Delay by Movement
AM Peak Hour

Intersection 42
Bercut Dr/South Park St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through | 126 | 124 | 98.1\% | 2.6 | 0.6 | A |
|  | Right Turn | 68 | 54 | 80.0\% | 1.9 | 0.6 | A |
|  | Subtotal | 194 | 178 | 91.8\% | 2.3 | 0.4 | A |
| SB | Left Turn | 299 | 260 | 87.0\% | 7.5 | 0.8 | A |
|  | Through Right Turn | 287 | 256 | 89.2\% | 4.2 | 0.8 | A |
|  | Subtotal | 586 | 516 | 88.1\% | 5.9 | 0.7 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 22 | 16 | 72.7\% | 7.0 | 2.5 | A |
|  | Through <br> Right Turn | 71 | 68 | 95.8\% | 5.7 | 1.6 | A |
|  | Subtotal | 93 | 84 | 90.3\% | 6.0 | 1.7 | A |
| Total |  | 873 | 778 | 89.1\% | 5.1 | 0.4 | A |

Intersection 43 5th St/South Park St Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 540 | 394 | 73.0\% | 2.1 | 0.3 | A |
|  | Subtotal | 540 | 394 | 73.0\% | 2.1 | 0.3 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn | 146 | 135 | 92.3\% | 7.0 | 2.2 | A |
|  | Subtotal | 146 | 135 | 92.3\% | 7.0 | 2.2 | A |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 686 | 529 | 77.1\% | 3.4 | 0.7 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center AM Peak Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn Through | 161 | 150 | 93.2\% | 9.5 | 1.9 | A |
|  | Right Turn | 468 | 475 | 101.5\% | 6.1 | 1.5 | A |
|  | Subtotal | 629 | 625 | 99.4\% | 6.9 | 1.5 | A |
| SB | Left Turn | 227 | 219 | 96.6\% | 50.3 | 34.2 | D |
|  | Through | 340 | 336 | 98.9\% | 12.5 | 20.5 | B |
|  | Subtotal | 567 | 556 | 98.0\% | 27.4 | 25.7 | C |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 225 | 170 | 75.4\% | 26.0 | 4.3 | C |
|  | Through Right Turn | 9 | 8 | 93.3\% | 13.6 | 3.6 | B |
|  | Subtotal | 234 | 178 | 76.1\% | 25.5 | 4.0 | C |
| Total |  | 1,430 | 1,359 | 95.0\% | 17.6 | 10.7 | B |

Intersection 48 Bercut Dr/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 36 | 32 | 88.9\% | 10.0 | 2.5 | B |
|  | Through <br> Right Turn | 59 | 48 | 81.4\% | 3.1 | 0.7 | A |
|  | Subtotal | 95 | 80 | 84.2\% | 6.0 | 1.4 | A |
| EB | Left Turn | 107 | 101 | 94.6\% | 5.9 | 1.2 | A |
|  | Through Right Turn | 588 | 590 | 100.4\% | 4.8 | 0.5 | A |
|  | Subtotal | 695 | 692 | 99.5\% | 4.9 | 0.5 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 175 | 132 | 75.2\% | 9.7 | 1.9 | A |
|  | Right Turn | 38 | 32 | 84.2\% | 7.5 | 1.1 | A |
|  | Subtotal | 213 | 164 | 76.8\% | 9.3 | 1.8 | A |
| Total |  | 1,003 | 935 | 93.2\% | 5.8 | 0.4 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Medical Center
Volume and Delay by Movement
AM Peak Hour

Intersection 49
PH Garage 2-Huntington St/Railyards Blvd
Signal

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 103 | 94 | 91.7\% | 11.8 | 1.3 | B |
|  | Through Right Turn | 17 | 19 | 112.9\% | 3.0 | 0.7 | A |
|  | Subtotal | 120 | 114 | 94.7\% | 10.3 | 1.0 | B |
| EB | Left Turn | 89 | 84 | 94.4\% | 15.5 | 1.6 | B |
|  | Through | 535 | 536 | 100.3\% | 11.8 | 1.0 | B |
|  | Subtotal | 624 | 620 | 99.4\% | 12.3 | 1.1 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 196 | 144 | 73.7\% | 4.9 | 1.0 | A |
|  | Right Turn | 309 | 228 | 73.7\% | 3.4 | 0.6 | A |
|  | Subtotal | 505 | 372 | 73.7\% | 4.0 | 0.6 | A |
| Total |  | 1,249 | 1,106 | 88.6\% | 9.3 | 0.7 | A |

Intersection 50 HSB Entry-Stanford St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 10 10 | 12 12 | $116.0 \%$ 120.0\% | 8.9 2.4 | 6.8 1.8 | A A |
|  | Subtotal | 20 | 24 | 118.0\% | 5.5 | 3.0 | A |
| EB | Left Turn | 10 | 13 | 128.0\% | 20.1 | 2.2 | C |
|  | Through Right Turn | 628 | 618 | 98.3\% | 18.5 | 1.6 | B |
|  | Subtotal | 638 | 630 | 98.8\% | 18.5 | 1.6 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 495 | 360 | 72.8\% | 3.8 | 0.3 | A |
|  | Right Turn | 10 | 4 | 44.0\% | 1.9 | 2.7 | A |
|  | Subtotal | 505 | 365 | 72.2\% | 3.8 | 0.3 | A |
| Total |  | 1,163 | 1,019 | 87.6\% | 13.0 | 1.1 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
AM Peak Hour

Intersection 51 5th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 141 | 146 | 103.3\% | 17.2 | 2.7 | B |
|  | Through | 206 | 201 | 97.7\% | 12.3 | 1.3 | B |
|  | Right Turn | 7 | 13 | 182.9\% | 10.6 | 6.5 | B |
|  | Subtotal | 354 | 360 | 101.6\% | 14.2 | 1.8 | B |
| SB | Left Turn | 84 | 68 | 81.0\% | 19.6 | 2.9 | B |
|  | Through | 62 | 67 | 107.7\% | 10.1 | 2.9 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 146 | 135 | 92.3\% | 14.8 | 2.1 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 528 | 516 | 97.8\% | 36.2 | 5.8 | D |
|  | Right Turn | 110 | 105 | 95.3\% | 31.9 | 5.0 | C |
|  | Subtotal | 638 | 621 | 97.4\% | 35.5 | 5.6 | D |
| WB | Left Turn | 10 | 5 | 48.0\% | 15.5 | 21.4 | B |
|  | Through | 364 | 220 | 60.3\% | 9.4 | 0.9 | A |
|  | Right Turn | 334 | 194 | 58.1\% | 7.5 | 1.1 | A |
|  | Subtotal | 708 | 418 | 59.1\% | 8.7 | 0.9 | A |
| Total |  | 1,846 | 1,534 | 83.1\% | 21.4 | 2.5 | C |

Intersection $53 \quad \mathrm{~N}$ 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 2 | 48.0\% | 3.5 | 7.0 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 40 | 42 | 106.0\% | 6.5 | 3.1 | A |
|  | Subtotal | 45 | 45 | 99.6\% | 6.5 | 3.3 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through |  |  |  |  |  |  |
|  | Right Turn | 10 | 8 | 84.0\% | 30.9 | 17.8 | C |
|  | Subtotal | 619 | 587 | 94.8\% | 36.7 | 14.8 | D |
| WB | Left Turn | 101 | 66 | 65.0\% | 29.9 | 3.8 | C |
|  | Through | 703 | 420 | 59.7\% | 7.6 | 0.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 804 | 485 | 60.3\% | 10.6 | 1.0 | B |
| Total |  | 1,468 | 1,117 | 76.1\% | 24.2 | 7.7 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
AM Peak Hour

Intersection $54 \quad$ N 7th St/Railyards Blvd Signal

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 147 | 151 | 102.9\% | 25.0 | 6.9 | C |
|  | Through Right Turn | 29 | 25 | 85.5\% | 30.7 | 9.6 | C |
|  | Subtotal | 176 | 176 | 100.0\% | 25.5 | 6.9 | C |
| SB | Left Turn <br> Through | 393 | 218 | 55.5\% | 130.3 | 25.0 | F |
|  | Right Turn | 657 | 335 | 51.0\% | 122.2 | 24.3 | F |
|  | Subtotal | 1,050 | 553 | 52.7\% | 125.5 | 24.1 | F |
| EB | Left Turn | 459 | 425 | 92.5\% | 28.6 | 8.1 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 190 | 185 | 97.3\% | 7.6 | 1.9 | A |
|  | Subtotal | 649 | 610 | 93.9\% | 22.3 | 6.6 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,875 | 1,339 | 71.4\% | 65.2 | 8.0 | E |

[^46]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 354 | 365 | 103.1\% | 0.2 | 0.1 | A |
|  | Subtotal | 354 | 365 | 103.1\% | 0.2 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 182 | 175 | 96.3\% | 0.9 | 0.1 | A |
|  | Subtotal | 182 | 175 | 96.3\% | 0.9 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 536 | 540 | 100.7\% | 0.4 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
AM Peak Hour

Intersection 61 6th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 45 | 46 | 103.1\% | 0.1 | 0.1 | A |
|  | Subtotal | 45 | 46 | 103.1\% | 0.1 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 111 | 74 | 67.0\% | 0.8 | 0.1 | A |
|  | Subtotal | 111 | 74 | 67.0\% | 0.8 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 156 | 121 | 77.4\% | 0.5 | 0.1 | A |

## Intersection 62 5th St/Stevens St

Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 354 | 365 | 103.1\% | 0.3 | 0.1 | A |
|  | Subtotal | 354 | 365 | 103.1\% | 0.3 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 182 | 174 | 95.8\% | 0.1 | 0.1 | A |
|  | Subtotal | 182 | 174 | 95.8\% | 0.1 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 536 | 539 | 100.6\% | 0.2 | 0.0 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
AM Peak Hour
Intersection 63 6th St/Stevens St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 45 | 46 | 102.2\% | 0.2 | 0.1 | A |
|  | Subtotal | 45 | 46 | 102.2\% | 0.2 | 0.1 | A |
| SB | Left Turn Through Right Turn | 111 | 74 | 67.0\% | 0.1 | 0.1 | A |
|  | Subtotal | 111 | 74 | 67.0\% | 0.1 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 156 | 120 | 77.2\% | 0.1 | 0.0 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center AM Peak Hour

Intersection 18
7th St/F St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 7 | 9 | 131.4\% | 22.6 | 10.2 | C |
|  | Through | 7 | 8 | 114.3\% | 8.2 | 4.4 | A |
|  | Right Turn | 87 | 76 | 87.8\% | 6.9 | 1.7 | A |
|  | Subtotal | 101 | 94 | 92.7\% | 9.0 | 1.9 | A |
| SB | Left Turn | 286 | 284 | 99.4\% | 15.5 | 2.5 | B |
|  | Through | 268 | 278 | 103.6\% | 7.7 | 1.3 | A |
|  | Right Turn | 29 | 24 | 81.4\% | 6.3 | 1.5 | A |
|  | Subtotal | 583 | 586 | 100.4\% | 11.5 | 1.2 | B |
| EB | Left Turn | 3 | 1 | 40.0\% | 2.4 | 5.8 | A |
|  | Through | 3 | 2 | 80.0\% | 4.0 | 8.3 | A |
|  | Right Turn | 4 | 4 | 100.0\% | 2.0 | 2.1 | A |
|  | Subtotal | 10 | 8 | 76.0\% | 4.5 | 4.7 | A |
| WB | Left Turn | 75 | 72 | 96.5\% | 12.9 | 2.2 | B |
|  | Through | 13 | 14 | 104.6\% | 10.5 | 5.9 | B |
|  | Right Turn | 166 | 181 | 109.2\% | 5.3 | 0.4 | A |
|  | Subtotal | 254 | 267 | 105.2\% | 7.8 | 1.0 | A |
| Total |  | 948 | 954 | 100.6\% | 10.1 | 1.0 | B |


| Intersection 19 |  | 8th St/F St |  |  | All-way Stop |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 37 | 38 | 102.7\% | 6.1 | 0.8 | A |
|  | Through | 32 | 35 | 110.0\% | 6.8 | 0.5 | A |
|  | Right Turn | 36 | 33 | 91.1\% | 4.6 | 0.6 | A |
|  | Subtotal | 105 | 106 | 101.0\% | 5.9 | 0.5 | A |
| SB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 68 | 63 | 92.4\% | 8.2 | 1.2 | A |
|  | Through Right Turn | 194 | 194 | 100.2\% | 8.9 | 0.8 | A |
|  | Subtotal | 262 | 257 | 98.2\% | 8.7 | 0.8 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 224 | 232 | 103.4\% | 6.4 | 0.5 | A |
|  | Right Turn | 13 | 15 | 116.9\% | 4.0 | 0.9 | A |
|  | Subtotal | 237 | 247 | 104.1\% | 6.2 | 0.5 | A |
| Total |  | 604 | 610 | 101.0\% | 7.2 | 0.5 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center AM Peak Hour

| Intersection 21 |  | 7th St/G St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 80.0\% | 13.0 | 19.9 | B |
|  | Through Right Turn | 5 | 4 | 88.0\% | 3.6 | 4.7 | A |
|  | Subtotal | 10 | 8 | 84.0\% | 10.7 | 12.0 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 292 | 363 | 124.4\% | 16.0 | 2.1 | B |
|  | Right Turn | 25 | 22 | 89.6\% | 13.2 | 4.9 | B |
|  | Subtotal | 317 | 386 | 121.6\% | 15.8 | 1.9 | B |
| EB | Left Turn | 254 | 219 | 86.3\% | 26.6 | 9.0 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 34 | 36 | 105.9\% | 5.3 | 2.3 | A |
|  | Subtotal | 288 | 255 | 88.6\% | 23.6 | 8.2 | C |
| WB | Left Turn | 5 | 4 | 88.0\% | 12.0 | 10.5 | B |
|  | Through | 332 | 342 | 103.0\% | 12.1 | 1.6 | B |
|  | Right Turn | 43 | 36 | 82.8\% | 4.4 | 1.3 | A |
|  | Subtotal | 380 | 382 | 100.5\% | 11.5 | 1.6 | B |
| Total |  | 995 | 1,031 | 103.6\% | 16.2 | 2.2 | B |

## Intersection 22

5th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 13 | 10 | 80.0\% | 19.4 | 11.7 | B |
|  | Through | 560 | 500 | 89.4\% | 10.4 | 1.7 | B |
|  | Right Turn | 350 | 315 | 90.1\% | 6.8 | 0.8 | A |
|  | Subtotal | 923 | 826 | 89.5\% | 9.2 | 1.3 | A |
| SB | Left Turn | 36 | 37 | 102.2\% | 30.4 | 4.0 | C |
|  | Through | 551 | 542 | 98.3\% | 18.7 | 2.6 | B |
|  | Right Turn | 5 | 4 | 88.0\% | 22.6 | 19.9 | C |
|  | Subtotal | 592 | 583 | 98.4\% | 19.5 | 2.6 | B |
| EB | Left Turn | 5 | 4 | 72.0\% | 5.6 | 8.3 | A |
|  | Through | 39 | 42 | 107.7\% | 16.1 | 5.9 | B |
|  | Right Turn | 5 | 6 | 120.0\% | 5.8 | 4.9 | A |
|  | Subtotal | 49 | 52 | 105.3\% | 14.4 | 4.4 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,564 | 1,460 | 93.4\% | 13.5 | 1.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center AM Peak Hour

Intersection 23 6th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 93 | 75 | 80.9\% | 14.5 | 2.7 | B |
|  | Right Turn | 61 | 52 | 85.2\% | 4.2 | 1.0 | A |
|  | Subtotal | 154 | 127 | 82.6\% | 10.4 | 1.9 | B |
| SB | Left Turn | 23 | 20 | 87.0\% | 13.8 | 6.5 | B |
|  | Through | 44 | 41 | 92.7\% | 9.8 | 4.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 67 | 61 | 90.7\% | 10.8 | 4.0 | B |
| EB | Left Turn | 5 | 4 | 80.0\% | 7.8 | 7.7 | A |
|  | Through | 392 | 366 | 93.3\% | 9.0 | 0.9 | A |
|  | Right Turn | 28 | 25 | 88.6\% | 4.8 | 2.5 | A |
|  | Subtotal | 425 | 394 | 92.8\% | 8.7 | 0.8 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 646 | 582 | 90.2\% | 9.3 | 1.1 | A |

Intersection 24 7th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 189 | 197 | 104.1\% | 8.6 | 1.7 | A |
|  | Through Right Turn | 158 | 163 | 103.0\% | 7.1 | 1.8 | A |
|  | Subtotal | 347 | 360 | 103.6\% | 7.9 | 1.3 | A |
| EB | Left Turn | 5 | 4 | 72.0\% | 9.9 | 12.4 | A |
|  | Through | 422 | 385 | 91.3\% | 8.5 | 0.7 | A |
|  | Right Turn | 49 | 45 | 92.2\% | 3.5 | 1.4 | A |
|  | Subtotal | 476 | 434 | 91.2\% | 8.0 | 0.7 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 823 | 794 | 96.4\% | 8.0 | 0.7 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
AM Peak Hour

Intersection 25 8th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn Through | 359 | 363 | 101.1\% | 8.2 | 0.7 | A |
|  | Right Turn | 82 | 84 | 102.9\% | 6.5 | 1.4 | A |
|  | Subtotal | 441 | 447 | 101.4\% | 7.8 | 0.6 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 328 | 320 | 97.7\% | 6.7 | 1.3 | A |
|  | Through Right Turn | 187 | 171 | 91.3\% | 7.9 | 1.1 | A |
|  | Subtotal | 515 | 491 | 95.4\% | 7.1 | 0.9 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 956 | 938 | 98.2\% | 7.5 | 0.6 | A |

Intersection 26 Jiboom St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn Through | $66$ | 64 | $97.0 \%$ | 45.3 | 10.4 | D |
|  | Right Turn | 499 | 497 | 99.6\% | 43.5 | 8.3 | D |
|  | Subtotal | 565 | 561 | 99.3\% | 43.7 | 8.4 | D |
| EB | Left Turn | 605 | 505 | 83.4\% | 114.0 | 63.0 | F |
|  | Through Right Turn | 57 | 56 | 97.5\% | 105.8 | 67.9 | F |
|  | Subtotal | 662 | 560 | 84.7\% | 113.1 | 63.5 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 94 | 97 | 103.4\% | 35.2 | 5.8 | D |
|  | Right Turn | 24 | 23 | 95.0\% | 7.4 | 5.5 | A |
|  | Subtotal | 118 | 120 | 101.7\% | 29.9 | 3.5 | C |
| Total |  | 1,345 | 1,242 | 92.3\% | 72.4 | 24.4 | E |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
AM Peak Hour

Intersection 27 5th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 130 | 105 | 80.9\% | 15.7 | 2.0 | B |
|  | Through Right Turn | 863 | 766 | 88.8\% | 11.5 | 1.9 | B |
|  | Subtotal | 993 | 872 | 87.8\% | 12.0 | 1.8 | B |
| SB | Left Turn <br> Through <br> Right Turn | 561 | 552 | 98.3\% | 12.8 | 4.5 | B |
|  | Subtotal | 561 | 552 | 98.3\% | 12.8 | 4.5 | B |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 452 \\ 71 \end{gathered}$ | $\begin{gathered} 445 \\ 74 \end{gathered}$ | $\begin{gathered} 98.4 \% \\ 104.2 \% \end{gathered}$ | $\begin{aligned} & 3.7 \\ & 5.7 \end{aligned}$ | $\begin{aligned} & 0.7 \\ & 2.1 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 523 | 519 | 99.2\% | 4.0 | 0.7 | A |
| Total |  | 2,077 | 1,942 | 93.5\% | 10.1 | 1.6 | B |

Intersection 28 6th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 37 | 23 | 61.6\% | 12.6 | 3.8 | B |
|  | Through Right Turn | 95 | 76 | 80.0\% | 8.4 | 2.5 | A |
|  | Subtotal | 132 | 99 | 74.8\% | 9.4 | 2.1 | A |
| SB | Left Turn Through | 40 | 34 | 86.0\% | 14.6 | 4.6 | B |
|  | Right Turn | 32 | 32 | 100.0\% | 5.5 | 1.5 | A |
|  | Subtotal | 72 | 66 | 92.2\% | 10.2 | 3.1 | B |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 61 | 59 | 97.0\% | 10.3 | 2.2 | B |
|  | Through | 454 | 465 | 102.4\% | 8.2 | 0.7 | A |
|  | Right Turn | 59 | 54 | 90.8\% | 8.2 | 1.7 | A |
|  | Subtotal | 574 | 578 | 100.6\% | 8.4 | 0.7 | A |
| Total |  | 778 | 743 | 95.5\% | 8.7 | 0.7 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
AM Peak Hour

Intersection 29 7th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 202 \\ 5 \end{gathered}$ | $\begin{gathered} 196 \\ 9 \end{gathered}$ | $\begin{gathered} 97.2 \% \\ 176.0 \% \end{gathered}$ | $\begin{aligned} & 6.4 \\ & 3.2 \end{aligned}$ | $\begin{aligned} & 0.8 \\ & 2.6 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 207 | 205 | 99.1\% | 6.3 | 0.8 | A |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 119 | 115 | 96.8\% | 6.8 | 2.2 | A |
|  | Through Right Turn | 569 | 571 | 100.3\% | 7.1 | 1.2 | A |
|  | Subtotal | 688 | 686 | 99.7\% | 7.1 | 1.2 | A |
| Total |  | 895 | 891 | 99.6\% | 6.9 | 0.9 | A |

Intersection 30 8th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 122 | 119 | 97.7\% | 7.3 | 1.0 | A |
|  | Through Right Turn | 329 | 328 | 99.7\% | 8.5 | 1.4 | A |
|  | Subtotal | 451 | 447 | 99.2\% | 8.2 | 1.1 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 566 \\ & 112 \end{aligned}$ | $\begin{aligned} & 566 \\ & 115 \end{aligned}$ | $\begin{aligned} & 100.0 \% \\ & 102.5 \% \end{aligned}$ | 9.0 6.7 | $\begin{aligned} & 0.6 \\ & 1.7 \end{aligned}$ | A A |
|  | Subtotal | 678 | 681 | 100.4\% | 8.5 | 0.6 | A |
| Total |  | 1,129 | 1,128 | 99.9\% | 8.4 | 0.4 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
AM Peak Hour

Intersection 31 3rd St-I 5 NB Off Ramp/J St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 55 | 46 | 83.6\% | 111.4 | 31.0 | F |
|  | Through | 1,689 | 1,507 | 89.2\% | 76.5 | 11.8 | E |
|  | Right Turn | 234 | 213 | 90.9\% | 49.6 | 8.3 | D |
|  | Subtotal | 1,978 | 1,766 | 89.3\% | 74.1 | 11.3 | E |
| SB | Left Turn | 77 | 74 | 96.6\% | 59.6 | 14.1 | E |
|  | Through Right Turn | 132 | 134 | 101.5\% | 87.7 | 16.3 | F |
|  | Subtotal | 209 | 208 | 99.7\% | 78.0 | 13.0 | E |
| EB | Left Turn | 11 | 10 | 90.9\% | 91.0 | 34.4 | F |
|  | Through | 1,259 | 1,149 | 91.2\% | 83.1 | 12.3 | F |
|  | Right Turn | 587 | 454 | 77.4\% | 160.8 | 24.3 | F |
|  | Subtotal | 1,857 | 1,613 | 86.9\% | 105.1 | 15.7 | F |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 48 | 51 | 106.7\% | 23.9 | 3.9 | C |
|  | Subtotal | 48 | 51 | 106.7\% | 23.9 | 3.9 | C |
| Total |  | 4,092 | 3,638 | 88.9\% | 87.2 | 6.4 | F |

## Intersection 32

5th St/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 132 | 125 | 94.5\% | 32.3 | 4.6 | C |
|  | Right Turn | 195 | 195 | 99.9\% | 24.9 | 4.7 | C |
|  | Subtotal | 327 | 320 | 97.7\% | 27.7 | 4.2 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 861 | 750 | 87.1\% | 37.7 | 2.2 | D |
|  | Through | 2,109 | 1,924 | 91.2\% | 14.8 | 1.3 | B |
|  | Right Turn | 103 | 86 | 83.9\% | 13.3 | 3.2 | B |
|  | Subtotal | 3,073 | 2,760 | 89.8\% | 21.0 | 0.9 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 3,400 | 3,079 | 90.6\% | 21.7 | 0.9 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center AM Peak Hour

Intersection 33
7th St/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 120 | 114 | 95.0\% | 18.3 | 3.3 | B |
|  | Through Right Turn | 201 | 198 | 98.7\% | 23.7 | 4.2 | C |
|  | Subtotal | 321 | 312 | 97.3\% | 21.7 | 2.6 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,861 | 1,743 | 93.7\% | 7.3 | 0.5 | A |
|  | Right Turn | 257 | 232 | 90.3\% | 6.9 | 0.9 | A |
|  | Subtotal | 2,118 | 1,975 | 93.3\% | 7.3 | 0.5 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,439 | 2,288 | 93.8\% | 9.3 | 0.4 | A |

## Intersection 34 C St/3rd St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 42 | 43 | 102.9\% | 43.9 | 5.8 | D |
|  | Through | 65 | 84 | 129.8\% | 21.4 | 3.2 | C |
|  | Right Turn | 299 | 361 | 120.8\% | 7.8 | 0.8 | A |
|  | Subtotal | 406 | 489 | 120.4\% | 13.3 | 1.6 | B |
| SB | Left Turn | 78 | 88 | 113.3\% | 35.4 | 3.5 | D |
|  | Through | 143 | 166 | 115.8\% | 18.9 | 3.1 | B |
|  | Right Turn | 6 | 10 | 160.0\% | 10.0 | 16.1 | A |
|  | Subtotal | 227 | 264 | 116.1\% | 23.7 | 2.6 | C |
| EB | Left Turn | 6 | 8 | 140.0\% | 40.8 | 19.5 | D |
|  | Through | 254 | 305 | 120.2\% | 24.3 | 3.1 | C |
|  | Right Turn | 98 | 116 | 118.0\% | 13.1 | 3.9 | B |
|  | Subtotal | 358 | 429 | 119.9\% | 21.7 | 2.7 | C |
| WB | Left Turn | 164 | 185 | 112.9\% | 34.9 | 3.2 | C |
|  | Through | 184 | 220 | 119.3\% | 16.6 | 4.6 | B |
|  | Right Turn | 40 | 45 | 112.0\% | 3.7 | 0.8 | A |
|  | Subtotal | 388 | 450 | 115.9\% | 22.8 | 3.5 | C |
| Total |  | 1,379 | 1,631 | 118.3\% | 19.8 | 1.7 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
AM Peak Hour

Intersection 35 5th St/C St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 16 | 15 | 95.0\% | 25.4 | 8.0 | C |
|  | Through | 1 | 1 | 120.0\% | 12.1 | 19.8 | B |
|  | Right Turn | 47 | 62 | 132.8\% | 11.6 | 2.8 | B |
|  | Subtotal | 64 | 79 | 123.1\% | 14.8 | 2.3 | B |
| SB | Left Turn | 8 | 10 | 120.0\% | 35.2 | 15.9 | D |
|  | Through | 6 | 8 | 126.7\% | 17.8 | 11.2 | B |
|  | Right Turn | 3 | 5 | 173.3\% | 2.4 | 2.6 | A |
|  | Subtotal | 17 | 22 | 131.8\% | 25.5 | 10.5 | C |
| EB | Left Turn | 1 | 1 | 80.0\% | 5.9 | 11.0 | A |
|  | Through | 607 | 712 | 117.4\% | 16.3 | 1.8 | B |
|  | Right Turn | 23 | 27 | 116.5\% | 11.4 | 4.6 | B |
|  | Subtotal | 631 | 740 | 117.3\% | 16.2 | 1.9 | B |
| WB | Left Turn | 219 | 259 | 118.2\% | 30.5 | 3.5 | C |
|  | Through | 369 | 441 | 119.6\% | 9.5 | 2.6 | A |
|  | Right Turn | 5 | 4 | 88.0\% | 5.4 | 5.4 | A |
|  | Subtotal | 593 | 704 | 118.8\% | 17.2 | 2.9 | B |
| Total |  | 1,305 | 1,546 | 118.4\% | 16.7 | 1.6 | B |

Intersection 64 5th St/G St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 348 | 311 | 89.3\% | 16.9 | 1.9 | B |
|  | Right Turn | 217 | 194 | 89.4\% | 11.9 | 2.4 | B |
|  | Subtotal | 565 | 505 | 89.3\% | 15.0 | 2.0 | B |
| SB | Left Turn | 42 | 42 | 100.0\% | 31.8 | 14.5 | C |
|  | Through | 140 | 138 | 98.6\% | 9.6 | 1.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 182 | 180 | 98.9\% | 14.5 | 3.4 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 452 | 449 | 99.3\% | 9.7 | 3.0 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 6 | 8 | 126.7\% | 3.0 | 4.9 | A |
|  | Subtotal | 458 | 456 | 99.7\% | 9.6 | 3.0 | A |
| Total |  | 1,205 | 1,141 | 94.7\% | 12.8 | 1.7 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
AM Peak Hour

Intersection 65 6th St/G St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 2 | 40.0\% | 8.5 | 12.5 | A |
|  | Through | 17 | 13 | 75.3\% | 2.1 | 3.1 | A |
|  | Right Turn | 76 | 64 | 84.2\% | 0.8 | 0.6 | A |
|  | Subtotal | 98 | 79 | 80.4\% | 1.4 | 0.9 | A |
| SB | Left Turn | 5 | 3 | 64.0\% | 4.0 | 5.8 | A |
|  | Through | 5 | 4 | 72.0\% | 2.7 | 4.6 | A |
|  | Right Turn | 101 | 96 | 94.7\% | 4.1 | 1.0 | A |
|  | Subtotal | 111 | 102 | 92.3\% | 4.3 | 1.1 | A |
| EB | Left Turn | 23 | 20 | 87.0\% | 10.4 | 4.7 | B |
|  | Through | 207 | 190 | 91.8\% | 4.4 | 1.4 | A |
|  | Right Turn | 29 | 23 | 80.0\% | 1.7 | 0.7 | A |
|  | Subtotal | 259 | 233 | 90.0\% | 4.6 | 1.4 | A |
| WB | Left Turn | 5 | 3 | 64.0\% | 5.6 | 8.9 | A |
|  | Through | 352 | 360 | 102.4\% | 4.9 | 0.9 | A |
|  | Right Turn | 5 | 6 | 128.0\% | 2.4 | 2.0 | A |
|  | Subtotal | 362 | 370 | 102.2\% | 4.8 | 0.9 | A |
| Total |  | 830 | 784 | 94.5\% | 4.4 | 0.7 | A |

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

Medical Center / Stadium / Railyards SP EIR BaselinePlus Medical Center AM Peak Hour

Intersection 36 5th St/Tower Bridge Gateway Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 8 | 11 | 136.4\% | 41.3 | 20.0 | D |
|  | Through | 277 | 256 | 92.3\% | 37.3 | 3.1 | D |
|  | Right Turn | 148 | 141 | 95.4\% | 11.5 | 1.9 | B |
|  | Subtotal | 433 | 408 | 94.1\% | 28.4 | 1.6 | C |
| SB | Left Turn | 91 | 79 | 86.6\% | 3.8 | 2.4 | A |
|  | Through | 171 | 125 | 72.9\% | 25.3 | 4.9 | C |
|  | Right Turn | 52 | 34 | 66.3\% | 11.3 | 5.2 | B |
|  | Subtotal | 314 | 238 | 75.8\% | 15.9 | 2.3 | B |
| EB | Left Turn | 151 | 140 | 92.5\% | 76.8 | 9.7 | E |
|  | Through | 731 | 649 | 88.7\% | 45.1 | 7.2 | D |
|  | Right Turn | 5 | 6 | 126.7\% | 39.7 | 32.1 | D |
|  | Subtotal | 887 | 795 | 89.6\% | 50.6 | 7.2 | D |
| WB | Left Turn | 36 | 34 | 95.8\% | 50.9 | 14.4 | D |
|  | Through | 115 | 102 | 88.5\% | 40.2 | 5.6 | D |
|  | Right Turn | 39 | 36 | 93.0\% | 7.9 | 3.7 | A |
|  | Subtotal | 190 | 172 | 90.8\% | 36.1 | 5.3 | D |
| Total |  | 1,824 | 1,613 | 88.4\% | 38.3 | 4.0 | D |

## Intersection 37

3rd St-Riverfront St/Tower Bridge Gateway
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 2 | 2 | 88.0\% | 19.8 | 24.1 | B |
|  | Through | 44 | 35 | 80.0\% | 32.1 | 6.4 | C |
|  | Right Turn | 50 | 43 | 85.2\% | 8.2 | 1.4 | A |
|  | Subtotal | 96 | 80 | 82.9\% | 19.6 | 3.1 | B |
| SB | Left Turn | 73 | 66 | 90.2\% | 26.6 | 5.4 | C |
|  | Through | 11 | 7 | 67.2\% | 31.3 | 14.7 | C |
|  | Right Turn | 23 | 21 | 90.3\% | 4.1 | 2.8 | A |
|  | Subtotal | 107 | 94 | 87.8\% | 22.1 | 5.2 | C |
| EB | Left Turn | 249 | 223 | 89.5\% | 42.6 | 14.8 | D |
|  | Through | 720 | 645 | 89.6\% | 15.0 | 3.7 | B |
|  | Right Turn | 1 | 1 | 140.8\% | 1.1 | 1.4 | A |
|  | Subtotal | 970 | 869 | 89.6\% | 22.2 | 6.2 | C |
| WB | Left Turn | 11 | 9 | 83.2\% | 31.0 | 16.6 | C |
|  | Through | 165 | 150 | 90.9\% | 18.2 | 4.0 | B |
|  | Right Turn | 141 | 122 | 86.9\% | 8.4 | 1.3 | A |
|  | Subtotal | 317 | 282 | 88.8\% | 14.5 | 2.4 | B |
| Total |  | 1,490 | 1,324 | 88.9\% | 20.4 | 4.6 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
AM Peak Hour

Intersection 17 12th St/E St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 14 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through | 2,315 | 2,344 | 101.3\% | 9.3 | 0.8 | A |
|  | Right Turn | 30 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Subtotal | 2,359 | 2,344 | 99.4\% | 9.3 | 0.8 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 70 | 80 | 113.7\% | 15.1 | 2.8 | B |
|  | Right Turn | 14 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Subtotal | 84 | 80 | 94.8\% | 15.1 | 2.8 | B |
| WB | Left Turn | 15 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through | 81 | 92 | 113.6\% | 17.2 | 2.7 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 96 | 92 | 95.8\% | 17.2 | 2.7 | B |
| Total |  | 2,539 | 2,516 | 99.1\% | 9.7 | 0.8 | A |

Intersection 20 12th St/F St Signal

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 255 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through | 2,013 | 2,320 | 115.2\% | 11.4 | 0.7 | B |
|  | Right Turn | 76 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Subtotal | 2,344 | 2,320 | 99.0\% | 11.4 | 0.7 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 130 | 136 | 104.9\% | 15.2 | 2.1 | B |
|  | Right Turn | 9 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Subtotal | 139 | 136 | 98.1\% | 15.2 | 2.1 | B |
| WB | Left Turn | 4 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through | 135 | 138 | 102.2\% | 15.0 | 3.4 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 139 | 138 | 99.3\% | 15.0 | 3.4 | B |
| Total |  | 2,622 | 2,594 | 98.9\% | 11.8 | 0.7 | B |

Intersection 1
I 5 SB Ramps/Richards Blvd
Signal

| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Through Through/Right | $\begin{aligned} & \hline \hline 2,725 \\ & 2,725 \end{aligned}$ | $\begin{aligned} & \hline 75 \\ & 75 \end{aligned}$ | 13 | $\begin{aligned} & \hline \hline 125 \\ & 125 \end{aligned}$ | 26 | $\begin{aligned} & \hline \hline 150 \\ & 125 \end{aligned}$ | 31 |  | 0\% |
|  |  |  |  | 21 |  | 39 |  | 35 |  | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
|  | Left Turn | 325 | 300 | 20 | 375 | 20 | 325 | 0 | 0\% | 0\% |
|  | Left/Through | 1,500 | 1,300 | 161 | 1,775 | 105 | 1,525 | 17 | 25\% | 20\% |
| SB | Right Turn | 325 | 325 | 24 | 375 | 52 | 350 | 0 | 1\% | 0\% |
|  | Left Turn | 1,275 | 50 | 10 | 100 | 20 | 100 | 24 | 0\% | 0\% |
|  | Through | 275 | 50 | 13 | 100 | 19 | 100 | 18 | 0\% | 0\% |
| WB |  |  |  |  |  |  |  |  |  |  |
| 0 |  |  |  |  |  |  |  |  |  |  |

Intersection $2 \quad 15$ NB Ramps/Richards Blvd Signal

| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| Left TurnThrough |  | 275 | 100 | 13 | 200 | 32 | 200 | 35 | 0\% | 0\% |
|  |  | 325 | 75 | 26 | 125 | 42 | 125 | 43 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| NB | Left/Through | 325 | 75 | 49 | 175 | 141 | 175 | 138 | 0\% | 0\% |
|  | Right Turn | 1,175 | 325 | 119 | 475 | 248 | 475 | 228 | 11\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| WB | Through | 225 | 75 | 20 | 125 | 25 | 125 | 29 | 0\% | 0\% |
|  | Right Turn | 225 | 25 | 3 | 25 | 17 | 25 | 24 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| 0 |  |  |  |  |  |  |  |  |  |  |

Average Results from 10 Runs
Baseline Plus Medical Center
Queue Length

Intersection 31
3rd St-I 5 NB Off Ramp/J St
Signal

| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th | ue (ft) | Maximum Queue (ft) |  |  | Time |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left/Through | 600 | 350 | 60 | 550 | 109 | 575 | 67 | 0\% | 0\% |
|  | Through | 600 | 600 | 67 | 850 | 78 | 725 | 16 | 0\% | 33\% |
|  | Through/Right | 600 | 600 | 18 | 650 | 21 | 650 | 23 | 0\% | 17\% |
| Right Turn |  | 1,025 | 25 | 3 | 25 | 12 | 25 | 17 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |
| NE | Shared |  | 975 | 875 | 84 | 1,075 | 61 | 1,000 | 14 | 0\% | 28\% |
|  | Right Turn | 975 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Right Turn | 975 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Right Turns | 350 | 325 | 28 | 400 | 22 | 375 | 0 | 6\% | 0\% |
| SB | Left Turn Left/Through Left/Through | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  |  | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  |  | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |




 Key
Kxperss
ane (HOV)

| Name | Pstio St | Jstolot | Lston-Ramp | ISto Richards Evd |  |  |  |  | W. EIC Camino Ave to 1080 | 1.800 of |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Flow Rate in Express Lanes |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) |  |  |  |  |  |  |  |  |  |  |
| Lanes |  |  |  |  |  |  |  |  |  |  |
| Terrain |  |  |  |  |  |  |  |  |  |  |
| Grade \%Grade Length (mi) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Tuck \& Bus \% |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{E}_{\mathrm{T}}$ |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{E}_{\mathrm{r}}$ |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\text {two }}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Flow (pcph)Flow Rate (pcphpl) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Calculate operations in Express Lanes |  |  |  |  |  |  |  |  |  |  |
| fFs | 65 | 65 | 65 | ${ }_{6}$ | 65 | 65 | 65 | ${ }_{6}$ | ${ }_{6}$ | 65 |
| Capacity (pcph) <br> v/c ratio |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Calculate on Ramp Flow Rate |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $\substack{\text { PHF } \\ \text { Lanes }}$ 0.79  0.78 0.97 0.8 |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{E}_{\mathrm{T}}$ 1.5  1.5 1.5  1.5 <br> $\mathrm{E}_{\mathrm{A}}$ 1.2  1.2 1.2  1.2 <br> 1.2       |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Flow (pcph)Flow Rate (pcphpl) | ${ }_{4} 46$ |  | ${ }^{256}$ | 415 |  | ${ }^{756}$ |  | 440 |  |  |
|  | 436 |  | 256 | 208 |  | 756 |  | 440 |  |  |
| Calculate On Ramp Roadway Operations |  |  |  |  |  |  |  |  |  |  |
| Ramp Type | Right |  | Right 45 | Right 45 |  | Right 45 |  | Right 45 |  |  |
| $\underset{\text { Ramp Speed (mph) }}{\substack{\text { Ramp Capacily (coph) }}}$ | 45 2,100 |  | 45 2.100 | 45 4.200 |  | 45 2,100 |  |  |  |  |
| ${ }_{\text {R }}{ }_{\text {Ramp }}$ | ${ }_{0} 0.21$ |  | 0.12 | 0.10 |  | 2.36 |  | ${ }_{0} \mathbf{2}, 1000$ |  |  |
|  |  |  |  |  |  |  |  |  |  |  |


 $\underset{\text { Sxposs Lane (HoV) }}{\text { Key }}$

| Name | P Stio St | Jstol St | Lston-Ramp | 1 St o R Rihards Bud |  |  |  |  | W. El Camino Ave to. 180 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate off Ramp Fow Rate |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)PHFLanesTerrainGrade \%Grade Length (mi)Truck \& Bus \%RV \%$E_{T}$$E_{R}$$f_{H V}$$f_{P}$Flow (pcph)Flow Rate (pcphpl) | 1.978 |  |  | ${ }^{883}$ |  | 944 |  | ${ }^{981}$ |  | 2.078 |
|  | 0.9 |  |  | 0.89 |  | 0.91 |  | 0.9 |  | 0.94 |
|  | 2 |  |  | 1 |  | 1 |  | 2 |  | 2 |
|  | Level |  |  | Level |  | Level |  | Level |  | Level |
|  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  | 0.0\% |
|  | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  | 0.00 |
|  | 3.0\% |  |  | 3.0\% |  | 3.0\% |  | 3.0\% |  | 10.0\% |
|  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  | 0.0\% |
|  | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  | 1.5 |
|  | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  | 1.2 |
|  | 0.985 |  |  | 0.985 |  | 0.985 |  | 0.985 |  | 0.952 |
|  | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  | 1.00 |
|  | 2.231 |  |  | 1.007 |  | 1,053 |  | 1,106 |  | ${ }^{2} .321$ |
|  | 1,115 |  |  | 1.007 |  | 1.053 |  | ${ }_{553}$ |  | ${ }^{1,161}$ |
| Calculate off Ramp Roadway operations |  |  |  |  |  |  |  |  |  |  |
| Ramp Type | Right |  |  | Right |  | Right |  | Right |  | Maior |
| Ramp Speed | 45 |  |  | 45 |  | 45 |  | 45 |  | 60 |
| Ramp Capacity (pcph) Ramp v/c ratio | 4.200 |  |  | 2.100 0.48 |  | 2,100 |  | 4.200 |  | 4.600 |
|  | 0.53 |  |  | 0.48 |  | 0.50 |  | 0.26 |  |  |
| Deiermine Adjiecent Ranp for Thre-Lane Mainine Segments with one-Lane Ramps |  |  |  |  |  |  |  |  |  |  |
| Up Type <br> Up Distance Up Flow (pcph) Down Type Down Distance Down Flow (pcph) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  | Calculate Merge infuence Area operations |  |  |  |  |  |  |  |  |  |
| Effective $\mathrm{v}_{\mathrm{P}}$ (pcph) <br> Up Ramp Leq <br> Down Ramp $L_{\text {EQ }}$ <br> $\mathrm{P}_{\mathrm{FM}}$ (Eqn 13-3) <br> $\mathrm{P}_{\mathrm{FM}}$ (Eqn 13-4) <br> $P_{F M}$ (Eqn 13-5) <br> $\mathrm{P}_{\mathrm{fm}}$ <br> $v_{12}$ (pcph) <br> $\mathrm{v}_{3}$ (pcph) <br> $v_{34}$ (pcph) <br> $\mathrm{v}_{12 \mathrm{a}}(\mathrm{pcph})$ <br> $\mathrm{V}_{\text {R12a }}$ ( pcph ) <br> Speed Index <br> Area Speed <br> Outer Lanes Volume <br> Outer Lanes Speed <br> Segment Speed <br> $\mathrm{v} / \mathrm{c}$ ratio <br> Density <br> LOS |  |  | 7.474 |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 0.589 |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | $\begin{aligned} & 0.186 \\ & 1.388 \end{aligned}$ |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 6.085 |  |  |  |  |  |  |  |
|  |  |  | 2.889 |  |  |  |  |  |  |  |
|  |  |  | 3,246 |  |  |  |  |  |  |  |
|  |  |  | $\begin{aligned} & 0.38 \\ & 56.2 \\ & \end{aligned}$ |  |  |  |  |  |  |  |
|  |  |  | 2,242 |  |  |  |  |  |  |  |
|  |  |  | 58.7 |  |  |  |  |  |  |  |
|  |  |  | 57.6 |  |  |  |  |  |  |  |
|  |  |  | 0.71 28.0 |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |



$\stackrel{\text { Key }}{\substack{\text { Kxpess Lane (Hov) }}}$




кеу

| Name | Psto Jst | ${ }_{\text {Jstio }}$ St | LSton-Ramp | ISto Richards Elvd | Beween Richars Svid Rams | Richards Sivd to Garden Huw | Beeween Garden HMY Ramos |  | W. El C Camino Ave to I : 80 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Naninin to off Ramp Fow Rate for Weave Segments |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Terain | ${ }_{\text {Level }}^{0.95}$ |  |  | ${ }^{0.95}$ |  | 0.95 |  |  |  |  |
| Grade \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade Lengt (mi) | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  |  |
| Tuck \& Bus \% | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
| Rv\% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  |  |
| $\mathrm{E}_{\mathrm{n}}$ | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  |  |
| ${ }_{\text {tuv }}$ | 0.971 |  |  | 0.971 |  | 0.971 |  | 0.971 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| PHF | 0.95 |  |  | 0.95 |  | 0.95 |  | 0.95 |  |  |
| ${ }_{\text {Terain }}$ | Level |  |  | Level |  | Level |  | Level |  |  |
| ${ }_{\text {Grade }}$ \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade Length (mi) Truck \& Bus \% | ${ }^{0.00}$ |  |  | ${ }^{0.00}$ |  | ${ }^{0.00}$ |  | ${ }^{0.00}$ |  |  |
|  | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
| Rv\% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| $E_{\text {T }}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  |  |
| $\mathrm{E}_{\substack{\text { a }}}^{\text {fiver }}$ | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  |  |
|  | 0.971 |  |  | 0.971 |  | 0.971 |  | 0.971 |  |  |
| $t_{\text {to }}$ | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  |  |
| GP to gP Fiow (poph) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |

元








\begin{tabular}{|c|c|c|c|c|c|c|c|c|}
\hline Name \& 1.800 O.Ramp \& W. El Camino Ave WB On \& W. El C Camino Ave EB 0 \& Garden Hwy Off \& Beween Garden Hwy Ramse \& Garden HMyto Richards Evd \& Beween Richars bs. R Ranns \& Richards Evd to 0 S <br>
\hline \multicolumn{2}{|l|}{Calculate Diverge influence Area Operations} \& \& \& \& \& \& \& <br>
\hline Effective $\mathrm{v}_{\mathrm{P}}$ (pcph) Up Ramp LeQ Down Ramp $\mathrm{L}_{\mathrm{EQ}}$ $P_{\text {FD }}$ (Eqn 13-9) $P_{\text {FD }}$ (Eqn 13-10) $P_{\text {FD }}$ (Eqn 13-11) Pfd $\mathrm{v}_{12}$ (pcph) $\mathrm{v}_{3}$ (pcph) $\mathrm{v}_{34}$ (pcph) $\mathrm{v}_{12 \mathrm{a}}$ (pcph) Speed Index Area Speed Outer Lanes Volume Outer Lanes Speed Segment Speed v/c ratio Density LOS \& \& \& \& 7.363
0.544

0.436
3.006
3.757
3.066
0.36
56.7
1.879
67.9
61.9
0.82
28.5
0 \& \& \& \& <br>
\hline \multicolumn{3}{|l|}{Calculate on Ramp to off Ramp Fow Rate for Weave Segments} \& \& \& \& \& \& <br>

\hline | On to Off Volume (vph) |
| :--- |
| PHF |
| Terrain |
| Grade \% |
| Grade Length (mi) |
| Truck \& Bus \% |
| RV \% | \& \& \& \& \& \& 0.95

Level
L.0\%
0.00
a.0\%

$0.0 \%$ \& \& $$
\begin{aligned}
& 0.95 \\
& \begin{array}{l}
\text { Leve } \\
0.0 \% \\
0.00 \\
\text { 3.0\% } \\
0.0 \%
\end{array}
\end{aligned}
$$ <br>

\hline $$
\begin{aligned}
& E_{T} \\
& E_{\mathrm{R}} \\
& t_{\text {fov }}
\end{aligned}
$$ \& \& \& \& \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$

\] \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$
\] <br>

\hline to \& \& \& \& \& \& 1.00 \& \& 1.00 <br>
\hline Onto off fiow (paph) \& \& \& \& \& \& \& \& <br>
\hline \multicolumn{3}{|l|}{Calculate On Ramp to Maininine Flow Rate for Weave Segments} \& \& \& \& \& \& <br>

\hline \multirow[t]{3}{*}{} \& \& \& \& \& \& $$
\begin{aligned}
& 0.95 \\
& \text { eneve } \\
& 0.0 \% \\
& 0.00 \\
& \text { a.0\% } \\
& 0.0 \%
\end{aligned}
$$ \& \& \[

$$
\begin{aligned}
& 0.95 \\
& \text { Level } \\
& 0.0 \% \\
& 0.00 \\
& \begin{array}{l}
0.0
\end{array} \\
& 0.0 \%
\end{aligned}
$$
\] <br>

\hline \& \& \& \& \& \& $$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$ \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$
\] <br>

\hline \& \& \& \& \& \& 1.00 \& \& 1.00 <br>
\hline On to ML Flow (pcph) \& \& \& \& \& \& \& \& <br>
\hline
\end{tabular}



| Location | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |




| Name | Northate Elvd Off-Ramp |  | Del Paso Blva to Leisure Ln |
| :---: | :---: | :---: | :---: |
| Operations for Exiting GP Lanes |  |  |  |
| Flow (poph) | 1.845 | 1,651 |  |
| Lanes | 3 | 2 |  |
| Capacity (poph) | 7,050 | 4,800 |  |
| ver rato | 0.26 | 0.34 |  |
| Fow rate (pcophol) | 615 | ${ }^{825}$ |  |
| Speed (mph) | 65.0 | 70.0 |  |
| Density (cochpl) | ${ }^{9.5}$ | ${ }^{11.8}$ |  |
| tos | A | в |  |


$\underset{\text { Sxposs Lane (HOV) }}{\text { Key }}$


| Location | 1 | 2 | 3 |
| :---: | :---: | :---: | :---: |
|  |  |  |  |
|  |  |  |  |
| Key |  |  |  |
| Name | Northate Blvd Offr-Ramp | Nortrate Evd to ofi Pase ivid | Del Paso Elvato Letisure |
| Off Ramp Flow Rate |  |  |  |
| Volume (vph) <br> PHF | 222 | 180 |  |
|  | 0.94 | 0.94 |  |
| ${ }_{\text {Lenfes }}^{\text {LHF }}$ | 1 | 1 |  |
| Terrain | Level | Level |  |
|  | 0.0\% | 0.0\% |  |
|  | 0.00 $3.00 \%$ |  |  |
| $\underset{\substack{\text { Grade Lengh (mi) } \\ \text { Tuok } \mathrm{Bus} \%}}{ }$ | 3.0\% $0.0 \%$ | 3.0\% $0.0 \%$ |  |
| ${ }_{\text {ET }}$ | 1.5 | 1.5 |  |
| $E_{\text {r }}$ | 1.2 | 1.2 |  |
| ${ }_{\text {tuv }}$ | 0.985 | 0.985 |  |
|  | 1.00 | 1.00 |  |
| ${ }_{\text {Fow }}^{\text {Fow (poph) }}$ | ${ }^{240}$ | 194 |  |
| Fow Rate (pochpol) | 240 | 194 |  |
| Off Ramp Roadway Operations |  |  |  |
| Ramp Type Ramp Speed | Right | Left |  |
|  | 45 | ${ }^{35}$ |  |
| Ramp Capacity (pcph) Ramp v/c ratio | 2.100 0.11 | $\begin{aligned} & 2.000 \\ & 0.10 \end{aligned}$ |  |
|  |  |  |  |
| Adiacent Ramp for Three-Lane Mainine Segments with one-Lane Ramps |  |  |  |
|  |  | ${ }^{\text {Off }}$ |  |
|  |  | 3.035 240 |  |
| Up Fow (poph) | No |  |  |
| Down Distance |  |  |  |
| Down Fow (poph) |  |  |  |
|  |  |  |  |
| Merge entuence Area on |  |  |  |
| $u_{\mathrm{p}}$ Ramp Lec |  |  |  |
| Down Ramp LeQ $\mathrm{P}_{\mathrm{FM}}$ (Eqn 13-3) |  |  |  |
| $P_{\text {Px }}(\operatorname{Eqn} 13.4)$ |  |  |  |
| $P_{\text {Pr (Ean 13.5) }}$ |  |  |  |
| $P_{\text {Prm }}$ |  |  |  |
| $\begin{aligned} & v_{1}(\text { (poph) } \\ & v_{3}(\rho \rho p h) \end{aligned}$ |  |  |  |
|  |  |  |  |
| $v_{\text {varafoph }}$ ) |  |  |  |
| $V^{\substack{\text { Varaza (poph) } \\ \text { Speed Index }}}$ |  |  |  |
|  |  |  |  |
| Area Speed |  |  |  |
| Outer Lanes Volume Outer Lanes Speed |  |  |  |
| $\underbrace{\text { V/cratio }}_{\text {Segmen Speed }}$ |  |  |  |
|  |  |  |  |
| Density |  |  |  |
|  |  |  |  |


| Name | Northate Eivd OffR-Ramp | Nortrgate evid to ofe Pese ive |  |
| :---: | :---: | :---: | :---: |
| Diverge Infuence Area operations |  |  |  |
| Effective $v_{p}($ poph $)$ | 2.085 |  |  |
| Up Ramp Leo |  |  |  |
| Down Ramp Leo |  |  |  |
| Prot (Ean 13.9) | 0.697 |  |  |
| Prof(Ean 13-10) |  |  |  |
| $P_{\text {Pro (Eap 13-11) }}$ |  |  |  |
| Pro | 0.997 |  |  |
| $v_{12}($ poph $)$ | 1.526 |  |  |
| $v_{3}($ Poph $)$ | 559 |  |  |
| $v_{34}($ poph $)$ |  |  |  |
| $V_{\text {vase (poch }}$ ) | 1.526 |  |  |
| Speed Index | 0.32 576 |  |  |
| Area Speed | 57.6 |  |  |
| Outer Lanes Voume | ${ }_{559}$ |  |  |
| Outer Lanes Speed | 71.3 |  |  |
| Segment peed | 60.8 |  |  |
| Vcratio | ${ }^{0.35}$ |  |  |
| Densily | ${ }^{16.0}$ |  |  |
| Los | B |  |  |
| On Ramp to offr ramp fow Rate for Weave SegmentsOn Ramp to Mainine Fiow Rate or Weave Segments |  |  |  |
|  |  |  |  |

 $\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

[^47]| Location | 1 | 2 | 3 |
| :--- | :--- | :--- | :--- | :--- |


$\stackrel{\text { Key }}{<>}$ Kxpess Lane (HOV)



$\underset{\substack{\text { Kepress Lane (HOV) }}}{\text { K. }}$

| Name | North of Del Paso Blvd | Del Paso Elvd On.Ramp |  |
| :---: | :---: | :---: | :---: |
| perations ore Exiting cp Lanes |  |  |  |
|  |  |  |  |
|  |  |  |  |
| $\begin{aligned} & \text { pacity (pcph } \\ & \text { v/c ratio } \end{aligned}$ |  |  |  |
| Flow Rate (pcphpl) Speed (mph) |  |  |  |
|  |  |  |  |
| Density (pcphpl) |  |  |  |
|  |  |  |  |


| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- | :--- |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | North of Del Paso Elivd | Del Paso Blvd On-Ramp |  | Nortgate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Flow Rate in Express Lanes Operations in Express Lane |  |  |  |  |
|  |  |  |  |  |
| Operations in Express Lanes On Ramp Flow Rate |  |  |  |  |
| Volume (pph) |  | ${ }^{254}$ |  | 419 |
| PHF |  | 0.88 |  | 0.88 |
| Lanes |  |  |  | 1 |
| Terain |  | Level |  | Level |
| Grade \% |  | 0.0\% |  | 0.0\% |
| Grade Lengt (mi) |  | 0.00 |  | 0.00 |
| Tuek \& Bus \% |  | 3.0\% |  | 3.0\% |
| Rv\% |  | 0.0\% |  | 0.0\% |
| $\mathrm{ET}_{\text {T }}$ |  | 1.5 |  | 1.5 |
| $\mathrm{En}_{\square}$ |  | 1.2 |  | 1.2 |
| ${ }_{\text {tuv }}$ |  | 0.985 |  | 0.985 |
| to |  | 1.00 |  | 1.00 |
| Fow (poph) |  | 293 |  | 483 |
| Fow rate (Pcophn) |  | 293 |  | 483 |
|  |  |  |  |  |
| On Ramp Roadway Operations |  |  |  |  |
| Ramp Type |  | Right |  | Right |
| Ramp Speed (mph) |  | 45 |  | 45 |
| Ramp Capacity (pcph) Ramp v/c ratio |  | 2.100 0.14 |  | $\begin{aligned} & 2,100 \\ & 0.23 \end{aligned}$ |
|  |  |  |  |  |


$\underset{\substack{\text { Key } \\ \text { Kxpess Lane (HOV) }}}{\text {. }}$

| Name | Northo fol Pasao Blid | Del Paso Blid On.Ramp |  | Noothgate Eivd On:Ram |
| :---: | :---: | :---: | :---: | :---: |
| Offramp flow Rate |  |  |  |  |
| Off Ramp Roadway | rations |  |  |  |
| Adiacent Ramp for Three.Lane Mainine Segmens with one-Lane Ramps |  |  |  |  |
| Uptype |  |  |  | No |
|  |  |  |  |  |
| Up Fow (poph) |  |  |  |  |
| Down Type |  |  |  | No |
| Down Distance |  |  |  |  |
| Down Flow (poph) |  |  |  |  |
| Merge infuence Area operations |  |  |  |  |
| Eftective $v_{\mathrm{p}}($ (poph $)$ |  | 3,512 |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $P_{\text {fal }}($ Ean 13:3) |  | 0.599 |  |  |
| $\mathrm{P}_{\text {Pm }}(\underline{E q n} 13.4)$ |  |  |  |  |
| $P_{\text {Pm }}($ Eqn 13.5$)$ |  |  |  |  |
| $P_{\text {Pum }}$ |  | 1.000 |  |  |
| $v_{12}($ Pcon $)$ |  | 3,512 |  |  |
| $v_{s}($ poph $)$ |  |  |  |  |
| $v_{3}($ Poph $)$ |  |  |  |  |
| $\mathrm{V}_{\text {va }}($ (poch $)$ |  | 3,512 |  |  |
| $V_{\text {frata (0oph) }}$ |  | 3.05 |  |  |
| Speed Index <br> Area Soed |  | 0.43 551 |  |  |
| Area Speed Outer Lanes Volume |  | 55.1 |  |  |
| Outer Lanes Speed |  |  |  |  |
| Segment Speed |  | 55.1 |  |  |
| ve ratio |  | 0.83 |  |  |
| ${ }^{\text {Density }}$ |  | ${ }^{30.3}$ |  |  |
| Los |  | D |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | Notht of del Pasa Blvd | Del Paso Bud On-Ramp |  | Northate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Diverge infuence Area Operations |  |  |  |  |
| Eteceive $v_{p}$ (poph) |  |  |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $\left.{ }^{\text {Prof (Ean }} 13.9\right)$ |  |  |  |  |
| Pro (Eap 13-11) |  |  |  |  |
| Pro |  |  |  |  |
| $v_{12}($ Poph $)$ |  |  |  |  |
| $v_{3}$ (poph) |  |  |  |  |
|  |  |  |  |  |
| $v^{\text {vasempoph }}$ |  |  |  |  |
| Speed Index |  |  |  |  |
| Area Speed |  |  |  |  |
| Outer Lanes Volume |  |  |  |  |
| Outer Lanes Speed <br> Segment Speed |  |  |  |  |
|  |  |  |  |  |
| Segment Speed v/c ratio |  |  |  |  |
| Density |  |  |  |  |
|  |  |  |  |  |
| Ramp to off Ramp | Rate for weave Segr |  |  |  |
| amp to Mainine | ate for Weave Seg |  |  |  |


| Loation | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |


$\underset{\substack{\text { Kepress Lane (HOV) }}}{\text { K. }}$


| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- | :--- |


$\underset{\substack{\text { Kepress Lane (HOV) }}}{\text { K. }}$

| Name | North of del Paso Elvd | Dal Paso Blvd On.Ramp | Def Pase ivid to Noftrgate Evod | Northate Evd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Weave Segment Operations Summarize Segment Operations |  |  |  |  |
|  |  |  |  |  |
| Segment V/ cratio | ${ }^{0.78}$ | ${ }^{0.83}$ | ${ }^{0.81}$ | ${ }^{0.61}$ |
| Segment Density | 31.9 | ${ }^{30.3}$ | 31.0 | 22.0 |
| SegmentLos | D | D | D | c |

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume $(\mathrm{vph})^{*}$ | 8,548 |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume $(\mathrm{pcph})$ | 8,958 |
|  |  |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 339 |
| :---: |
| $4 \%$ |
| 1.5 |
| 346 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\mathrm{N}^{\frac{4}{2}} \frac{4}{2,775}$

Total Weaving Section (V)
n-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline Plus Medical Center AM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | I Street |
| Off-ramp | Richards Blvd |
|  |  |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 7,350 |
| :---: |
| $10 \%$ |
| 1.5 |
| 7,703 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 397 |
| :---: |
| $4 \%$ |
| 1.5 |
| 405 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
|  | $\frac{5}{1,900}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |  |
| :--- | :---: | :---: |
| Scenario | Baseline Plus Medical Center AM Peak Hour |  |
| Freeway | I-5 NB |  |
| On-ramp | Richards Blvd |  |
| Off-ramp | Garden Highway |  |
|  |  |  |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{1,175}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |  |
| :--- | :---: | :---: |
| Scenario | Baseline Plus Medical Center AM Peak Hour |  |
| Freeway | I-5 NB |  |
| On-ramp | Garden Highway |  |
| Off-ramp | El Camino Ave |  |
|  |  |  |


| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 6,522 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 6,835 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 373 |
| :---: |
| $4 \%$ |
| 1.5 |
| 380 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 971 |
| :---: |
| $4 \%$ |
| 1.5 |
| 990 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\mathrm{N}_{\mathrm{b}} \frac{4}{\frac{5}{2}} \frac{2,000}{}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline Plus Medical Center AM Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Garden Highway |
| Off-ramp | Richards Blvd |
|  |  |


| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 8,500 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 8,908 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 700 | Volume (vph)* | 1,480 |
| :---: | :--- | :---: |
| $4 \%$ | Truck Percentage | $4 \%$ |
| 1.5 | PCE for Trucks | 1.5 <br> 714 Volume (pcph) |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections , Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $N_{b}$ | 4 |
| :---: | :---: |
| $N$ | $\frac{5}{2,300}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline Plus Medical Center AM Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Richards Blvd |
| Off-ramp | J Street |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 7,202 |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 7,548 |

On-ramp to Mainline ( $\mathrm{W}_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 300 | Volume (vph)* | 1,027 |
| :---: | :--- | :---: |
| $4 \%$ | Truck Percentage | $4 \%$ |
| 1.5 | PCE for Trucks | 1.5 <br> 306 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour

| Direction | Movement | 15 SB Ramps/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 510 | 500 | 98.0\% | 28.3 | 2.9 | C |
|  | Through | 69 | 71 | 103.2\% | 29.9 | 4.1 | C |
|  | Right Turn | 314 | 306 | 97.5\% | 9.8 | 1.9 | A |
|  | Subtotal | 893 | 877 | 98.2\% | 22.0 | 2.2 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 594 | 558 | 94.0\% | 83.6 | 27.9 | F |
|  | Right Turn | 58 | 56 | 95.9\% | 8.2 | 3.4 | A |
|  | Subtotal | 652 | 614 | 94.2\% | 76.5 | 24.6 | E |
| WB | Left Turn | 660 | 466 | 70.7\% | 17.0 | 4.2 | B |
|  | Through | 393 | 272 | 69.2\% | 9.9 | 1.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 1,053 | 738 | 70.1\% | 14.4 | 3.0 | B |
| Total |  | 2,598 | 2,229 | 85.8\% | 34.5 | 7.1 | C |

Intersection 2 I 5 NB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 58 | 51 | 88.3\% | 26.2 | 6.3 | C |
|  | Through | 10 | 10 | 96.0\% | 24.8 | 18.6 | C |
|  | Right Turn | 431 | 412 | 95.6\% | 9.4 | 1.2 | A |
|  | Subtotal | 499 | 473 | 94.7\% | 11.7 | 1.4 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 432 | 373 | 86.3\% | 58.0 | 5.9 | E |
|  | Through Right Turn | 672 | 662 | 98.5\% | 1.7 | 0.3 | A |
|  | Subtotal | 1,104 | 1,034 | 93.7\% | 22.0 | 2.5 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 995 | 682 | 68.6\% | 16.0 | 1.7 | B |
|  | Right Turn | 1,393 | 892 | 64.1\% | 5.5 | 0.3 | A |
|  | Subtotal | 2,388 | 1,575 | 65.9\% | 10.0 | 0.8 | A |
| Total |  | 3,991 | 3,082 | 77.2\% | 14.3 | 1.0 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour

| Intersection 3 |  | Bercut Dr/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | $\begin{array}{\|c\|} \text { Demand } \\ \text { Volume (vph) } \\ \hline \end{array}$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 863 | 486 | 56.3\% | 319.1 | 95.5 | F |
|  | Through | 41 | 20 | 48.8\% | 326.3 | 95.9 | F |
|  | Right Turn | 13 | 10 | 73.8\% | 228.9 | 90.1 | F |
|  | Subtotal | 917 | 516 | 56.2\% | 317.5 | 95.0 | F |
| SB | Left Turn | 34 | 30 | 88.2\% | 36.3 | 8.2 | D |
|  | Through | 23 | 18 | 80.0\% | 38.5 | 14.3 | D |
|  | Right Turn | 166 | 169 | 101.9\% | 17.8 | 4.2 | B |
|  | Subtotal | 223 | 218 | 97.6\% | 22.0 | 4.8 | C |
| EB | Left Turn | 80 | 68 | 85.5\% | 27.6 | 4.0 | C |
|  | Through | 688 | 686 | 99.7\% | 16.3 | 3.1 | B |
|  | Right Turn | 335 | 344 | 102.8\% | 3.0 | 0.3 | A |
|  | Subtotal | 1,103 | 1,098 | 99.6\% | 12.8 | 1.8 | B |
| WB | Left Turn | 18 | 17 | 93.3\% | 40.9 | 17.0 | D |
|  | Through | 1,359 | 964 | 70.9\% | 66.7 | 8.5 | E |
|  | Right Turn | 9 | 6 | 62.2\% | 47.2 | 39.4 | D |
|  | Subtotal | 1,386 | 986 | 71.1\% | 66.3 | 8.4 | E |
| Total |  | 3,629 | 2,818 | 77.6\% | 87.4 | 15.8 | F |



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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour

Intersection 5
Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 22 | 93.3\% | 39.2 | 14.2 | D |
|  | Through | 5 | 6 | 128.0\% | 21.2 | 23.2 | C |
|  | Right Turn | 24 | 23 | 95.0\% | 7.0 | 2.3 | A |
|  | Subtotal | 53 | 52 | 97.4\% | 24.0 | 7.8 | C |
| SB | Left Turn | 24 | 23 | 95.0\% | 35.4 | 12.1 | D |
|  | Through | 19 | 16 | 86.3\% | 29.3 | 15.7 | C |
|  | Right Turn | 49 | 51 | 103.7\% | 20.9 | 6.9 | C |
|  | Subtotal | 92 | 90 | 97.8\% | 26.2 | 5.4 | C |
| EB | Left Turn | 8 | 6 | 80.0\% | 32.5 | 22.3 | C |
|  | Through | 751 | 713 | 95.0\% | 5.8 | 2.3 | A |
|  | Right Turn | 5 | 5 | 104.0\% | 4.1 | 9.0 | A |
|  | Subtotal | 764 | 725 | 94.9\% | 6.1 | 2.3 | A |
| WB | Left Turn | 11 | 5 | 47.3\% | 32.3 | 29.6 | C |
|  | Through | 1,219 | 931 | 76.4\% | 51.7 | 29.2 | D |
|  | Right Turn | 10 | 8 | 80.0\% | 65.2 | 59.0 | E |
|  | Subtotal | 1,240 | 944 | 76.2\% | 52.0 | 29.1 | D |
| Total |  | 2,149 | 1,811 | 84.3\% | 31.1 | 14.8 | C |

## Intersection $6 \quad$ N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 4 | 2 | 60.0\% | 23.9 | 30.7 | C |
|  | Through | 5 | 6 | 112.0\% | 16.5 | 18.3 | B |
|  | Right Turn | 8 | 7 | 85.0\% | 3.8 | 2.7 | A |
|  | Subtotal | 17 | 15 | 87.1\% | 18.5 | 10.4 | B |
| SB | Left Turn | 8 | 7 | 90.0\% | 29.5 | 20.3 | C |
|  | Through | 5 | 6 | 112.0\% | 14.2 | 14.2 | B |
|  | Right Turn | 70 | 66 | 93.7\% | 17.2 | 4.4 | B |
|  | Subtotal | 83 | 78 | 94.5\% | 19.1 | 3.3 | B |
| EB | Left Turn | 16 | 14 | 90.0\% | 37.7 | 21.2 | D |
|  | Through | 778 | 742 | 95.4\% | 3.7 | 1.1 | A |
|  | Right Turn | 5 | 6 | 112.0\% | 2.1 | 3.0 | A |
|  | Subtotal | 799 | 762 | 95.4\% | 4.5 | 1.3 | A |
| WB | Left Turn | 1 | 1 | 120.0\% | 22.9 | 38.0 | C |
|  | Through | 1,166 | 989 | 84.8\% | 26.8 | 24.2 | C |
|  | Right Turn | 3 | 2 | 53.3\% | 20.5 | 47.7 | C |
|  | Subtotal | 1,170 | 992 | 84.8\% | 27.0 | 24.3 | C |
| Total |  | 2,069 | 1,848 | 89.3\% | 17.0 | 12.4 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour

| Intersection 7 |  | N 7th St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 108 | 49 | 45.2\% | 38.9 | 9.2 | D |
|  | Through | 27 | 13 | 47.4\% | 46.0 | 22.6 | D |
|  | Right Turn | 519 | 280 | 54.0\% | 22.6 | 7.6 | C |
|  | Subtotal | 654 | 342 | 52.3\% | 25.9 | 8.0 | C |
| SB | Left Turn | 53 | 56 | 105.7\% | 36.1 | 10.0 | D |
|  | Through | 91 | 100 | 109.9\% | 31.2 | 4.2 | C |
|  | Right Turn | 76 | 76 | 100.0\% | 31.9 | 4.0 | C |
|  | Subtotal | 220 | 232 | 105.5\% | 32.7 | 2.4 | C |
| EB | Left Turn | 4 | 3 | 70.0\% | 17.9 | 28.5 | B |
|  | Through | 703 | 653 | 92.9\% | 29.0 | 4.8 | C |
|  | Right Turn | 87 | 86 | 98.9\% | 22.3 | 5.9 | C |
|  | Subtotal | 794 | 742 | 93.4\% | 28.3 | 5.0 | C |
| WB | Left Turn | 217 | 190 | 87.7\% | 45.7 | 8.6 | D |
|  | Through | 988 | 956 | 96.8\% | 21.4 | 3.8 | C |
|  | Right Turn | 14 | 16 | 117.1\% | 19.9 | 15.7 | B |
|  | Subtotal | 1,219 | 1,163 | 95.4\% | 25.3 | 3.7 | C |
| Total |  | 2,887 | 2,479 | 85.9\% | 27.1 | 3.2 | C |

[^48]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 36 | 42 | 115.6\% | 33.2 | 4.8 | C |
|  | Through | 3 | 3 | 93.3\% | 20.0 | 26.3 | B |
|  | Right Turn | 82 | 87 | 105.9\% | 9.4 | 1.9 | A |
|  | Subtotal | 121 | 131 | 108.4\% | 17.5 | 2.3 | B |
| SB | Left Turn | 84 | 86 | 102.9\% | 29.8 | 4.9 | C |
|  | Through | 63 | 59 | 93.3\% | 27.1 | 6.2 | C |
|  | Right Turn | 134 | 124 | 92.5\% | 11.1 | 1.3 | B |
|  | Subtotal | 281 | 269 | 95.8\% | 20.3 | 1.7 | C |
| EB | Left Turn | 37 | 29 | 78.9\% | 43.5 | 11.5 | D |
|  | Through | 1,194 | 929 | 77.8\% | 8.4 | 1.9 | A |
|  | Right Turn | 44 | 28 | 62.7\% | 6.0 | 1.7 | A |
|  | Subtotal | 1,275 | 986 | 77.3\% | 9.3 | 1.7 | A |
| WB | Left Turn | 7 | 8 | 108.6\% | 36.7 | 21.3 | D |
|  | Through | 971 | 936 | 96.4\% | 7.2 | 1.1 | A |
|  | Right Turn | 17 | 17 | 98.8\% | 9.7 | 7.5 | A |
|  | Subtotal | 995 | 961 | 96.6\% | 7.5 | 1.1 | A |
| Total |  | 2,672 | 2,347 | 87.8\% | 10.3 | 0.9 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour

| Intersection 9 |  | Dos Rios St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 23 | 21 | 92.2\% | 34.6 | 9.0 | C |
|  | Through | 6 | 6 | 93.3\% | 22.6 | 16.2 | C |
|  | Right Turn | 30 | 38 | 128.0\% | 16.1 | 5.6 | B |
|  | Subtotal | 59 | 65 | 110.5\% | 23.1 | 5.5 | C |
| SB | Left Turn | 29 | 27 | 93.8\% | 28.5 | 6.9 | C |
|  | Through | 10 | 12 | 124.0\% | 32.8 | 19.2 | C |
|  | Right Turn | 27 | 28 | 103.7\% | 9.4 | 3.3 | A |
|  | Subtotal | 66 | 68 | 102.4\% | 22.8 | 6.7 | C |
| EB | Left Turn | 14 | 10 | 71.4\% | 50.1 | 21.0 | D |
|  | Through | 1,319 | 1,063 | 80.6\% | 8.6 | 1.9 | A |
|  | Right Turn | 27 | 20 | 75.6\% | 6.1 | 3.5 | A |
|  | Subtotal | 1,360 | 1,093 | 80.4\% | 8.9 | 1.8 | A |
| WB | Left Turn | 18 | 16 | 88.9\% | 40.4 | 10.9 | D |
|  | Through | 945 | 924 | 97.7\% | 7.1 | 1.0 | A |
|  | Right Turn | 6 | 4 | 73.3\% | 8.8 | 8.2 | A |
|  | Subtotal | 969 | 944 | 97.4\% | 7.8 | 1.1 | A |
| Total |  | 2,454 | 2,170 | 88.4\% | 9.3 | 1.3 | A |

```
Intersection 10
```

N 12th St-N 16th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 60 | 51 | 84.7\% | 90.6 | 19.5 | F |
|  | Through | 3,908 | 3,466 | 88.7\% | 58.4 | 14.2 | E |
|  | Right Turn | 9 | 8 | 93.3\% | 35.7 | 23.7 | D |
|  | Subtotal | 3,977 | 3,525 | 88.6\% | 58.8 | 14.1 | E |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,912 | 1,854 | 96.9\% | 40.7 | 13.6 | D |
|  | Right Turn | 897 | 880 | 98.1\% | 15.3 | 7.6 | B |
|  | Subtotal | 2,809 | 2,733 | 97.3\% | 32.6 | 11.8 | C |
| EB | Left Turn | 1,106 | 792 | 71.6\% | 72.8 | 19.6 | E |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 117 | 89 | 75.9\% | 20.3 | 11.7 | C |
|  | Subtotal | 1,223 | 881 | 72.1\% | 67.5 | 18.5 | E |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 5 | 5 | 104.0\% | 82.9 | 81.2 | F |
|  | Right Turn | 7 | 7 | 102.9\% | 18.1 | 14.8 | B |
|  | Subtotal | 12 | 12 | 103.3\% | 50.3 | 47.0 | D |
| Total |  | 8,021 | 7,152 | 89.2\% | 49.8 | 10.2 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
PM Peak Hour

Intersection 11
Bercut Dr/Bannon St
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 | 670 | 409 | 61.1\% | 225.7 | 95.9 | F |
|  | Right Turn | 2 | 1 | 60.0\% | 192.7 | 89.6 | F |
|  | Subtotal | 672 | 410 | 61.1\% | 225.6 | 96.0 | F |
| SB | Left Turn | 70 | 63 | 89.7\% | 9.3 | 1.5 | A |
|  | Through | 306 | 325 | 106.1\% | 5.9 | 0.5 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 376 | 388 | 103.1\% | 6.5 | 0.5 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 1 | 1 | 80.0\% | 26.3 | 71.0 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 247 | 130 | 52.8\% | 217.7 | 129.3 | F |
|  | Subtotal | 248 | 131 | 52.9\% | 217.3 | 128.9 | F |
| Total |  | 1,296 | 929 | 71.7\% | 121.9 | 31.0 | F |

## Intersection 12

Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 240 | 240 | 100.0\% | 5.6 | 0.4 | A |
|  | Through Right Turn | 45 | 43 | 95.1\% | 6.4 | 0.5 | A |
|  | Subtotal | 285 | 283 | 99.2\% | 5.7 | 0.3 | A |
| SB | Left Turn <br> Through | 27 | 20 | 72.6\% | 7.9 | 0.8 | A |
|  | Right Turn | 8 | 7 | 90.0\% | 3.9 | 1.7 | A |
|  | Subtotal | 35 | 27 | 76.6\% | 6.9 | 1.1 | A |
| EB | Left Turn | 8 | 6 | 70.0\% | 4.1 | 2.7 | A |
|  | Through | 64 | 60 | 94.4\% | 31 | 0.4 | A |
|  | Right Turn | 64 | 60 | 94.4\% | 3.1 | 0.4 | A |
|  | Subtotal | 72 | 66 | 91.7\% | 3.3 | 0.4 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 392 | 376 | 95.8\% | 5.4 | 0.4 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour

Intersection 13 N 7th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 98 | 52 | 53.5\% | 105.1 | 21.2 | F |
|  | Through | 632 | 327 | 51.7\% | 114.9 | 24.4 | F |
|  | Right Turn | 270 | 150 | 55.6\% | 110.3 | 26.3 | F |
|  | Subtotal | 1,000 | 529 | 52.9\% | 112.7 | 23.4 | F |
| SB | Left Turn | 36 | 34 | 94.4\% | 58.6 | 17.4 | E |
|  | Through | 346 | 334 | 96.4\% | 41.4 | 7.4 | D |
|  | Right Turn | 15 | 19 | 128.0\% | 41.3 | 15.5 | D |
|  | Subtotal | 397 | 387 | 97.4\% | 43.0 | 7.3 | D |
| EB | Left Turn | 1 | 0 | 40.0\% | 0.6 | 1.9 | A |
|  | Through | 55 | 49 | 89.5\% | 45.2 | 5.2 | D |
|  | Right Turn | 18 | 20 | 113.3\% | 13.8 | 10.6 | B |
|  | Subtotal | 74 | 70 | 94.6\% | 36.4 | 3.1 | D |
| WB | Left Turn | 344 | 284 | 82.6\% | 71.5 | 22.8 | E |
|  | Through | 58 | 52 | 89.0\% | 73.4 | 18.4 | E |
|  | Right Turn | 19 | 18 | 94.7\% | 26.1 | 12.1 | C |
|  | Subtotal | 421 | 354 | 84.0\% | 69.7 | 21.7 | E |
| Total |  | 1,892 | 1,340 | 70.8\% | 76.6 | 12.9 | E |

Intersection 14 Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 43 | 46 | 106.0\% | 44.8 | 10.2 | D |
|  | Through | 87 | 86 | 98.4\% | 33.5 | 5.6 | C |
|  | Right Turn | 22 | 21 | 94.5\% | 28.8 | 14.3 | C |
|  | Subtotal | 152 | 152 | 100.0\% | 36.7 | 5.2 | D |
| SB | Left Turn | 5 | 4 | 80.0\% | 23.2 | 28.3 | C |
|  | Through | 109 | 102 | 93.2\% | 41.2 | 6.0 | D |
|  | Right Turn | 7 | 6 | 85.7\% | 30.9 | 19.8 | C |
|  | Subtotal | 121 | 112 | 92.2\% | 41.2 | 5.7 | D |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 241 | 156 | 64.6\% | 32.6 | 6.5 | C |
|  | Right Turn | 61 | 37 | 60.3\% | 22.2 | 10.7 | C |
|  | Subtotal | 302 | 192 | 63.7\% | 30.9 | 6.6 | C |
| SW | Left Turn | 34 | 34 | 98.8\% | 10.6 | 4.7 | B |
|  | Through | 1,619 | 1,535 | 94.8\% | 12.9 | 2.5 | B |
|  | Right Turn | 328 | 311 | 94.9\% | 22.2 | 5.1 | C |
|  | Subtotal | 1,981 | 1,880 | 94.9\% | 14.4 | 2.9 | B |
| Total |  | 2,556 | 2,336 | 91.4\% | 18.4 | 1.9 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour

Intersection 15 N 16th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 54 | 55 | 102.2\% | 13.1 | 2.8 | B |
|  | Through | 3,401 | 3,434 | 101.0\% | 11.7 | 1.2 | B |
|  | Right Turn | 2 | 2 | 80.0\% | 2.0 | 3.6 | A |
|  | Subtotal | 3,457 | 3,491 | 101.0\% | 11.7 | 1.2 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 264 | 256 | 97.0\% | 21.1 | 3.2 | C |
|  | Through Right Turn | 3 | 4 | 120.0\% | 10.3 | 10.0 | B |
|  | Subtotal | 267 | 260 | 97.2\% | 21.0 | 3.3 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 10 | 6 | 56.0\% | 11.2 | 11.2 | B |
|  | Right Turn | 3 | 3 | 93.3\% | 6.0 | 10.6 | A |
|  | Subtotal | 13 | 8 | 64.6\% | 10.4 | 10.8 | B |
| Total |  | 3,737 | 3,759 | 100.6\% | 12.4 | 1.3 | B |

Intersection 16 Sunbeam Ave-Sproule Ave/N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 31 | 100.6\% | 18.0 | 4.6 | B |
|  | Through Right Turn | 13 | 13 | 101.5\% | 15.5 | 10.2 | B |
|  | Subtotal | 44 | 44 | 100.9\% | 16.8 | 5.4 | B |
| SB | Left Turn Through | 158 | 146 | 92.7\% | 16.8 | 3.0 | B |
|  | Right Turn | 65 | 59 | 90.5\% | 10.3 | 2.8 | B |
|  | Subtotal | 223 | 205 | 92.0\% | 14.8 | 2.1 | B |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 11 | 140.0\% | 31.0 | 7.8 | C |
|  | Subtotal | 8 | 11 | 140.0\% | 31.0 | 7.8 | C |
| WB | Left Turn | 79 | 76 | 95.7\% | 8.2 | 2.5 | A |
|  | Through | 1,943 | 1,827 | 94.0\% | 11.0 | 1.2 | B |
|  | Right Turn | 7 | 5 | 68.6\% | 4.1 | 2.4 | A |
|  | Subtotal | 2,029 | 1,907 | 94.0\% | 10.9 | 1.2 | B |
| Total |  | 2,304 | 2,168 | 94.1\% | 11.5 | 1.1 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
PM Peak Hour

Intersection $42 \quad$ Bercut Dr/South Park St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 368 | 306 | 83.3\% | 23.6 | 28.6 | C |
|  | Right Turn | 23 | 24 | 106.1\% | 4.5 | 7.1 | A |
|  | Subtotal | 391 | 331 | 84.6\% | 22.3 | 27.3 | C |
| SB | Left Turn | 93 | 94 | 101.1\% | 18.9 | 3.9 | B |
|  | Through | 214 | 226 | 105.4\% | 12.1 | 1.6 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 307 | 320 | 104.1\% | 14.2 | 1.6 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 58 | 56 | 96.6\% | 12.2 | 4.7 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 304 | 275 | 90.5\% | 16.3 | 11.9 | B |
|  | Subtotal | 362 | 331 | 91.5\% | 15.6 | 10.3 | B |
| Total |  | 1,060 | 982 | 92.6\% | 16.6 | 10.2 | B |

## Intersection 43

5th St/South Park St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn | 287 | 265 | 92.4\% | 1.5 | 0.4 | A |
|  | Subtotal | 287 | 265 | 92.4\% | 1.5 | 0.4 | A |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn | 558 | 525 | 94.1\% | 26.9 | 33.7 | C |
|  | Subtotal | 558 | 525 | 94.1\% | 26.9 | 33.7 | C |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 845 | 790 | 93.5\% | 18.1 | 21.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour

Intersection 47 Jibbom St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 374 | 337 | 90.1\% | 32.6 | 27.3 | C |
|  | Right Turn | 318 | 277 | 87.0\% | 31.6 | 34.5 | C |
|  | Subtotal | 692 | 614 | 88.7\% | 32.3 | 31.0 | C |
| SB | Left Turn | 86 | 66 | 76.3\% | 65.7 | 38.1 | E |
|  | Through | 409 | 390 | 95.5\% | 7.8 | 1.0 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 495 | 456 | 92.1\% | 15.4 | 4.9 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 436 | 383 | 87.8\% | 38.4 | 4.9 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 63 | 61 | 97.1\% | 27.5 | 4.4 | C |
|  | Subtotal | 499 | 444 | 89.0\% | 36.8 | 4.7 | D |
| Total |  | 1,686 | 1,514 | 89.8\% | 27.8 | 12.1 | C |

Intersection $48 \quad$ Bercut Dr/Railyards Blvd Signal


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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Medical Center PM Peak Hour

Intersection 49 PH Garage 2-Huntington St/Railyards Blvd Signal


Intersection 50 HSB Entry-Stanford St/Railyards Blvd Signal


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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour

Intersection 51 5th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 96 | 104 | 108.8\% | 18.9 | 4.4 | B |
|  | Through | 127 | 140 | 110.6\% | 12.2 | 1.9 | B |
|  | Right Turn | 5 | 3 | 64.0\% | 10.2 | 9.4 | B |
|  | Subtotal | 228 | 248 | 108.8\% | 15.1 | 2.4 | B |
| SB | Left Turn | 339 | 260 | 76.6\% | 117.6 | 34.6 | F |
|  | Through | 219 | 213 | 97.4\% | 13.4 | 3.4 | B |
|  | Subtotal | 558 | 473 | 84.7\% | 71.8 | 24.9 | E |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 507 | 233 | 45.9\% | 336.9 | 117.1 | F |
|  | Right Turn | 135 | 69 | 51.3\% | 339.6 | 112.1 | F |
|  | Subtotal | 642 | 302 | 47.0\% | 337.6 | 114.8 | F |
| WB | Left Turn | 29 | 24 | 84.1\% | 10.5 | 7.8 | B |
|  | Through | 422 | 360 | 85.2\% | 8.0 | 1.7 | A |
|  | Right Turn | 160 | 128 | 80.3\% | 6.3 | 1.8 | A |
|  | Subtotal | 611 | 512 | 83.9\% | 7.8 | 1.7 | A |
| Total |  | 2,039 | 1,535 | 75.3\% | 92.4 | 25.0 | F |

Intersection 53 N 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 7 | 136.0\% | 6.4 | 7.6 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 205 | 202 | 98.5\% | 8.7 | 1.0 | A |
|  | Subtotal | 210 | 209 | 99.4\% | 8.7 | 1.0 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 846 | 460 | 54.4\% | 109.7 | 12.5 | F |
|  | Right Turn | 5 | 4 | 72.0\% | 63.3 | 77.4 | E |
|  | Subtotal | 851 | 464 | 54.5\% | 109.8 | 12.4 | F |
| WB | Left Turn | 92 | 85 | 92.2\% | 32.1 | 6.7 | C |
|  | Through | 606 | 513 | 84.7\% | 6.3 | 0.5 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 698 | 598 | 85.7\% | 10.0 | 1.0 | A |
| Total |  | 1,759 | 1,270 | 72.2\% | 46.0 | 2.6 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour

Intersection $54 \quad$ N 7th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 65 | 40 | 61.5\% | 237.4 | 64.5 | F |
|  | Through Right Turn | 221 | 135 | 61.0\% | 229.4 | 45.8 | F |
|  | Subtotal | 286 | 175 | 61.1\% | 231.6 | 49.1 | F |
| SB | Left Turn Through | 75 | 64 | 85.3\% | 28.1 | 6.8 | C |
|  | Right Turn | 633 | 562 | 88.8\% | 20.3 | 2.6 | C |
|  | Subtotal | 708 | 626 | 88.5\% | 21.1 | 3.0 | C |
| EB | Left Turn | 779 | 486 | 62.3\% | 38.5 | 4.1 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 272 | 170 | 62.4\% | 10.4 | 1.7 | B |
|  | Subtotal | 1,051 | 655 | 62.3\% | 31.2 | 3.1 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,045 | 1,456 | 71.2\% | 50.9 | 5.7 | D |

Intersection 60 5th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 228 | 245 | 107.4\% | 0.2 | 0.1 | A |
|  | Subtotal | 228 | 245 | 107.4\% | 0.2 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 383 | 310 | 80.8\% | 1.7 | 0.3 | A |
|  | Subtotal | 383 | 310 | 80.8\% | 1.7 | 0.3 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 611 | 554 | 90.7\% | 1.0 | 0.2 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
PM Peak Hour

Intersection 61 6th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 210 | 207 | 98.7\% | 0.2 | 0.1 | A |
|  | Subtotal | 210 | 207 | 98.7\% | 0.2 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 97 | 88 | 91.1\% | 0.9 | 0.2 | A |
|  | Subtotal | 97 | 88 | 91.1\% | 0.9 | 0.2 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 307 | 296 | 96.3\% | 0.4 | 0.1 | A |

## Intersection 62

5th St/Stevens St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 228 | 245 | 107.4\% | 0.2 | 0.1 | A |
|  | Subtotal | 228 | 245 | 107.4\% | 0.2 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 383 | 308 | 80.5\% | 0.4 | 0.1 | A |
|  | Subtotal | 383 | 308 | 80.5\% | 0.4 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 611 | 553 | 90.5\% | 0.3 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
PM Peak Hour
Intersection 63 6th St/Stevens St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 210 | 207 | 98.7\% | 0.1 | 0.0 | A |
|  | Subtotal | 210 | 207 | 98.7\% | 0.1 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 97 | 88 | 90.7\% | 0.2 | 0.1 | A |
|  | Subtotal | 97 | 88 | 90.7\% | 0.2 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 307 | 295 | 96.2\% | 0.2 | 0.0 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour

Intersection 18
7th St/F St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 202 | 174 | 86.1\% | 12.7 | 1.8 | B |
|  | Right Turn | 20 | 18 | 88.0\% | 7.6 | 2.6 | A |
|  | Subtotal | 222 | 192 | 86.3\% | 12.3 | 1.8 | B |
| SB | Left Turn | 248 | 240 | 96.6\% | 13.5 | 1.7 | B |
|  | Through | 98 | 101 | 103.3\% | 5.0 | 1.1 | A |
|  | Right Turn | 1 | 2 | 200.0\% | 0.7 | 1.4 | A |
|  | Subtotal | 347 | 343 | 98.8\% | 10.9 | 1.3 | B |
| EB | Left Turn | 40 | 35 | 87.0\% | 10.2 | 3.4 | B |
|  | Through | 9 | 7 | 80.0\% | 9.6 | 4.8 | A |
|  | Right Turn | 11 | 12 | 105.5\% | 3.2 | 1.1 | A |
|  | Subtotal | 60 | 54 | 89.3\% | 8.8 | 2.2 | A |
| WB | Left Turn | 192 | 181 | 94.4\% | 14.1 | 1.8 | B |
|  | Through | 3 | 4 | 120.0\% | 5.0 | 4.8 | A |
|  | Right Turn | 44 | 48 | 109.1\% | 5.9 | 1.3 | A |
|  | Subtotal | 239 | 233 | 97.4\% | 12.4 | 1.7 | B |
| Total |  | 868 | 821 | 94.6\% | 11.4 | 1.1 | B |


| Intersection 19 |  | 8th St/F St |  |  | All-way Stop |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 5 | 104.0\% | 4.8 | 3.0 | A |
|  | Through | 243 | 244 | 100.4\% | 8.2 | 0.6 | A |
|  | Right Turn | 68 | 65 | 95.3\% | 5.1 | 0.6 | A |
|  | Subtotal | 316 | 314 | 99.4\% | 7.5 | 0.6 | A |
| SB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 46 | 46 | 99.1\% | 8.8 | 1.9 | A |
|  | Through | 299 | 288 | 96.5\% | 9.7 | 1.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 345 | 334 | 96.8\% | 9.6 | 1.2 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 263 | 256 | 97.2\% | 7.2 | 0.9 | A |
|  | Right Turn | 6 | 8 | 126.7\% | 5.8 | 4.1 | A |
|  | Subtotal | 269 | 263 | 97.8\% | 7.2 | 0.9 | A |
| Total |  | 930 | 911 | 98.0\% | 8.2 | 0.7 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour


## Intersection 22

5th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 11 | 9 | 80.0\% | 29.9 | 22.1 | C |
|  | Through | 491 | 380 | 77.3\% | 6.2 | 1.7 | A |
|  | Right Turn | 268 | 196 | 73.1\% | 5.3 | 1.1 | A |
|  | Subtotal | 770 | 584 | 75.9\% | 6.2 | 1.4 | A |
| SB | Left Turn | 1 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through | 487 | 179 | 36.7\% | 170.7 | 40.3 | F |
|  | Right Turn | 5 | 1 | 16.0\% | 52.0 | 83.5 | D |
|  | Subtotal | 493 | 180 | 36.4\% | 170.7 | 40.4 | F |
| EB | Left Turn | 5 | 2 | 48.0\% | 16.1 | 20.8 | B |
|  | Through | 35 | 30 | 85.7\% | 33.2 | 9.7 | C |
|  | Right Turn | 5 | 6 | 112.0\% | 9.1 | 14.7 | A |
|  | Subtotal | 45 | 38 | 84.4\% | 30.5 | 10.1 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,308 | 802 | 61.3\% | 42.6 | 2.6 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour

Intersection 23 6th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 158 | 104 | 65.6\% | 18.7 | 2.7 | B |
|  | Right Turn | 5 | 5 | 96.0\% | 1.0 | 1.1 | A |
|  | Subtotal | 163 | 108 | 66.5\% | 17.9 | 2.6 | B |
| SB | Left Turn | 10 | 7 | 72.0\% | 15.4 | 11.4 | B |
|  | Through | 382 | 355 | 92.9\% | 21.9 | 11.2 | C |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 392 | 362 | 92.3\% | 21.8 | 11.2 | C |
| EB | Left Turn | 5 | 4 | 80.0\% | 6.9 | 9.9 | A |
|  | Through | 279 | 204 | 73.1\% | 8.9 | 3.1 | A |
|  | Right Turn | 20 | 16 | 82.0\% | 13.7 | 15.6 | B |
|  | Subtotal | 304 | 224 | 73.8\% | 9.4 | 3.9 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 859 | 695 | 80.9\% | 17.3 | 6.6 | B |

Intersection 24 7th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 168 | 164 | 97.4\% | 10.5 | 1.3 | B |
|  | Through Right Turn | 520 | 512 | 98.4\% | 9.1 | 1.4 | A |
|  | Subtotal | 688 | 675 | 98.1\% | 9.4 | 1.3 | A |
| EB | Left Turn | 5 | 5 | 96.0\% | 6.4 | 6.8 | A |
|  | Through | 263 | 192 | 73.2\% | 8.9 | 1.2 | A |
|  | Right Turn | 26 | 24 | 92.3\% | 4.9 | 2.8 | A |
|  | Subtotal | 294 | 221 | 75.2\% | 8.6 | 1.1 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 982 | 896 | 91.3\% | 9.2 | 1.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour

Intersection 25 8th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 413 | 414 | 100.3\% | 8.0 | 1.3 | A |
|  | Right Turn | 50 | 51 | 102.4\% | 3.5 | 1.6 | A |
|  | Subtotal | 463 | 466 | 100.6\% | 7.5 | 1.2 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 170 | 131 | 77.2\% | 7.1 | 1.1 | A |
|  | Through | 308 | 270 | 87.7\% | 9.2 | 1.1 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 478 | 401 | 83.9\% | 8.5 | 0.9 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 941 | 867 | 92.1\% | 8.0 | 0.7 | A |

Intersection 26 Jiboom St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn Through | $157$ | $104$ | 66.2\% | 192.7 | 25.1 | F |
|  | Right Turn | 688 | 459 | 66.7\% | 186.4 | 23.7 | F |
|  | Subtotal | 845 | 563 | 66.7\% | 187.8 | 23.7 | F |
| EB | Left Turn | 661 | 574 | 86.8\% | 79.5 | 27.2 | E |
|  | Through <br> Right Turn | 125 | 101 | 81.0\% | 74.1 | 24.8 | E |
|  | Subtotal | 786 | 675 | 85.9\% | 78.8 | 26.8 | E |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 142 | 111 | 78.3\% | 41.5 | 10.1 | D |
|  | Right Turn | 31 | 23 | 74.8\% | 10.7 | 12.2 | B |
|  | Subtotal | 173 | 134 | 77.7\% | 35.9 | 9.4 | D |
| Total |  | 1,804 | 1,372 | 76.1\% | 119.5 | 13.0 | F |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour

Intersection 27 5th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 222 | 146 | 65.6\% | 149.9 | 61.6 | F |
|  | Through Right Turn | 686 | 526 | 76.6\% | 69.8 | 9.4 | E |
|  | Subtotal | 908 | 671 | 73.9\% | 85.1 | 10.2 | F |
| SB | Left Turn <br> Through <br> Right Turn | 527 | 185 | 35.1\% | 212.5 | 53.2 | F |
|  | Subtotal | 527 | 185 | 35.1\% | 212.5 | 53.2 | F |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 2,517 \\ 46 \end{gathered}$ | $\begin{gathered} 2,245 \\ 46 \end{gathered}$ | $\begin{gathered} 89.2 \% \\ 100.0 \% \end{gathered}$ | $\begin{gathered} 18.3 \\ 6.0 \end{gathered}$ | $\begin{aligned} & 3.2 \\ & 2.7 \end{aligned}$ | $\begin{aligned} & \text { B } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 2,563 | 2,291 | 89.4\% | 18.1 | 3.2 | B |
| Total |  | 3,998 | 3,148 | 78.7\% | 43.4 | 2.5 | D |

Intersection 28 6th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 249 | 156 | 62.8\% | 105.1 | 18.4 | F |
|  | Through Right Turn | 128 | 77 | 60.0\% | 109.3 | 23.6 | F |
|  | Subtotal | 377 | 233 | 61.9\% | 106.8 | 19.1 | F |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 46 \\ 356 \end{gathered}$ | $\begin{gathered} 42 \\ 306 \end{gathered}$ | $\begin{aligned} & 91.3 \% \\ & 85.8 \% \end{aligned}$ | $\begin{aligned} & 69.4 \\ & 54.4 \end{aligned}$ | $\begin{aligned} & 20.5 \\ & 20.4 \end{aligned}$ | E |
|  | Subtotal | 402 | 348 | 86.5\% | 56.3 | 20.0 | E |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 18 | 17 | 93.3\% | 28.4 | 8.4 | C |
|  | Through | 1,958 | 1,869 | 95.4\% | 27.8 | 4.9 | C |
|  | Right Turn | 35 | 32 | 91.4\% | 15.2 | 3.8 | B |
|  | Subtotal | 2,011 | 1,918 | 95.4\% | 27.6 | 4.8 | C |
| Total |  | 2,790 | 2,498 | 89.5\% | 38.8 | 5.5 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour

Intersection 29
7th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 326 \\ & 220 \end{aligned}$ | $\begin{aligned} & 318 \\ & 219 \end{aligned}$ | $\begin{aligned} & 97.5 \% \\ & 99.6 \% \end{aligned}$ | $\begin{aligned} & 28.8 \\ & 13.6 \end{aligned}$ | $\begin{aligned} & 2.8 \\ & 2.5 \end{aligned}$ | C <br> B |
|  | Subtotal | 546 | 537 | 98.4\% | 22.7 | 1.9 | C |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} \hline 50 \\ 1,791 \end{gathered}$ | $\begin{gathered} 58 \\ 1,724 \end{gathered}$ | $\begin{gathered} \hline 115.2 \% \\ 96.3 \% \end{gathered}$ | $\begin{gathered} \hline 7.8 \\ 10.5 \end{gathered}$ | $\begin{aligned} & 5.7 \\ & 4.7 \end{aligned}$ | A |
|  | Subtotal | 1,841 | 1,782 | 96.8\% | 10.5 | 4.7 | B |
| Total |  | 2,387 | 2,319 | 97.2\% | 13.3 | 3.6 | B |

## Intersection 30

8th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 381 | 351 | 92.2\% | 63.2 | 15.6 | E |
|  | Through Right Turn | 446 | 449 | 100.7\% | 45.6 | 6.9 | D |
|  | Subtotal | 827 | 800 | 96.8\% | 53.4 | 10.4 | D |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 1,460 \\ 17 \end{gathered}$ | $\begin{gathered} 1,452 \\ 18 \end{gathered}$ | $\begin{gathered} 99.5 \% \\ 105.9 \% \end{gathered}$ | $\begin{gathered} 13.1 \\ 6.2 \end{gathered}$ | $\begin{aligned} & 4.3 \\ & 4.6 \end{aligned}$ | $\begin{aligned} & \text { B } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 1,477 | 1,470 | 99.5\% | 13.0 | 4.3 | B |
| Total |  | 2,304 | 2,270 | 98.5\% | 27.3 | 3.8 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour

Intersection 31
3rd St-I 5 NB Off Ramp/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 25 | 29 | 115.2\% | 40.2 | 10.2 | D |
|  | Through | 440 | 418 | 95.0\% | 36.4 | 2.3 | D |
|  | Right Turn | 26 | 26 | 100.0\% | 13.0 | 6.9 | B |
|  | Subtotal | 491 | 473 | 96.3\% | 35.4 | 2.0 | D |
| SB | Left Turn | 222 | 216 | 97.3\% | 46.8 | 7.6 | D |
|  | Through | 326 | 338 | 103.8\% | 55.4 | 10.0 | E |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 548 | 554 | 101.2\% | 52.1 | 8.6 | D |
| EB | Left Turn | 6 | 5 | 86.7\% | 24.5 | 21.7 | C |
|  | Through | 649 | 587 | 90.5\% | 33.8 | 2.3 | C |
|  | Right Turn | 383 | 364 | 94.9\% | 43.4 | 4.0 | D |
|  | Subtotal | 1,038 | 956 | 92.1\% | 37.5 | 2.8 | D |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 146 | 144 | 98.4\% | 5.1 | 1.3 | A |
|  | Subtotal | 146 | 144 | 98.4\% | 5.1 | 1.3 | A |
| Total |  | 2,223 | 2,127 | 95.7\% | 38.6 | 2.5 | D |

## Intersection 32

5th St/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 301 | 272 | 90.4\% | 42.3 | 33.6 | D |
|  | Right Turn | 133 | 114 | 85.4\% | 33.1 | 26.8 | C |
|  | Subtotal | 434 | 386 | 88.8\% | 39.8 | 31.4 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 607 | 465 | 76.6\% | 57.8 | 20.5 | E |
|  | Through | 904 | 857 | 94.8\% | 16.4 | 4.0 | B |
|  | Right Turn | 71 | 72 | 101.4\% | 12.6 | 3.2 | B |
|  | Subtotal | 1,582 | 1,394 | 88.1\% | 29.8 | 9.1 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,016 | 1,780 | 88.3\% | 31.9 | 11.7 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour

Intersection 33
7th St/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 65 | 72 | 110.2\% | 5.6 | 1.2 | A |
|  | Through Right Turn | 311 | 303 | 97.5\% | 4.7 | 0.5 | A |
|  | Subtotal | 376 | 375 | 99.7\% | 4.9 | 0.7 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 893 | 828 | 92.7\% | 13.6 | 0.8 | B |
|  | Right Turn | 151 | 148 | 98.0\% | 9.0 | 0.6 | A |
|  | Subtotal | 1,044 | 976 | 93.5\% | 12.9 | 0.7 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,420 | 1,351 | 95.1\% | 10.6 | 0.6 | B |

## Intersection 34 C St/3rd St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 116 | 111 | 95.9\% | 38.7 | 4.2 | D |
|  | Through | 135 | 137 | 101.6\% | 20.3 | 4.3 | C |
|  | Right Turn | 217 | 217 | 99.9\% | 6.8 | 2.7 | A |
|  | Subtotal | 468 | 465 | 99.4\% | 18.4 | 3.0 | B |
| SB | Left Turn | 62 | 64 | 103.2\% | 39.9 | 5.4 | D |
|  | Through | 83 | 94 | 112.8\% | 23.0 | 4.6 | C |
|  | Right Turn | 14 | 16 | 111.4\% | 5.1 | 4.0 | A |
|  | Subtotal | 159 | 173 | 108.9\% | 27.8 | 4.0 | C |
| EB | Left Turn | 27 | 23 | 84.4\% | 46.9 | 13.5 | D |
|  | Through | 303 | 301 | 99.4\% | 23.8 | 2.8 | C |
|  | Right Turn | 74 | 78 | 105.4\% | 9.7 | 3.7 | A |
|  | Subtotal | 404 | 402 | 99.5\% | 22.3 | 2.7 | C |
| WB | Left Turn | 283 | 215 | 75.9\% | 37.5 | 4.1 | D |
|  | Through | 432 | 306 | 70.8\% | 19.9 | 5.5 | B |
|  | Right Turn | 94 | 77 | 81.7\% | 5.6 | 0.9 | A |
|  | Subtotal | 809 | 598 | 73.9\% | 24.3 | 3.4 | C |
| Total |  | 1,840 | 1,638 | 89.0\% | 22.5 | 2.3 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour

Intersection 35 5th St/C St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 26 | 27 | 104.6\% | 17.8 | 5.6 | B |
|  | Through | 10 | 12 | 120.0\% | 21.6 | 9.7 | C |
|  | Right Turn | 218 | 214 | 98.2\% | 9.1 | 1.9 | A |
|  | Subtotal | 254 | 253 | 99.7\% | 10.6 | 1.9 | B |
| SB | Left Turn | 7 | 8 | 114.3\% | 32.9 | 14.2 | C |
|  | Through | 3 | 4 | 133.3\% | 6.1 | 13.3 | A |
|  | Right Turn | 1 | 2 | 160.0\% | 2.4 | 4.2 | A |
|  | Subtotal | 11 | 14 | 123.6\% | 23.8 | 10.4 | C |
| EB | Left Turn | 3 | 2 | 66.7\% | 15.4 | 20.3 | B |
|  | Through | 561 | 554 | 98.8\% | 10.1 | 2.1 | B |
|  | Right Turn | 18 | 20 | 113.3\% | 5.7 | 2.1 | A |
|  | Subtotal | 582 | 577 | 99.1\% | 10.0 | 2.0 | B |
| WB | Left Turn | 33 | 26 | 80.0\% | 33.8 | 9.7 | C |
|  | Through | 782 | 583 | 74.6\% | 9.2 | 1.0 | A |
|  | Right Turn | 15 | 13 | 85.3\% | 7.9 | 2.7 | A |
|  | Subtotal | 830 | 622 | 75.0\% | 10.1 | 1.2 | B |
| Total |  | 1,677 | 1,466 | 87.4\% | 10.3 | 1.3 | B |

Intersection 64 5th St/G St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 223 | 174 | 78.2\% | 20.4 | 3.5 | C |
|  | Right Turn | 273 | 213 | 78.1\% | 14.1 | 2.8 | B |
|  | Subtotal | 496 | 388 | 78.1\% | 16.9 | 2.6 | B |
| SB | Left Turn | 11 | 4 | 40.0\% | 243.1 | 178.9 | F |
|  | Through | 372 | 130 | 34.8\% | 251.7 | 75.0 | F |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 383 | 134 | 35.0\% | 249.6 | 75.5 | F |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 121 | 72 | 59.8\% | 149.1 | 68.6 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 5 | 3 | 64.0\% | 55.0 | 91.6 | E |
|  | Subtotal | 126 | 76 | 60.0\% | 146.0 | 69.0 | F |
| Total |  | 1,005 | 597 | 59.4\% | 79.1 | 15.0 | E |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
PM Peak Hour

Intersection 65 6th St/G St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 1 | 16.0\% | 0.3 | 0.7 | A |
|  | Through | 100 | 67 | 67.2\% | 2.0 | 0.6 | A |
|  | Right Turn | 58 | 40 | 68.3\% | 0.8 | 0.4 | A |
|  | Subtotal | 163 | 108 | 66.0\% | 1.6 | 0.5 | A |
| SB | Left Turn | 5 | 3 | 56.0\% | 9.4 | 12.8 | A |
|  | Through | 21 | 21 | 99.0\% | 25.6 | 21.0 | C |
|  | Right Turn | 71 | 64 | 89.6\% | 25.8 | 23.9 | C |
|  | Subtotal | 97 | 87 | 89.9\% | 25.7 | 22.8 | C |
| EB | Left Turn | 105 | 80 | 75.8\% | 8.9 | 2.2 | A |
|  | Through | 169 | 127 | 75.3\% | 5.3 | 1.4 | A |
|  | Right Turn | 10 | 6 | 64.0\% | 1.1 | 1.4 | A |
|  | Subtotal | 284 | 213 | 75.1\% | 6.6 | 0.9 | A |
| WB | Left Turn | 284 | 271 | 95.5\% | 18.4 | 2.9 | B |
|  | Through | 50 | 45 | 90.4\% | 39.9 | 33.7 | D |
|  | Right Turn | 5 | 4 | 88.0\% | 8.7 | 13.1 | A |
|  | Subtotal | 339 | 321 | 94.6\% | 20.6 | 4.3 | C |
| Total |  | 883 | 729 | 82.5\% | 14.3 | 4.1 | B |

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

Medical Center / Stadium / Railyards SP EIR BaselinePlus Medical Center PM Peak Hour

Intersection 36 5th St/Tower Bridge Gateway Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 2 | 1 | 70.4\% | 7.3 | 14.1 | A |
|  | Through | 173 | 153 | 88.5\% | 37.4 | 4.7 | D |
|  | Right Turn | 71 | 57 | 80.8\% | 6.0 | 1.8 | A |
|  | Subtotal | 246 | 212 | 86.1\% | 28.8 | 4.0 | C |
| SB | Left Turn | 76 | 55 | 72.3\% | 8.6 | 8.0 | A |
|  | Through | 202 | 104 | 51.4\% | 31.3 | 5.8 | C |
|  | Right Turn | 115 | 60 | 52.0\% | 10.8 | 5.5 | B |
|  | Subtotal | 393 | 219 | 55.6\% | 19.8 | 3.5 | B |
| EB | Left Turn | 75 | 69 | 92.5\% | 58.6 | 10.9 | E |
|  | Through | 457 | 409 | 89.6\% | 36.6 | 5.7 | D |
|  | Right Turn | 5 | 3 | 63.4\% | 14.9 | 17.8 | B |
|  | Subtotal | 537 | 482 | 89.7\% | 39.6 | 5.5 | D |
| WB | Left Turn | 163 | 135 | 82.9\% | 61.9 | 11.0 | E |
|  | Through | 672 | 597 | 88.8\% | 51.1 | 10.2 | D |
|  | Right Turn | 125 | 112 | 89.8\% | 30.7 | 12.6 | C |
|  | Subtotal | 960 | 844 | 87.9\% | 50.0 | 9.3 | D |
| Total |  | 2,136 | 1,756 | 82.2\% | 41.0 | 5.2 | D |

## Intersection 37

3rd St-Riverfront St/Tower Bridge Gateway
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 1 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through | 4 | 3 | 79.2\% | 23.4 | 26.7 | C |
|  | Right Turn | 25 | 23 | 92.9\% | 5.3 | 1.6 | A |
|  | Subtotal | 30 | 26 | 88.0\% | 9.3 | 5.3 | A |
| SB | Left Turn | 248 | 207 | 83.3\% | 24.3 | 5.2 | C |
|  | Through | 124 | 107 | 86.6\% | 21.2 | 6.2 | C |
|  | Right Turn | 134 | 112 | 83.3\% | 11.0 | 3.6 | B |
|  | Subtotal | 506 | 426 | 84.1\% | 20.0 | 4.6 | B |
| EB | Left Turn | 26 | 25 | 97.5\% | 51.2 | 18.4 | D |
|  | Through | 573 | 485 | 84.6\% | 23.7 | 6.6 | C |
|  | Right Turn | 5 | 5 | 91.5\% | 15.9 | 20.1 | B |
|  | Subtotal | 604 | 515 | 85.2\% | 24.9 | 5.9 | C |
| WB | Left Turn | 121 | 108 | 89.3\% | 35.2 | 6.5 | D |
|  | Through | 825 | 729 | 88.4\% | 19.1 | 2.9 | B |
|  | Right Turn | 78 | 67 | 86.2\% | 17.2 | 6.8 | B |
|  | Subtotal | 1,024 | 905 | 88.3\% | 20.9 | 3.3 | C |
| Total |  | 2,164 | 1,871 | 86.5\% | 21.6 | 3.8 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center PM Peak Hour

Intersection 17 12th St/E St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 272 | 278 | 102.2\% | 9.8 | 1.4 | A |
|  | Through | 1,555 | 1,537 | 98.8\% | 8.5 | 0.7 | A |
|  | Right Turn | 5 | 4 | 88.0\% | 3.2 | 3.7 | A |
|  | Subtotal | 1,832 | 1,819 | 99.3\% | 8.7 | 0.6 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 314 | 312 | 99.2\% | 16.9 | 2.1 | B |
|  | Right Turn | 12 | 12 | 100.0\% | 8.4 | 5.5 | A |
|  | Subtotal | 326 | 324 | 99.3\% | 16.6 | 2.1 | B |
| WB | Left Turn | 26 | 26 | 100.0\% | 23.3 | 9.4 | C |
|  | Through | 58 | 49 | 84.8\% | 13.4 | 3.5 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 84 | 75 | 89.5\% | 16.9 | 5.4 | B |
| Total |  | 2,242 | 2,218 | 98.9\% | 10.1 | 0.6 | B |

Intersection 20 12th St/F St Signal

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 218 | 225 | 103.1\% | 13.9 | 1.9 | B |
|  | Through | 1,272 | 1,248 | 98.1\% | 13.7 | 1.1 | B |
|  | Right Turn | 103 | 98 | 94.8\% | 9.4 | 2.1 | A |
|  | Subtotal | 1,593 | 1,570 | 98.6\% | 13.5 | 1.0 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 356 | 353 | 99.2\% | 20.7 | 3.5 | C |
|  | Right Turn | 95 | 89 | 93.5\% | 16.9 | 4.2 | B |
|  | Subtotal | 451 | 442 | 98.0\% | 19.9 | 3.5 | B |
| WB | Left Turn | 6 | 2 | 40.0\% | 17.8 | 33.6 | B |
|  | Through | 66 | 62 | 93.9\% | 13.7 | 5.1 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 72 | 64 | 89.4\% | 14.3 | 4.7 | B |
| Total |  | 2,116 | 2,077 | 98.1\% | 14.9 | 0.8 | B |

## Intersection 1

I 5 SB Ramps/Richards Blvd
Signal

| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Through Through/Right | $\begin{aligned} & \hline 2,725 \\ & 2,725 \end{aligned}$ | $\begin{aligned} & \hline \hline 500 \\ & 200 \end{aligned}$ |  | $\begin{aligned} & \hline 750 \\ & 425 \end{aligned}$ | 207 | $\begin{aligned} & \hline \hline 800 \\ & 475 \end{aligned}$ | 249 | $\begin{gathered} \hline 67 \% \\ 0 \% \end{gathered}$ | 0\% |
|  |  |  |  | 82 |  | 228 |  | 223 |  | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
|  | Left Turn | 325 | 150 | 25 | 250 | 31 | 250 | 51 | 0\% | 0\% |
|  | Left/Through | 1,500 | 225 | 26 | 325 | 84 | 325 | 121 | 1\% | 0\% |
| SB | Right Turn | 325 | 75 | 19 | 150 | 53 | 150 | 74 | 0\% | 0\% |
|  | Left Turn | 1,275 | 125 | 18 | 200 | 31 | 200 | 39 | 0\% | 0\% |
|  | Through | 275 | 100 | 20 | 175 | 21 | 175 | 28 | 0\% | 0\% |
| WB |  |  |  |  |  |  |  |  |  |  |
| 0 |  |  |  |  |  |  |  |  |  |  |

Intersection 215 NB Ramps/Richards Blvd

Signal


Average Results from 10 Runs
Baseline Plus Medical Center
Queue Length

Intersection 31
3rd St-I 5 NB Off Ramp/J St
Signal




 Key
Kxperss
ane (HOV)

| Name | Pstio St | Jstolot | Lston-Ramp | ISto Richards Evd |  |  |  |  | W. EIC Camino Ave to -180 | 1.800 of |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Flow Rate in Express Lanes |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) |  |  |  |  |  |  |  |  |  |  |
| Lanes |  |  |  |  |  |  |  |  |  |  |
| Terrain |  |  |  |  |  |  |  |  |  |  |
| Grade \%Grade Length (mi) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Tuck \& Bus \% |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{E}_{\mathrm{T}}$ |  |  |  |  |  |  |  |  |  |  |
| $E_{\text {r }}$ |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\text {tivo }}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Flow (pcph)Flow Rate (pcphpl) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Calculate operations in Express Lanes |  |  |  |  |  |  |  |  |  |  |
| fFs | 65 | 65 | 65 | ${ }_{6}$ | 65 | ${ }_{6}$ | 65 | ${ }_{6}$ | ${ }_{6}$ | 65 |
| Capacity (pcph) <br> v/c ratio |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Calculate on Ramp Fow Rate |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| PHF 0.86  0.96 0.9  0.95 0.0 <br> Lanes 1 1 2  0.8   |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Flow (pcph) Flow Rate (pcphpl) | 1,263 |  | 1.022 | 1,170 |  | 1.961 |  | 875 |  |  |
|  | 1.263 |  | 1.022 | 585 |  | 1,961 |  | 875 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  | Right 45 |  | Right 45 |  | Right 45 |  |  |
| $\underset{\text { Ramp Speed (mph) }}{\substack{\text { Ramp Capacily (coph) }}}$ | 45 2.100 |  | 45 2.100 |  |  | 45 2.100 |  |  |  |  |
| ${ }_{\text {R }}{ }_{\text {Ramp }}$ | ${ }_{0.60}$ |  | 0.49 | ${ }_{0}$ |  | 2,000 0.93 |  | 0.42 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |


 $\underset{\text { Sxposs Lane (HoV) }}{\text { Key }}$

| Name | Psto St | Jstol St | Lston-Ramp | 1 St o R Rihards Bud | Beween Richads Svid Ramss Richards Svidio Garden Huy |  |  |  | W. El Camino Ave to. 180 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate off Ramp Fow Rate |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)PHFLanesTerrainGrade \%Grade Length (mi)Truck \& Bus \%RV \%$E_{T}$$E_{R}$$f_{H V}$$f_{P}$Flow (pcph)Flow Rate (pcphpl) | 491 |  |  | 499 |  | 850 |  | 1.101 |  | 2,168 |
|  | 0.96 |  |  | 0.86 |  | 0.94 |  | 0.93 |  | 0.96 |
|  | 2 |  |  | 1 |  | 1 |  | 2 |  | 2 |
|  | Level |  |  | Level |  | Level |  | Level |  | Level |
|  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  | 0.0\% |
|  | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  | 0.00 |
|  | 3.0\% |  |  | 3.0\% |  | 3.0\% |  | 3.0\% |  | 10.0\% |
|  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  | 0.0\% |
|  | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  | 1.5 |
|  | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  | 1.2 |
|  | 0.985 |  |  | 0.985 |  | 0.985 |  | 0.985 |  | ${ }_{0} 0.95$ |
|  | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  | 1.00 |
|  | ${ }^{519}$ |  |  | 589 599 |  | ${ }_{918}^{918}$ |  | ${ }_{1}^{1,202}$ |  | ${ }_{\substack{2.371 \\ 1.86}}$ |
|  | 260 |  |  | ${ }_{599}$ |  | 918 |  | ${ }^{601}$ |  | ${ }^{1,186}$ |
| Calculate off Ramp Readway Operations |  |  |  |  |  |  |  |  |  |  |
| Ramp Type | Right |  |  | Right |  | Right |  | Right |  | Maior |
| Ramp Speed | 45 |  |  | 45 |  | 45 |  | 45 |  | 60 |
| Ramp Capacity (pcph) Ramp v/c ratio | $\begin{gathered} 4,200 \\ 0.12 \end{gathered}$ |  |  | $\begin{gathered} 2,100 \\ 0.28 \end{gathered}$ |  | $\begin{gathered} 2,100 \\ 0.44 \end{gathered}$ |  | $\begin{gathered} 4,200 \\ 0.29 \end{gathered}$ |  | $\begin{gathered} 4,600 \\ 0.52 \end{gathered}$ |
| Determine Adiceent Ramp for Trree-Lane Maininine Segments with one-Lane Ramps |  |  |  |  |  |  |  |  |  |  |
| Up Type <br> Up Distance Up Flow (pcph) Down Type Down Distance Down Flow (pcph) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  | Calculate ererge influncee Area Operations |  |  |  |  |  |  |  |  |  |
| Effective $\mathrm{v}_{\mathrm{P}}$ (pcph) <br> Up Ramp $L_{\text {EQ }}$ <br> Down Ramp LeQ <br> $P_{F M}$ (Eqn 13-3) <br> $P_{\text {FM }}$ (Eqn 13-4) <br> $P_{\text {FM }}$ (Eqn 13-5) <br> $P_{F M}$ <br> $\mathrm{v}_{12}$ (pcph) <br> $v_{3}$ (pcph) <br> $\mathrm{v}_{34}$ (pcph) <br> $\mathrm{v}_{12 \mathrm{a}}$ (pcph) <br> $\mathrm{v}_{\text {R12a }}$ (pcph) <br> Speed Index <br> Area Speed <br> Outer Lanes Volume <br> Outer Lanes Speed <br> Segment Speed <br> v/c ratio <br> Density <br> LOS |  |  | 7,992 |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 0.589 |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | $\begin{aligned} & 0.090 \\ & 719 \end{aligned}$ |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 7,273 |  |  |  |  |  |  |  |
|  |  |  | 3.197 |  |  |  |  |  |  |  |
|  |  |  | ${ }^{4.219}$ |  |  |  |  |  |  |  |
|  |  |  | $\begin{aligned} & 0.55 \\ & 52.4 \end{aligned}$ |  |  |  |  |  |  |  |
|  |  |  | 2,398 |  |  |  |  |  |  |  |
|  |  |  | 57.9 |  |  |  |  |  |  |  |
|  |  |  | 55.2 |  |  |  |  |  |  |  |
|  |  |  | 0.92 35.3 |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |

 ${ }^{\text {key }}$




кey

| Name | Psto S St | ${ }_{\text {Jstio }}$ St | LSton-Ramp | 1 Sto R Rinaras Elvd | Beween Richars Evid Rams | Richards Sivd to Garden Huw | Beeween Garden HMY Ramos |  | W. El C Camino Ave to I : 80 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Mainine to off Ramp Fow Rate for Weave Segments |  |  |  |  |  |  |  |  |  |  |
| MLto of Volume (vph) |  |  |  |  |  | -170 |  |  |  |  |
| PHF | 0.95 |  |  | 0.95 |  | 0.95 |  | 0.95 |  |  |
| Terain | Level |  |  | Level |  | Level |  | Level |  |  |
| Grade \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade Lengt (min) | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  |  |
| Tuck \& Bus \% | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
| RV\% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  |  |
| $E_{\text {f }}$ | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  |  |
| ${ }_{\text {fuv }}$ | 0.971 |  |  | 0.971 |  | 0.971 |  | 0.971 |  |  |
| to | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  |  |
| MLto off fiow (poph) |  |  |  |  |  | -184 |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| PHF | 0.95 |  |  | 0.95 |  | ${ }^{0.95}$ |  | ${ }^{0.95}$ |  |  |
| ${ }_{\text {Terain }}$ | Level |  |  | Level |  | Level |  | Level |  |  |
| Grade Length (mi) | $0.0 \%$ |  |  | $0.0 \%$ |  | 0.0\% |  | 0.0\% |  |  |
|  | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
| Truck \& Bus \% RV\% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| $E_{T}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  |  |
|  | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  |  |
|  | 0.971 |  |  | 0.971 |  | 0.971 |  | 0.971 |  |  |
| ${ }_{\text {f }}$ | 1.00 |  |  | 1.00 |  | ${ }^{1.00}$ |  | 1.00 |  |  |
| GP Po GP Fiow ( fepon) $^{\text {a }}$ |  |  |  |  |  | 9,092 |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |






| Location | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |




\begin{tabular}{|c|c|c|c|c|c|c|c|c|}
\hline Name \& 1.800 O.Ramp \& W. El Camino Ave WB On \& W. El C Camino Ave EB \& Garden Hwy Off \& Beween Garden Hwy Ramse \& Garden HMyto Richards Evod \& Beween Richars bsve Ramps \& Richards Evd to 0 S \\
\hline \multicolumn{2}{|l|}{Calculate Diverge influence Area Operations} \& \& \& \& \& \& \& \\
\hline \begin{tabular}{l}
Effective \(\mathrm{v}_{\mathrm{p}}(\mathrm{pcph})\) \\
Up Ramp \(\mathrm{L}_{\text {EQ }}\) Down Ramp LEQ \(P_{\text {fo }}\) (Eqn 13-9) \(P_{\text {FD }}\) (Eqn 13-10) Pfd (Eqn 13-11) \(\mathrm{P}_{\mathrm{FD}}\) \(v_{12}\) (pcph) \(\mathrm{v}_{3}\) (pcph) \(v_{34}\) (pcph) \(\mathrm{v}_{12 \mathrm{a}}\) (pcph) Area Speed Outer Lanes Volume Outer Lanes Speed Segment Speed v/c ratio Density LOS
\end{tabular} \& \& \& \& 6,002

0.584

0.436
2,930
3,072
2,930
0.35
57.0
1,536
69.2
62.7
0.67
22.7
$C$ \& \& \& \& <br>
\hline \multicolumn{3}{|l|}{Calculate on Ramp to off Ramp Fow Rate for Weave Segments} \& \& \& \& \& \& <br>

\hline | On to Off Volume (vph) |
| :--- |
| PHF |
| Terrain |
| Grade \% |
| Grade Length (mi) |
| Truck \& Bus \% |
| RV \% | \& \& \& \& \& \& \[

$$
\begin{aligned}
& 0.95 \\
& \begin{array}{l}
\text { eneve } \\
0.0 \% \\
0.00 \\
.0 .0 \%
\end{array} \\
& 0.0 \%
\end{aligned}
$$

\] \& \& \[

$$
\begin{aligned}
& 0.95 \\
& \begin{array}{l}
\text { Leve } \\
0.0 \% \\
0.00 \\
\text { 3.0\% } \\
0.0 \%
\end{array}
\end{aligned}
$$
\] <br>

\hline $$
\begin{aligned}
& E_{T} \\
& E_{r} \\
& A_{H v}
\end{aligned}
$$ \& \& \& \& \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$

\] \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$
\] <br>

\hline $t$ \& \& \& \& \& \& 1.00 \& \& 1.00 <br>
\hline Onto off fiow (paph) \& \& \& \& \& \& \& \& <br>
\hline \multicolumn{3}{|l|}{Calculate On Ramp to Maininine Flow Rate for Weave Segments} \& \& \& \& \& \& <br>

\hline \multirow[t]{3}{*}{} \& \& \& \& \& \& $$
\begin{gathered}
0.95 \\
\text { Level } \\
0.0 \% \\
0.00 \\
3.0 \% \\
0.0 \%
\end{gathered}
$$ \& \& \[

$$
\begin{aligned}
& 0.95 \\
& \begin{array}{l}
\text { Leve } \\
0.0 \% \\
0.00 \\
\text { 3.0\% } \\
0.0 \%
\end{array}
\end{aligned}
$$
\] <br>

\hline \& \& \& \& \& \& $$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$ \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$
\] <br>

\hline \& \& \& \& \& \& 1.00 \& \& 1.00 <br>
\hline On to ML Flow (pcph) \& \& \& \& \& \& \& \& <br>
\hline
\end{tabular}





| Locaion | 1 | ${ }^{2}$ | 3 |
| :---: | :---: | :---: | :---: |
|  |  |  |  |
|  |  |  |  |
| Key |  |  |  |
|  | Northgate Bivd offr-amp |  | Del Paso Plid to Leisure Ln |
|  |  |  |  |
| Type | Diverge | Diverge | Basic |
| Length (ft) Accel Length | 1.025 | 2.010 | 2.070 |
|  | 150 |  |  |
| Mainline Volume | 5.021 | 4,489 | 4,058 |
| On Ramp Volume Off Ramp Volume | 532 | ${ }_{431}$ |  |
| Express Lane Volume |  | ${ }^{431}$ |  |
| ELOn Ramp Voume |  |  |  |
| EL Offr ramp Volume |  |  |  |
| Flow Rate in Entering General Purose Lanes (GP) |  |  |  |
| ${ }_{\text {Volume (von) }}$ | 5.021 | 4.489 | 4.058 |
| PHF | 0.94 | 0.94 | 0.94 |
| Lanes | ${ }^{3}$ | ${ }^{3}$ | 2 |
| $\underset{\substack{\text { Terain } \\ \text { Grade\% }}}{\text { Late }}$ | Level | Level | Level |
|  | 0.0\% | 0.0\% | 0.0\% |
| Grade Length (mi) Truck \& Bus \% | 0.00 | 0.00 | 0.00 |
|  | 3.0\% | 3.0\% | 3.0\% |
| Rv\% | 0.0\% | 0.0\% | 0.0\% |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 | 1.5 | ${ }^{1.5}$ |
| $E_{n}$ | ${ }^{1.2}$ | ${ }^{1.2}$ | 1.2 |
| ${ }_{\text {tover }}^{\text {tover }}$ | 1.00 | ${ }_{1.908}$ | 0.985 1.00 |
| Foow (poph) | 5,422 | 4,847 | 4,382 |
| Fow (pochpol) | 1,007 | 1.916 | 2.191 |
| Free Flow Speed in Entering GP Lanes |  |  |  |
| FFree Fow Speed in Enterin |  |  |  |
| Shoulder Width TRD |  |  |  |
| ${ }_{\text {tiw }}$ |  |  |  |
| $\mathrm{f}_{\mathrm{LC}}$ Calculated FFS |  |  |  |
| Measured FFS | ${ }^{65}$ | 70 | 70 |
| Operations in Entering GPL Lanes |  |  |  |
|  |  |  |  |
| Capaciv (poch) | 7,050 | 7.200 | 4,800 |
| $\begin{gathered} \text { v/c ratio } \\ \text { Speed (mph) } \end{gathered}$ | 0.77 | 0.67 | 0.91 |
|  | ${ }^{62} 6$ | 68.0 | 55.6 |
| Density (pcphpl) Los | ${ }^{28.8}$ | ${ }^{23.8}$ | ${ }^{37.4}$ |
|  |  |  |  |
| Operations for Segment SP Lanes |  |  |  |
| Fiow (epen) |  |  |  |
| $\begin{gathered} \text { Lanes } \\ \text { Capacity (pcph) } \\ \mathrm{v} / \mathrm{c} \text { ratio } \end{gathered}$ | 3 | ${ }^{3}$ |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
| Density (pcphpl) |  |  |  |


| Name | Nortgate Bivd Oft-Ramp |  | Del Paso Blva to Leisure Ln |
| :---: | :---: | :---: | :---: |
| Operations for Exiting GP Lanes |  |  |  |
| Flow (0con) | 4,847 | 4.382 |  |
| Lanes | 3 | 2 |  |
| Capacity (poph) | 7.050 | 4,800 |  |
| ver rato | 0.69 | 0.91 |  |
| Fow rate (pcophol) | 1.616 | 2,191 |  |
| Speed (mph) | 64.3 | 58.6 |  |
| Density (coptpo) | 25.1 | 37.4 |  |
| Los | c | E |  |


$\underset{\text { Sxposs Lane (HOV) }}{\text { Key }}$


\begin{tabular}{|c|c|c|c|}
\hline ocation \& 1 \& ${ }^{2}$ \& 3 <br>
\hline \multicolumn{4}{|l|}{\multirow[t]{2}{*}{}} <br>
\hline  \& \& \& <br>
\hline кеу \& \& \& <br>
\hline Name \& Nothgate Elvd Offr-Ramp \&  \&  <br>
\hline \multicolumn{4}{|l|}{Off Ramp Flow Rate} <br>
\hline \multirow[t]{2}{*}{${ }^{\text {Volume (vph) }}$ PHF} \& 532 \& ${ }_{4} 4$ \& <br>
\hline \& 0.94 \& 0.94 \& <br>
\hline Lanes \& eed \& Lever \& <br>
\hline Terain \& Level \& Level \& <br>
\hline Grade \% \& 0.0\% \& 0.0\% \& <br>
\hline Grade enengt (mi) \& 0.00 \& 0.00

$300 \%$ \& <br>
\hline Tuck \& Bus \% \& 3.0\% \& 3.0\% 0.0\% \& <br>
\hline ${ }_{\text {E }}$ \& 1.5 \& 1.5 \& <br>
\hline $E_{\square}$ \& 1.2 \& 1.2 \& <br>
\hline ${ }_{\text {fuv }}$ \& 0.985 \& 0.985 \& <br>
\hline Nor \& 1.00 \& 1.00 \& <br>
\hline Flow (pcph) Flow Rate (pcphpl) \& 574
574 \& ${ }_{465}^{465}$ \& <br>
\hline \& 574 \& 465 \& <br>
\hline \multicolumn{4}{|l|}{Off Ramp Roaiway Operations} <br>
\hline Ramp Type Ramp Speed \& Right \& Left
ar \& <br>

\hline \multirow[t]{3}{*}{Ramp Capacity (pcph) Ramp v/c ratio} \& | 2, |
| :--- | \& 35

2.000 \& <br>
\hline \& ${ }_{0} 0.27$ \& ${ }_{0}$ \& <br>
\hline \multicolumn{4}{|l|}{\multirow[t]{2}{*}{Adiacent Ramp for Three-Lane Mainine Segments with one-Lane Ramps}} <br>
\hline \& \& \& <br>
\hline \multirow[t]{2}{*}{Up Type Up Distance} \& \& ${ }_{\text {Off }}^{\text {Of }}$ \& <br>
\hline \& \& 3.035
574 \& <br>
\hline Down Type \& No \& No \& <br>
\hline Down Distance \& \& \& <br>
\hline Down Fow (poch) \& \& \& <br>
\hline \multicolumn{2}{|l|}{} \& \& <br>
\hline \multicolumn{2}{|l|}{Merge entuence Area operations} \& \& <br>
\hline Up Ramp $L_{\text {EQ }}$ \& \& \& <br>
\hline  \& \& \& <br>
\hline $\mathrm{P}_{\text {PM }}(\underline{E q n} 13.4)$ \& \& \& <br>
\hline $\left.\mathrm{P}_{\mathrm{fu}(\mathrm{Ean}}^{\mathrm{Pan}} 13.5\right)$ \& \& \& <br>
\hline $v_{12}($ poch $)$ \& \& \& <br>
\hline $v_{s}($ focp $)$ \& \& \& <br>
\hline $v_{44}($ poph $)$ \& \& \& <br>

\hline $$
\mathrm{v}_{12 \mathrm{a}}(\mathrm{pcph})
$$ \& \& \& <br>

\hline Speed ndex \& \& \& <br>
\hline Area Speed \& \& \& <br>
\hline OUuer Lanes Voume \& \& \& <br>
\hline Ouler Lanes Speed \& \& \& <br>
\hline Segment Speed
v/c ratio \& \& \& <br>
\hline \multirow[t]{2}{*}{$\underset{\text { Densily }}{\substack{\text { cos }}}$} \& \& \& <br>
\hline \& \& \& <br>
\hline
\end{tabular}


 $\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

[^49]| Location | 1 | 2 | 3 |
| :--- | :--- | :--- | :--- | :--- |



| Key |
| :---: |
| Express Lane (HOV) |


| Name | Notrhate Elvo oftr-Ramp |  | Del Paso Evid to Leisure $L$ Ln |
| :---: | :---: | :---: | :---: |
| Weave Segment Operations |  |  |  |
| Sty craio | 079 |  |  |
| Segment Density | 328 | ${ }_{23,8}$ | 37.4 |
| Segment Los | - | c | E |
| Over Capacity |  |  |  |






| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- | :--- |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | North of Def Pasa Blvd | Del Paso Blvd On-Ramp |  | Northate Elvid On-Ram |
| :---: | :---: | :---: | :---: | :---: |
| Flow Rate in Express Lanes Operations in Express Lane |  |  |  |  |
|  |  |  |  |  |
| Operations in Express Lanes On Ramp Flow Rate |  |  |  |  |
| Volume (pph) |  | 202 |  | ${ }^{341}$ |
| PHF |  | 0.97 |  | 0.97 |
| Lanes |  |  |  | 1 |
| Terain |  | Level |  | Level |
| Grade \% |  | 0.0\% |  | 0.0\% |
| Grade Lengt (mi) |  | 0.00 |  | 0.00 |
| Tuek \& Bus \% |  | 3.0\% |  | 3.0\% |
| Rv\% |  | 0.0\% |  | 0.0\% |
| $\mathrm{ET}_{\text {T }}$ |  | 1.5 |  | 1.5 |
| $\mathrm{En}_{\square}$ |  | 1.2 |  | 1.2 |
| ${ }_{\text {tuv }}$ |  | 0.985 |  | 0.985 |
| ip |  | 1.00 |  | 1.00 |
| Foow (poph) |  | 211 |  | ${ }^{357}$ |
| Fow Faie (pophpl) |  | 211 |  | ${ }^{357}$ |
| On Ramp Roadway Operations |  |  |  |  |
|  |  |  |  |  |
| Ramp Type Ramp Speed (mph) |  | ${ }_{\text {R }}^{\text {Right }}$ |  | 45 |
| Ramp Capacily (poph) |  | 2.100 |  | 2.100 |
| Ramp V Vc craio |  | 0.10 |  | 0.17 |
|  |  |  |  |  |

 $\underset{\substack{\text { Ke Expess Lane (HOV) }}}{\text { K. }}$

| Name | Northof Del Paso Blvd | Del Paso Blvd On-Ramp | Eva | did |
| :---: | :---: | :---: | :---: | :---: |
| Offramp flow Rate |  |  |  |  |
| Off Ramp Roadway | rations |  |  |  |
| Adiacent Ramp for Three.Lane Mainine Segmens with one-Lane Ramps |  |  |  |  |
| Uptype |  |  |  | No |
|  |  |  |  |  |
| Up Fow (poph) |  |  |  |  |
| Down Type |  |  |  | No |
| Down Distance |  |  |  |  |
| Down Flow (poph) |  |  |  |  |
| Merge infuence Area Operations |  |  |  |  |
| Etfective vep(poch) |  | 2,371 |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $P_{\text {fal }}($ Ean 13:3) |  | 0.599 |  |  |
| $\mathrm{P}_{\text {Pm }}(\underline{E q n} 13.4)$ |  |  |  |  |
| $P_{\text {Pm }}($ Eqn 13.5$)$ |  |  |  |  |
| $\mathrm{P}_{\text {fum }}$ |  | 1.000 |  |  |
| $v_{12}($ Pcon $)$ |  | 2,371 |  |  |
| $v_{s}($ poph $)$ |  |  |  |  |
| $v_{3}($ Poph $)$ |  |  |  |  |
| $\mathrm{V}_{\text {va }}($ (poch $)$ |  | ${ }^{2,371}$ |  |  |
| $V_{\text {frata (0oph) }}$ |  | 2.582 |  |  |
| ${ }_{\substack{\text { Speed Index } \\ \text { Area Soeed }}}$ |  | $\begin{aligned} & 0.30 \\ & 58.0 \end{aligned}$ |  |  |
| Area Speed Outer Lanes Volume |  | 58.0 |  |  |
| Outer Lanes Speed |  |  |  |  |
| Segment Speed |  | 58.0 |  |  |
| ve ratio |  | 0.56 |  |  |
| ${ }^{\text {Density }}$ |  | ${ }^{20.8}$ |  |  |
| Los |  | c |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | Noth of Pel Paso Blvd | Del Paso Bud On-Ramp |  | Northate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Diverge infuence Area Operations |  |  |  |  |
| Eteceive $v_{p}$ (poph) |  |  |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $\left.{ }^{\text {Prof (Ean }} 13.9\right)$ |  |  |  |  |
| Pro (Eap 13-11) |  |  |  |  |
| Pro |  |  |  |  |
| $v_{12}($ Poph $)$ |  |  |  |  |
| $v_{3}$ (poph) |  |  |  |  |
|  |  |  |  |  |
| $v^{\text {vasempoph }}$ |  |  |  |  |
| Speed Index |  |  |  |  |
| Area Speed |  |  |  |  |
| Outer Lanes Volume |  |  |  |  |
| Outer Lanes Speed <br> Segment Speed |  |  |  |  |
|  |  |  |  |  |
| Segment Speed v/c ratio |  |  |  |  |
| Density |  |  |  |  |
|  |  |  |  |  |
| Ramp to off Ramp | Rate for Weave Segn |  |  |  |
| amp to Mainine | ate for Weave Seg |  |  |  |


| Loation | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |





| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |




| Name | North of Pel Paso Blvd | Dal Paso Blvd On.Ramp | Dal Pase ivid it Notrfate Eval | Northate Evvd On. Pamp |
| :---: | :---: | :---: | :---: | :---: |
| Weave Segment Operations <br> Summarize Segment Operations |  |  |  |  |
|  |  |  |  |  |
| Segmentiv raio | ${ }^{0.53}$ | ${ }^{0.56}$ | ${ }^{0.55}$ | ${ }^{0.42}$ |
| Segment Density | 21.6 | 20.8 | 19.9 | 15.1 |
| Segment Los | c | c | c | в |
| Over Capacity |  |  |  |  |

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 6,872 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 7,202 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project PM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | P Street |
| Off-ramp | J Street |
|  |  |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{2,775}$ |

Total Weaving Section (V)
Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


On-ramp to Mainline ( $\mathrm{W}_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 1,037 | Volume (vph)* |
| :---: | :--- |
| $4 \%$ | Truck Percentage |
| 1.5 | PCE for Trucks |
| 1,058 | Volume (pcph) |

The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{1,900}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project PM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Richards Blvd |
| Off-ramp | Garden Highway |
|  |  |

Total Weaving Section (V)
Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 9,797 |
| :---: |
| $10 \%$ |
| 1.5 |
| 10,267 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| $\frac{1,743}{4 \%}$ |
| :---: |
| 1.5 |
| 1,778 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\mathrm{N}_{\mathrm{b}} \frac{4}{\frac{5}{1,175}}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project PM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Garden Highway |
| Off-ramp | El Camino Ave |
|  |  |


| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 9,697 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 10,162 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 750 |
| :---: | :---: |
| $4 \%$ |
| 1.5 |
| 765 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 1,101 |
| :---: |
| $4 \%$ |
| 1.5 |
| 1,123 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $N_{b}$ | 4 |
| :---: | :---: |
| $N$ | $\frac{5}{2,000}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project PM Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Garden Highway |
| Off-ramp | Richards Blvd |
|  |  |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{2,300}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project PM Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Richards Blvd |
| Off-ramp | J Street |
|  |  |

Total Weaving Section (V)
Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| $\frac{7,127}{10 \%}$ |  |
| :---: | :---: |
| 1.5 |  |
| 7,469 |  |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 763 |
| :---: |
| $4 \%$ |
| 1.5 |
| 778 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Daily VMT - Kaiser Railyards Trips
Base Year Plus Medical Center

| Daily VMT for Kaiser Railyards |  |  |  |
| :---: | :---: | :---: | :---: |
| Speed Bin | Congested Speed |  | Project VMT |
| 1 | $>0$ | <=5 | 81 |
| 2 | >5 | <=10 | 527 |
| 3 | $>10$ | <=15 | 1,235 |
| 4 | $>15$ | <=20 | 30,750 |
| 5 | $>20$ | <=25 | 21,141 |
| 6 | >25 | <=30 | 13,205 |
| 7 | >30 | <=35 | 21,572 |
| 8 | >35 | <=40 | 31,106 |
| 9 | >40 | <=45 | 39,111 |
| 10 | >45 | <=50 | 34,052 |
| 11 | $>50$ | <=55 | 44,466 |
| 12 | $>55$ | <=60 | 72,400 |
| 13 | >60 | <=65 | 26,124 |
| 14 | >65 | <=70 | 2,510 |
| 15 | >70 | $<=75$ | 0 |
| 16 | $>75$ |  | 0 |
| Total Kaiser Railyards VMT |  |  | 338,280 |
| Total Kaiser Railyards External Vehicle Trips |  |  | 26,245 |
| Average Kaiser Railyards VMT Per Trip |  |  | 12.9 |

Note:
Trips include employees and patients

Daily VMT - Kaiser Morse Trips
Base Year No Project

| Daily VMT for Kaiser Morse |  |  |  |
| :---: | :---: | :---: | :---: |
| Speed Bin | Congested Speed |  | Project VMT |
| 1 | >0 | <=5 | 21 |
| 2 | >5 | <=10 | 368 |
| 3 | >10 | <=15 | 1,146 |
| 4 | >15 | <=20 | 11,478 |
| 5 | $>20$ | <=25 | 5,357 |
| 6 | >25 | <=30 | 9,137 |
| 7 | >30 | <=35 | 20,978 |
| 8 | >35 | <=40 | 24,376 |
| 9 | >40 | <=45 | 13,557 |
| 10 | $>45$ | <=50 | 6,498 |
| 11 | $>50$ | <=55 | 9,312 |
| 12 | >55 | <=60 | 20,484 |
| 13 | $>60$ | <=65 | 8,966 |
| 14 | >65 | <=70 | 758 |
| 15 | $>70$ | <=75 | 0 |
| 16 | >75 |  | 0 |
| Total Kaiser Morse VMT |  |  | 132,436 |
| Total Kaiser Morse Vehicle Trips |  |  | 11,511 |
| Average Kaiser Morse VMT Per Trip |  |  | 11.5 |

Note:
Trips include employees and patients

## Baseline Plus Medical Center Phase 1 Level of Service (LOS) Calculations

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center AM Peak Hour

Intersection 1
I 5 SB Ramps/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 839 | 825 | 98.3\% | 82.3 | 5.2 | F |
|  | Through | 12 | 13 | 110.0\% | 91.8 | 16.3 | F |
|  | Right Turn | 495 | 468 | 94.5\% | 59.3 | 5.4 | E |
|  | Subtotal | 1,346 | 1,306 | 97.0\% | 74.2 | 5.2 | E |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 297 | 306 | 103.0\% | 21.3 | 2.1 | C |
|  | Right Turn | 46 | 54 | 118.3\% | 3.6 | 1.2 | A |
|  | Subtotal | 343 | 360 | 105.1\% | 18.6 | 1.7 | B |
| WB | Left Turn | 254 | 223 | 87.9\% | 8.1 | 1.9 | A |
|  | Through | 144 | 125 | 86.7\% | 8.2 | 2.3 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 398 | 348 | 87.4\% | 8.1 | 1.7 | A |
| Total |  | 2,087 | 2,014 | 96.5\% | 52.9 | 3.8 | D |

Intersection $2 \quad 15$ NB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 51 | 50 | 98.0\% | 29.1 | 7.9 | C |
|  | Through | 8 | 11 | 135.0\% | 29.3 | 11.1 | C |
|  | Right Turn | 821 | 804 | 97.9\% | 36.9 | 10.0 | D |
|  | Subtotal | 880 | 865 | 98.3\% | 36.4 | 9.6 | D |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 137 | 140 | 102.2\% | 16.4 | 6.7 | B |
|  | Through Right Turn | 999 | 974 | 97.5\% | 5.9 | 1.9 | A |
|  | Subtotal | 1,136 | 1,114 | 98.1\% | 7.3 | 2.0 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 347 | 296 | 85.4\% | 16.6 | 2.9 | B |
|  | Right Turn | 421 | 396 | 94.0\% | 3.3 | 0.5 | A |
|  | Subtotal | 768 | 692 | 90.1\% | 9.0 | 1.7 | A |
| Total |  | 2,784 | 2,671 | 95.9\% | 17.2 | 3.5 | B |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Phase 1 Medical Center
Volume and Delay by Movement
AM Peak Hour

Intersection 3
Bercut Dr/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 221 | 206 | 93.0\% | 29.6 | 3.2 | C |
|  | Through | 11 | 14 | 130.9\% | 29.3 | 13.2 | C |
|  | Right Turn | 9 | 10 | 111.1\% | 5.7 | 3.7 | A |
|  | Subtotal | 241 | 230 | 95.4\% | 28.5 | 2.7 | C |
| SB | Left Turn | 36 | 34 | 93.3\% | 40.8 | 7.0 | D |
|  | Through | 3 | 4 | 133.3\% | 32.3 | 30.9 | C |
|  | Right Turn | 68 | 72 | 106.5\% | 5.4 | 0.8 | A |
|  | Subtotal | 107 | 110 | 102.8\% | 17.1 | 2.7 | B |
| EB | Left Turn | 126 | 118 | 93.7\% | 37.7 | 9.7 | D |
|  | Through | 1,124 | 1,079 | 96.0\% | 16.7 | 2.6 | B |
|  | Right Turn | 570 | 578 | 101.5\% | 3.7 | 0.2 | A |
|  | Subtotal | 1,820 | 1,776 | 97.6\% | 14.0 | 1.7 | B |
| WB | Left Turn | 34 | 33 | 97.6\% | 31.2 | 8.2 | C |
|  | Through | 479 | 431 | 90.0\% | 16.7 | 3.8 | B |
|  | Right Turn | 10 | 13 | 128.0\% | 13.8 | 8.4 | B |
|  | Subtotal | 523 | 477 | 91.2\% | 17.6 | 3.5 | B |
| Total |  | 2,691 | 2,593 | 96.4\% | 16.0 | 1.7 | B |


| Intersection 4 |  | N 3rd St/Richards Blvd |  |  | gnal |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Demand | Served V | me (vph) |  | elay (sec/ |  |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 21 | 18 | 85.7\% | 40.8 | 15.0 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 8 | 8 | 95.0\% | 3.9 | 2.6 | A |
|  | Subtotal | 29 | 26 | 88.3\% | 29.2 | 10.1 | C |
| SB | Left Turn | 15 | 13 | 88.0\% | 35.9 | 18.0 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 17 | 19 | 110.6\% | 5.0 | 1.8 | A |
|  | Subtotal | 32 | 32 | 100.0\% | 20.1 | 9.0 | C |
| EB | Left Turn | 57 | 56 | 98.2\% | 35.9 | 6.5 | D |
|  | Through | 1,018 | 974 | 95.7\% | 4.0 | 1.2 | A |
|  | Right Turn | 94 | 77 | 82.1\% | 3.2 | 0.9 | A |
|  | Subtotal | 1,169 | 1,107 | 94.7\% | 5.6 | 1.4 | A |
| WB | Left Turn | 21 | 13 | 62.9\% | 39.9 | 21.6 | D |
|  | Through | 485 | 446 | 92.0\% | 5.7 | 1.3 | A |
|  | Right Turn | 34 | 34 | 100.0\% | 5.4 | 3.2 | A |
|  | Subtotal | 540 | 494 | 91.4\% | 6.8 | 1.8 | A |
| Total |  | 1,770 | 1,658 | 93.7\% | 6.6 | 1.5 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Phase 1 Medical Center
Volume and Delay by Movement
AM Peak Hour

| Intersection 5 |  | Sequoia Pacific Blvd/Richards Blvd |  |  | nal |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Demand | Served V | me (vph) | Tot | elay (sec/v |  |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 41 | 39 | 94.6\% | 38.3 | 5.3 | D |
|  | Through | 3 | 4 | 120.0\% | 15.5 | 15.9 | B |
|  | Right Turn | 10 | 12 | 116.0\% | 13.5 | 16.8 | B |
|  | Subtotal | 54 | 54 | 100.0\% | 31.6 | 5.8 | C |
| SB | Left Turn | 5 | 2 | 48.0\% | 19.0 | 29.6 | B |
|  | Through | 10 | 7 | 68.0\% | 25.6 | 22.4 | C |
|  | Right Turn | 7 | 6 | 91.4\% | 3.7 | 1.1 | A |
|  | Subtotal | 22 | 16 | 70.9\% | 22.3 | 12.1 | C |
| EB | Left Turn | 56 | 49 | 87.9\% | 35.1 | 6.3 | D |
|  | Through | 980 | 936 | 95.6\% | 6.6 | 2.1 | A |
|  | Right Turn | 5 | 4 | 72.0\% | 0.9 | 2.1 | A |
|  | Subtotal | 1,041 | 989 | 95.0\% | 8.1 | 2.0 | A |
| WB | Left Turn | 24 | 24 | 98.3\% | 36.6 | 9.6 | D |
|  | Through | 492 | 450 | 91.5\% | 5.0 | 1.4 | A |
|  | Right Turn | 26 | 25 | 96.9\% | 5.3 | 3.3 | A |
|  | Subtotal | 542 | 499 | 92.0\% | 6.5 | 1.5 | A |
| Total |  | 1,659 | 1,558 | 93.9\% | 8.5 | 1.7 | A |
| Intersection 6 |  | N 5th St/Richards Blvd |  |  |  |  | Signal |
|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 88.0\% | 26.9 | 25.2 | C |
|  | Through | 5 | 4 | 72.0\% | 31.1 | 29.4 | C |
|  | Right Turn | 5 | 10 | 192.0\% | 6.9 | 3.7 | A |
|  | Subtotal | 15 | 18 | 117.3\% | 24.5 | 12.5 | C |
| SB | Left Turn | 16 | 12 | 75.0\% | 36.0 | 10.9 | D |
|  | Through | 5 | 6 | 120.0\% | 26.5 | 16.6 | C |
|  | Right Turn | 20 | 26 | 132.0\% | 4.7 | 1.4 | A |
|  | Subtotal | 41 | 44 | 108.3\% | 17.8 | 8.5 | B |
| EB | Left Turn | 54 | 53 | 98.5\% | 41.9 | 9.2 | D |
|  | Through | 933 | 887 | 95.1\% | 4.1 | 1.4 | A |
|  | Right Turn | 8 | 7 | 85.0\% | 1.0 | 1.0 | A |
|  | Subtotal | 995 | 947 | 95.2\% | 6.2 | 1.0 | A |
| WB | Left Turn | 9 | 9 | 97.8\% | 39.7 | 15.3 | D |
|  | Through | 517 | 466 | 90.1\% | 6.4 | 2.0 | A |
|  | Right Turn | 17 | 15 | 87.1\% | 5.4 | 4.3 | A |
|  | Subtotal | 543 | 490 | 90.2\% | 7.1 | 1.8 | A |
| Total |  | 1,594 | 1,499 | 94.0\% | 7.1 | 1.1 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Phase 1 Medical Center
Volume and Delay by Movement
AM Peak Hour

| Intersection 7 |  | N 7th St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 34 | 30 | 89.4\% | 47.5 | 9.1 | D |
|  | Through | 82 | 72 | 88.3\% | 43.9 | 18.5 | D |
|  | Right Turn | 299 | 268 | 89.8\% | 35.3 | 15.0 | D |
|  | Subtotal | 415 | 371 | 89.4\% | 37.9 | 14.7 | D |
| SB | Left Turn | 7 | 8 | 108.6\% | 47.3 | 35.9 | D |
|  | Through | 16 | 17 | 107.5\% | 41.0 | 13.9 | D |
|  | Right Turn | 21 | 20 | 95.2\% | 37.4 | 13.8 | D |
|  | Subtotal | 44 | 45 | 101.8\% | 42.5 | 9.2 | D |
| EB | Left Turn | 124 | 114 | 91.6\% | 46.2 | 8.7 | D |
|  | Through | 734 | 686 | 93.4\% | 35.4 | 4.9 | D |
|  | Right Turn | 96 | 84 | 87.5\% | 31.6 | 10.5 | C |
|  | Subtotal | 954 | 883 | 92.6\% | 36.4 | 4.9 | D |
| WB | Left Turn | 433 | 364 | 84.0\% | 110.7 | 33.1 | F |
|  | Through | 490 | 439 | 89.6\% | 40.1 | 14.8 | D |
|  | Right Turn | 14 | 14 | 97.1\% | 41.5 | 22.4 | D |
|  | Subtotal | 937 | 816 | 87.1\% | 71.8 | 23.0 | E |
| Total |  | 2,350 | 2,115 | 90.0\% | 50.5 | 12.0 | D |
| Intersection 8 |  | N 10th St/Richards Blvd |  |  |  |  | Signal |
|  | Movement | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| Direction |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 12 | 14 | 113.3\% | 35.5 | 10.2 | D |
|  | Through | 32 | 29 | 91.3\% | 33.3 | 8.7 | C |
|  | Right Turn | 12 | 17 | 143.3\% | 7.5 | 3.3 | A |
|  | Subtotal | 56 | 60 | 107.1\% | 27.1 | 7.7 | C |
| SB | Left Turn | 7 | 7 | 97.1\% | 32.0 | 25.2 | C |
|  | Through | 7 | 6 | 91.4\% | 45.4 | 23.1 | D |
|  | Right Turn | 32 | 29 | 91.3\% | 7.6 | 2.2 | A |
|  | Subtotal | 46 | 42 | 92.2\% | 18.3 | 5.4 | B |
| EB | Left Turn | 137 | 133 | 97.2\% | 37.6 | 7.3 | D |
|  | Through | 864 | 796 | 92.1\% | 9.9 | 2.1 | A |
|  | Right Turn | 39 | 33 | 84.1\% | 5.5 | 1.2 | A |
|  | Subtotal | 1,040 | 962 | 92.5\% | 13.5 | 1.7 | B |
| WB | Left Turn | 15 | 13 | 88.0\% | 37.2 | 17.2 | D |
|  | Through | 1,000 | 968 | 96.8\% | 10.4 | 1.3 | B |
|  | Right Turn | 51 | 54 | 105.9\% | 6.0 | 1.7 | A |
|  | Subtotal | 1,066 | 1,035 | 97.1\% | 10.6 | 1.2 | B |
| Total |  | 2,208 | 2,099 | 95.1\% | 12.6 | 1.2 | B |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Phase 1 Medical Center
Volume and Delay by Movement
AM Peak Hour

Intersection 9
Dos Rios St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 22 | 24 | 109.1\% | 46.5 | 11.7 | D |
|  | Through | 7 | 7 | 102.9\% | 41.7 | 22.5 | D |
|  | Right Turn | 27 | 25 | 91.9\% | 13.5 | 8.8 | B |
|  | Subtotal | 56 | 56 | 100.0\% | 30.7 | 6.9 | C |
| SB | Left Turn | 40 | 40 | 99.0\% | 33.4 | 6.2 | C |
|  | Through | 11 | 14 | 127.3\% | 35.2 | 7.9 | D |
|  | Right Turn | 21 | 25 | 118.1\% | 15.8 | 4.7 | B |
|  | Subtotal | 72 | 78 | 108.9\% | 27.5 | 4.2 | C |
| EB | Left Turn | 26 | 20 | 76.9\% | 45.1 | 13.8 | D |
|  | Through | 829 | 773 | 93.3\% | 10.6 | 1.8 | B |
|  | Right Turn | 28 | 24 | 87.1\% | 5.2 | 2.4 | A |
|  | Subtotal | 883 | 818 | 92.6\% | 11.3 | 1.6 | B |
| WB | Left Turn | 27 | 21 | 78.5\% | 36.5 | 7.1 | D |
|  | Through | 1,023 | 988 | 96.6\% | 10.3 | 1.5 | B |
|  | Right Turn | 27 | 24 | 90.4\% | 8.9 | 4.1 | A |
|  | Subtotal | 1,077 | 1,034 | 96.0\% | 10.8 | 1.4 | B |
| Total |  | 2,088 | 1,986 | 95.1\% | 12.2 | 1.0 | B |

Intersection 10
N 12th St-N 16th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 65 | 64 | 99.1\% | 68.1 | 11.5 | E |
|  | Through | 1,035 | 1,051 | 101.5\% | 15.8 | 1.8 | B |
|  | Right Turn | 2 | 1 | 60.0\% | 0.3 | 0.5 | A |
|  | Subtotal | 1,102 | 1,116 | 101.3\% | 18.9 | 2.1 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 2,455 | 2,164 | 88.1\% | 61.6 | 5.6 | E |
|  | Right Turn | 1,076 | 1,038 | 96.4\% | 18.9 | 2.7 | B |
|  | Subtotal | 3,531 | 3,202 | 90.7\% | 47.8 | 4.6 | D |
| EB | Left Turn | 832 | 630 | 75.8\% | 93.3 | 21.9 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 20 | 18 | 90.0\% | 22.9 | 13.9 | C |
|  | Subtotal | 852 | 648 | 76.1\% | 91.4 | 22.0 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 1 | 1 | 80.0\% | 16.3 | 34.5 | B |
|  | Right Turn | 2 | 2 | 80.0\% | 1.2 | 1.9 | A |
|  | Subtotal | 3 | 2 | 80.0\% | 17.5 | 33.9 | B |
| Total |  | 5,488 | 4,969 | 90.5\% | 46.8 | 4.2 | D |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Phase 1 Medical Center
Volume and Delay by Movement
AM Peak Hour

Intersection 11
Bercut Dr/Bannon St
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 | 131 | 133 | 101.7\% | 0.7 | 0.3 | A |
|  | Right Turn | 3 | 2 | 80.0\% | 0.6 | 0.2 | A |
|  | Subtotal | 134 | 136 | 101.2\% | 0.7 | 0.3 | A |
| SB | Left Turn | 245 | 214 | 87.3\% | 8.1 | 0.4 | A |
|  | Through | 330 | 366 | 110.9\% | 6.0 | 0.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 575 | 580 | 100.9\% | 6.8 | 0.3 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 3 | 2 | 66.7\% | 3.2 | 5.1 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 49 | 49 | 99.6\% | 3.3 | 0.7 | A |
|  | Subtotal | 52 | 51 | 97.7\% | 3.5 | 0.6 | A |
| Total |  | 761 | 766 | 100.7\% | 5.5 | 0.3 | A |

Intersection 12
Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 44 | 43 | 98.2\% | 4.5 | 0.5 | A |
|  | Through Right Turn | 49 | 53 | 107.8\% | 5.8 | 0.3 | A |
|  | Subtotal | 93 | 96 | 103.2\% | 5.2 | 0.3 | A |
| SB | Left Turn <br> Through | 31 | 27 | 86.5\% | 7.5 | 1.2 | A |
|  | Right Turn | 8 | 6 | 80.0\% | 4.1 | 1.9 | A |
|  | Subtotal | 39 | 33 | 85.1\% | 6.8 | 1.2 | A |
| EB | Left Turn | 5 | 4 | 80.0\% | 3.5 | 3.5 | A |
|  | Through Right Turn | 243 | 211 | 86.9\% | 4.2 | 0.5 | A |
|  | Subtotal | 248 | 215 | 86.8\% | 4.2 | 0.6 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 380 | 344 | 90.6\% | 4.8 | 0.5 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Phase 1 Medical Center
Volume and Delay by Movement
AM Peak Hour

| Intersection 13 |  | N 7th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 24 | 98.3\% | 32.0 | 12.7 | C |
|  | Through | 376 | 360 | 95.9\% | 36.5 | 7.6 | D |
|  | Right Turn | 26 | 28 | 106.2\% | 33.3 | 10.7 | C |
|  | Subtotal | 426 | 412 | 96.6\% | 36.2 | 7.3 | D |
| SB | Left Turn | 11 | 10 | 87.3\% | 86.3 | 48.9 | F |
|  | Through | 529 | 370 | 69.9\% | 57.8 | 26.2 | E |
|  | Right Turn | 7 | 5 | 74.3\% | 67.2 | 49.0 | E |
|  | Subtotal | 547 | 384 | 70.3\% | 58.8 | 26.0 | E |
| EB | Left Turn | 10 | 10 | 100.0\% | 30.5 | 20.9 | C |
|  | Through | 46 | 38 | 82.6\% | 41.3 | 13.6 | D |
|  | Right Turn | 73 | 72 | 99.2\% | 26.0 | 15.8 | C |
|  | Subtotal | 129 | 120 | 93.3\% | 31.7 | 12.9 | C |
| WB | Left Turn | 261 | 204 | 78.2\% | 67.1 | 17.2 | E |
|  | Through | 68 | 57 | 83.5\% | 73.4 | 15.8 | E |
|  | Right Turn | 27 | 20 | 72.6\% | 31.3 | 11.1 | C |
|  | Subtotal | 356 | 280 | 78.8\% | 65.6 | 15.1 | E |
| Total |  | 1,458 | 1,197 | 82.1\% | 49.3 | 10.4 | D |

Intersection 14
Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 31 | 30 | 98.1\% | 46.6 | 11.4 | D |
|  | Through | 101 | 103 | 101.8\% | 37.8 | 4.4 | D |
|  | Right Turn | 22 | 26 | 118.2\% | 39.7 | 11.0 | D |
|  | Subtotal | 154 | 159 | 103.4\% | 39.4 | 3.9 | D |
| SB | Left Turn | 2 | 2 | 120.0\% | 8.6 | 12.4 | A |
|  | Through | 17 | 16 | 94.1\% | 47.5 | 11.5 | D |
|  | Right Turn | 9 | 7 | 75.6\% | 20.2 | 14.2 | C |
|  | Subtotal | 28 | 25 | 90.0\% | 38.5 | 11.4 | D |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 61 | 54 | 87.9\% | 36.5 | 12.0 | D |
|  | Right Turn | 22 | 21 | 94.5\% | 18.9 | 13.5 | B |
|  | Subtotal | 83 | 74 | 89.6\% | 30.9 | 9.9 | C |
| SW | Left Turn | 18 | 17 | 93.3\% | 9.1 | 7.9 | A |
|  | Through | 2,289 | 2,000 | 87.4\% | 12.0 | 2.8 | B |
|  | Right Turn | 249 | 222 | 89.0\% | 17.3 | 3.5 | B |
|  | Subtotal | 2,556 | 2,239 | 87.6\% | 12.5 | 2.9 | B |
| Total |  | 2,821 | 2,498 | 88.5\% | 15.1 | 2.7 | B |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Phase 1 Medical Center
Volume and Delay by Movement
AM Peak Hour

Intersection 15
N 16th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 127 | 136 | 107.4\% | 9.6 | 1.1 | A |
|  | Through | 1,075 | 1,073 | 99.8\% | 7.8 | 0.7 | A |
|  | Right Turn | 6 | 8 | 126.7\% | 1.2 | 2.1 | A |
|  | Subtotal | 1,208 | 1,217 | 100.7\% | 8.0 | 0.7 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 47 | 51 | 108.9\% | 18.5 | 4.4 | B |
|  | Through Right Turn | 6 | 8 | 126.7\% | 12.7 | 11.0 | B |
|  | Subtotal | 53 | 59 | 110.9\% | 18.0 | 4.3 | B |
| WB | Left Turn <br> Through | 6 |  |  | 11.4 | 10.0 | B |
|  | Right Turn | 2 | 3 | 140.0\% | 1.6 | 2.1 | A |
|  | Subtotal | 8 | 11 | 140.0\% | 9.6 | 8.5 | A |
| Total |  | 1,269 | 1,287 | 101.4\% | 8.4 | 0.7 | A |

Intersection 16
Sunbeam Ave-Sproule Ave/N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 16 | 20 | 122.5\% | 9.5 | 5.5 | A |
|  | Through Right Turn | 13 | 13 | 101.5\% | 15.1 | 9.1 | B |
|  | Subtotal | 29 | 33 | 113.1\% | 12.5 | 6.7 | B |
| SB | Left Turn <br> Through |  | 20 |  | 14.3 | 5.3 | B |
|  | Right Turn | 33 | 33 | 99.4\% | 7.4 | 3.2 | A |
|  | Subtotal | 58 | 53 | 91.7\% | 10.5 | 3.6 | B |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 8 | 100.0\% | 21.6 | 15.1 | C |
|  | Subtotal | 8 | 8 | 100.0\% | 21.6 | 15.1 | C |
| WB | Left Turn | 39 | 32 | 83.1\% | 6.2 | 2.2 | A |
|  | Through | 2,428 | 2,118 | 87.2\% | 9.7 | 1.6 | A |
|  | Right Turn | 8 | 5 | 60.0\% | 3.9 | 2.1 | A |
|  | Subtotal | 2,475 | 2,155 | 87.1\% | 9.6 | 1.6 | A |
| Total |  | 2,570 | 2,249 | 87.5\% | 9.7 | 1.5 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Phase 1 Medical Center
Volume and Delay by Movement
AM Peak Hour

Intersection 42
Bercut Dr/South Park St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 121 | 117 | 96.5\% | 1.5 | 0.9 | A |
|  | Right Turn | 3 | 13 | 440.0\% | 1.1 | 0.7 | A |
|  | Subtotal | 124 | 130 | 104.8\% | 1.4 | 0.8 | A |
| SB | Left Turn | 81 | 64 | 78.5\% | 4.8 | 1.1 | A |
|  | Through | 252 | 299 | 118.6\% | 2.4 | 0.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 333 | 362 | 108.8\% | 2.8 | 0.8 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 6 | 5 | 86.7\% | 3.4 | 3.0 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 17 | 15 | 87.1\% | 4.6 | 0.4 | A |
|  | Subtotal | 23 | 20 | 87.0\% | 4.9 | 0.5 | A |
| Total |  | 480 | 512 | 106.8\% | 2.5 | 0.7 | A |

Intersection 43
5th St/South Park St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 116 | 88 | 75.9\% | 1.0 | 0.3 | A |
|  | Subtotal | 116 | 88 | 75.9\% | 1.0 | 0.3 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn | 38 | 37 | 97.9\% | 2.9 | 0.3 | A |
|  | Subtotal | 38 | 37 | 97.9\% | 2.9 | 0.3 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 154 | 125 | 81.3\% | 1.6 | 0.3 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Phase 1 Medical Center
Volume and Delay by Movement
AM Peak Hour

Intersection 47
Jibbom St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 161 | 146 | 90.9\% | 8.5 | 1.6 | A |
|  | Right Turn | 400 | 420 | 105.0\% | 5.6 | 1.1 | A |
|  | Subtotal | 561 | 566 | 101.0\% | 6.4 | 1.2 | A |
| SB | Left Turn | 211 | 204 | 96.5\% | 26.1 | 13.4 | C |
|  | Through | 340 | 344 | 101.1\% | 5.2 | 1.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 551 | 547 | 99.3\% | 13.1 | 6.3 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 201 | 168 | 83.4\% | 26.2 | 3.2 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 10 | 13 | 128.0\% | 13.8 | 2.0 | B |
|  | Subtotal | 211 | 180 | 85.5\% | 25.3 | 3.0 | C |
| Total |  | 1,323 | 1,294 | 97.8\% | 11.8 | 2.9 | B |

Intersection 48 Bercut Dr/Railyards Blvd Signal


SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Phase 1 Medical Center
Volume and Delay by Movement
AM Peak Hour

| Intersection 49 |  | PH Garage 2-Huntington St/Railyards Blvd |  |  | al |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Demand | Served V | me (vph) | Tot | dalay (sec/v |  |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 60 | 119 | 198.0\% | 7.7 | 1.4 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 12 | 9 | 76.7\% | 2.4 | 1.3 | A |
|  | Subtotal | 72 | 128 | 177.8\% | 7.3 | 1.2 | A |
| EB | Left Turn | 54 | 57 | 105.9\% | 16.7 | 2.0 | B |
|  | Through | 558 | 528 | 94.7\% | 12.8 | 1.0 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 612 | 586 | 95.7\% | 13.2 | 1.0 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 280 | 145 | 51.9\% | 4.8 | 0.6 | A |
|  | Right Turn | 220 | 283 | 128.5\% | 4.7 | 0.6 | A |
|  | Subtotal | 500 | 428 | 85.6\% | 4.8 | 0.5 | A |
| Total |  | 1,184 | 1,142 | 96.4\% | 9.4 | 0.7 | A |
| Intersection 50 |  | HSB Entry-Stanford St/Railyards Blvd |  |  |  |  | Signal |
|  | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 5 | 7 | 136.0\% | 6.6 | 3.9 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 5 | 7 | 136.0\% | 2.7 | 2.2 | A |
|  | Subtotal | 10 | 14 | 136.0\% | 5.8 | 3.2 | A |
| EB | Left Turn | 5 | 6 | 120.0\% | 21.4 | 5.2 | C |
|  | Through | 613 | 641 | 104.5\% | 19.7 | 1.3 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 618 | 647 | 104.7\% | 19.7 | 1.3 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 495 | 424 | 85.7\% | 3.9 | 0.6 | A |
|  | Right Turn | 5 | 4 | 88.0\% | 1.9 | 1.5 | A |
|  | Subtotal | 500 | 429 | 85.8\% | 3.9 | 0.6 | A |
| Total |  | 1,128 | 1,089 | 96.6\% | 13.4 | 1.1 | B |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Baseline Plus Phase 1 Medical Center
Volume and Delay by Movement
AM Peak Hour

Intersection 51
5th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 133 | 154 | 115.5\% | 15.7 | 2.1 | B |
|  | Through | 44 | 48 | 108.2\% | 12.2 | 2.9 | B |
|  | Right Turn | 7 | 10 | 142.9\% | 9.2 | 6.6 | A |
|  | Subtotal | 184 | 211 | 114.8\% | 14.6 | 1.9 | B |
| SB | Left Turn | 19 | 24 | 128.4\% | 17.4 | 4.8 | B |
|  | Through | 19 | 14 | 73.7\% | 9.4 | 4.6 | A |
|  | Subtotal | 38 | 38 | 101.1\% | 14.6 | 4.2 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 519 | 522 | 100.5\% | 36.6 | 3.5 | D |
|  | Right Turn | 99 | 122 | 123.2\% | 32.0 | 3.4 | C |
|  | Subtotal | 618 | 644 | 104.1\% | 35.7 | 3.4 | D |
| WB | Left Turn | 10 | 8 | 76.0\% | 18.7 | 15.9 | B |
|  | Through | 367 | 275 | 75.0\% | 8.1 | 1.2 | A |
|  | Right Turn | 72 | 42 | 58.9\% | 5.5 | 1.9 | A |
|  | Subtotal | 449 | 325 | 72.4\% | 8.0 | 1.2 | A |
| Total |  | 1,289 | 1,218 | 94.5\% | 24.1 | 2.6 | C |

Intersection 53 N 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 8 | 152.0\% | 6.6 | 9.6 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 40 | 44 | 111.0\% | 6.2 | 2.6 | A |
|  | Subtotal | 45 | 52 | 115.6\% | 6.2 | 2.5 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 535 | 540 | 100.9\% | 23.0 | 7.3 | C |
|  | Right Turn | 10 | 11 | 112.0\% | 17.0 | 14.1 | B |
|  | Subtotal | 545 | 551 | 101.1\% | 22.9 | 7.3 | C |
| WB | Left Turn | 101 | 69 | 68.5\% | 28.7 | 7.6 | C |
|  | Through | 444 | 319 | 71.8\% | 5.9 | 1.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 545 | 388 | 71.2\% | 10.0 | 2.3 | B |
| Total |  | 1,135 | 991 | 87.3\% | 17.0 | 4.4 | B |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs Baseline Plus Medical Center
Volume and Delay by Movement
AM Peak Hour

Intersection 54
N 7th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 75 | 85 | 113.6\% | 24.7 | 11.7 | C |
|  | Through | 29 | 30 | 102.1\% | 21.3 | 8.7 | C |
|  | Subtotal | 104 | 115 | 110.4\% | 24.0 | 9.0 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 393 | 234 | 59.6\% | 115.8 | 32.1 | F |
|  | Right Turn | 470 | 300 | 63.9\% | 104.8 | 31.3 | F |
|  | Subtotal | 863 | 535 | 62.0\% | 109.5 | 31.3 | F |
| EB | Left Turn | 397 | 390 | 98.3\% | 24.7 | 4.7 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 178 | 185 | 103.8\% | 6.3 | 1.1 | A |
|  | Subtotal | 575 | 575 | 100.0\% | 18.9 | 3.9 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,542 | 1,225 | 79.4\% | 57.8 | 10.8 | E |

Intersection 60 5th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 184 | 212 | 115.2\% | 0.2 | 0.0 | A |
|  | Subtotal | 184 | 212 | 115.2\% | 0.2 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 128 | 144 | 112.5\% | 0.5 | 0.1 | A |
|  | Subtotal | 128 | 144 | 112.5\% | 0.5 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 312 | 356 | 114.1\% | 0.3 | 0.0 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs Baseline Plus Medical Center
Volume and Delay by Movement
AM Peak Hour

Intersection 61
6th St/Camille Ln
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 | 45 | 53 | 118.2\% | 0.1 | 0.1 | A |
|  | Subtotal | 45 | 53 | 118.2\% | 0.1 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 111 | 80 | 72.1\% | 0.9 | 0.1 | A |
|  | Subtotal | 111 | 80 | 72.1\% | 0.9 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 156 | 133 | 85.4\% | 0.6 | 0.2 | A |

Intersection 62 5th St/Stevens St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 184 | 213 | 115.7\% | 0.7 | 0.3 | A |
|  | Subtotal | 184 | 213 | 115.7\% | 0.7 | 0.3 | A |
| SB | Left Turn <br> Through <br> Right Turn | 128 | 141 | 110.0\% | 0.0 | 0.1 | A |
|  | Subtotal | 128 | 141 | 110.0\% | 0.0 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 312 | 354 | 113.3\% | 0.4 | 0.2 | A |

Average Results from 10 Runs
Volume and Delay by Movement

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 45 | 52 | 114.7\% | 0.2 | 0.3 | A |
|  | Subtotal | 45 | 52 | 114.7\% | 0.2 | 0.3 | A |
| SB | Left Turn <br> Through <br> Right Turn | 111 | 80 | 72.1\% | 0.2 | 0.1 | A |
|  | Subtotal | 111 | 80 | 72.1\% | 0.2 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 156 | 132 | 84.4\% | 0.2 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center
PM Peak Hour

Intersection 1 I 5 SB Ramps/Richards Blvd
Signal

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 442 | 442 | 99.9\% | 28.5 | 2.4 | C |
|  | Through | 69 | 68 | 98.0\% | 30.8 | 2.6 | C |
|  | Right Turn | 314 | 315 | 100.3\% | 9.8 | 1.6 | A |
|  | Subtotal | 825 | 824 | 99.9\% | 21.6 | 1.7 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 592 | 550 | 93.0\% | 79.9 | 44.8 | E |
|  | Right Turn | 56 | 47 | 84.3\% | 6.3 | 2.7 | A |
|  | Subtotal | 648 | 598 | 92.2\% | 74.2 | 41.9 | E |
| WB | Left Turn | 659 | 541 | 82.1\% | 13.3 | 2.6 | B |
|  | Through | 393 | 327 | 83.2\% | 8.8 | 1.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 1,052 | 868 | 82.5\% | 11.6 | 2.0 | B |
| Total |  | 2,525 | 2,290 | 90.7\% | 31.6 | 10.7 | C |

Intersection 2 I 5 NB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 58 | 68 | 117.9\% | 24.7 | 6.0 | C |
|  | Through | 10 | 10 | 96.0\% | 26.7 | 20.4 | C |
|  | Right Turn | 431 | 411 | 95.3\% | 9.4 | 1.5 | A |
|  | Subtotal | 499 | 489 | 98.0\% | 12.2 | 0.8 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 430 | 367 | 85.4\% | 56.2 | 6.1 | E |
|  | Through Right Turn | 604 | 612 | 101.3\% | 1.9 | 0.5 | A |
|  | Subtotal | 1,034 | 979 | 94.7\% | 22.3 | 2.5 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 994 | 792 | 79.7\% | 17.3 | 2.4 | B |
|  | Right Turn | 1,174 | 887 | 75.6\% | 5.4 | 0.2 | A |
|  | Subtotal | 2,168 | 1,679 | 77.5\% | 11.0 | 1.1 | B |
| Total |  | 3,701 | 3,147 | 85.0\% | 14.7 | 0.8 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center
PM Peak Hour

Intersection 3
Bercut Dr/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 643 | 530 | 82.5\% | 97.5 | 45.6 | F |
|  | Through | 4 | 32 | 800.0\% | 35.7 | 27.4 | D |
|  | Right Turn | 9 | 8 | 88.9\% | 35.3 | 30.3 | D |
|  | Subtotal | 656 | 570 | 87.0\% | 93.3 | 45.1 | F |
| SB | Left Turn | 34 | 28 | 83.5\% | 41.5 | 9.8 | D |
|  | Through | 8 | 13 | 165.0\% | 28.6 | 14.5 | C |
|  | Right Turn | 166 | 161 | 96.9\% | 13.4 | 2.3 | B |
|  | Subtotal | 208 | 202 | 97.3\% | 18.4 | 2.1 | B |
| EB | Left Turn | 80 | 79 | 98.5\% | 32.6 | 3.4 | C |
|  | Through | 688 | 706 | 102.6\% | 17.4 | 3.8 | B |
|  | Right Turn | 267 | 266 | 99.8\% | 2.7 | 0.2 | A |
|  | Subtotal | 1,035 | 1,051 | 101.5\% | 14.8 | 2.7 | B |
| WB | Left Turn | 18 | 20 | 113.3\% | 32.9 | 13.7 | C |
|  | Through | 1,359 | 1,028 | 75.6\% | 57.8 | 5.3 | E |
|  | Right Turn | 9 | 7 | 80.0\% | 50.0 | 36.7 | D |
|  | Subtotal | 1,386 | 1,056 | 76.2\% | 57.5 | 5.1 | E |
| Total |  | 3,285 | 2,879 | 87.6\% | 46.1 | 10.2 | D |

Intersection 4 N 3rd St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 89 | 92 | 103.4\% | 54.3 | 9.9 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 15 | 14 | 90.7\% | 4.5 | 3.6 | A |
|  | Subtotal | 104 | 106 | 101.5\% | 48.1 | 10.3 | D |
| SB | Left Turn | 39 | 42 | 106.7\% | 29.1 | 8.3 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 17 | 24 | 138.8\% | 35.3 | 23.2 | D |
|  | Subtotal | 56 | 65 | 116.4\% | 33.1 | 10.0 | C |
| EB | Left Turn | 13 | 15 | 113.8\% | 40.8 | 13.7 | D |
|  | Through | 706 | 689 | 97.6\% | 3.9 | 0.8 | A |
|  | Right Turn | 12 | 13 | 106.7\% | 2.7 | 1.5 | A |
|  | Subtotal | 731 | 716 | 98.0\% | 4.6 | 1.0 | A |
| WB | Left Turn | 2 | 0 | 20.0\% | 6.8 | 21.6 | A |
|  | Through | 1,280 | 963 | 75.3\% | 53.4 | 14.0 | D |
|  | Right Turn | 10 | 6 | 60.0\% | 45.4 | 48.5 | D |
|  | Subtotal | 1,292 | 970 | 75.0\% | 53.4 | 14.0 | D |
| Total |  | 2,183 | 1,857 | 85.1\% | 33.7 | 8.2 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center
PM Peak Hour

Intersection 5
Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 26 | 110.0\% | 38.3 | 7.6 | D |
|  | Through | 5 | 6 | 120.0\% | 39.0 | 23.1 | D |
|  | Right Turn | 24 | 27 | 111.7\% | 9.0 | 2.9 | A |
|  | Subtotal | 53 | 59 | 111.7\% | 25.0 | 6.0 | C |
| SB | Left Turn | 24 | 20 | 81.7\% | 29.3 | 6.4 | C |
|  | Through | 19 | 22 | 113.7\% | 40.1 | 9.1 | D |
|  | Right Turn | 49 | 50 | 102.9\% | 25.8 | 4.9 | C |
|  | Subtotal | 92 | 92 | 99.6\% | 29.7 | 4.0 | C |
| EB | Left Turn | 8 | 6 | 70.0\% | 22.6 | 21.8 | C |
|  | Through | 747 | 735 | 98.4\% | 7.2 | 2.7 | A |
|  | Right Turn | 5 | 7 | 136.0\% | 3.9 | 9.8 | A |
|  | Subtotal | 760 | 748 | 98.4\% | 7.3 | 2.7 | A |
| WB | Left Turn | 11 | 11 | 101.8\% | 68.3 | 43.4 | E |
|  | Through | 1,219 | 992 | 81.3\% | 42.7 | 22.1 | D |
|  | Right Turn | 10 | 7 | 72.0\% | 39.8 | 45.7 | D |
|  | Subtotal | 1,240 | 1,010 | 81.5\% | 43.0 | 22.2 | D |
| Total |  | 2,145 | 1,908 | 89.0\% | 27.7 | 11.7 | C |

Intersection 6
N 5th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 4 | 3 | 80.0\% | 25.6 | 28.0 | C |
|  | Through | 5 | 6 | 112.0\% | 19.9 | 22.1 | B |
|  | Right Turn | 8 | 8 | 100.0\% | 6.2 | 4.9 | A |
|  | Subtotal | 17 | 17 | 98.8\% | 22.0 | 15.4 | C |
| SB | Left Turn | 8 | 9 | 110.0\% | 29.9 | 16.4 | C |
|  | Through | 5 | 8 | 152.0\% | 18.9 | 21.0 | B |
|  | Right Turn | 70 | 64 | 90.9\% | 15.9 | 4.5 | B |
|  | Subtotal | 83 | 80 | 96.4\% | 20.0 | 4.5 | B |
| EB | Left Turn | 16 | 16 | 100.0\% | 54.8 | 14.4 | D |
|  | Through | 774 | 767 | 99.1\% | 4.0 | 1.3 | A |
|  | Right Turn | 5 | 4 | 72.0\% | 3.1 | 3.7 | A |
|  | Subtotal | 795 | 786 | 98.9\% | 5.0 | 1.3 | A |
| WB | Left Turn | 1 | 1 | 80.0\% | 8.5 | 23.3 | A |
|  | Through | 1,166 | 1,061 | 91.0\% | 15.3 | 10.2 | B |
|  | Right Turn | 3 | 4 | 133.3\% | 12.8 | 11.6 | B |
|  | Subtotal | 1,170 | 1,066 | 91.1\% | 15.3 | 10.2 | B |
| Total |  | 2,065 | 1,949 | 94.4\% | 11.4 | 5.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center
PM Peak Hour

Intersection 7
N 7th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 108 | 66 | 61.1\% | 40.7 | 8.8 | D |
|  | Through | 27 | 17 | 63.7\% | 34.4 | 14.1 | C |
|  | Right Turn | 409 | 270 | 66.0\% | 26.1 | 13.4 | C |
|  | Subtotal | 544 | 353 | 64.9\% | 29.2 | 10.7 | C |
| SB | Left Turn | 53 | 61 | 114.7\% | 40.4 | 9.5 | D |
|  | Through | 91 | 91 | 99.8\% | 28.1 | 6.7 | C |
|  | Right Turn | 76 | 84 | 110.5\% | 33.5 | 7.3 | C |
|  | Subtotal | 220 | 236 | 107.1\% | 32.8 | 4.9 | C |
| EB | Left Turn | 4 | 4 | 110.0\% | 37.9 | 31.7 | D |
|  | Through | 699 | 691 | 98.9\% | 30.8 | 6.3 | C |
|  | Right Turn | 87 | 90 | 103.0\% | 28.5 | 6.3 | C |
|  | Subtotal | 790 | 785 | 99.4\% | 30.5 | 6.1 | C |
| WB | Left Turn | 191 | 187 | 98.0\% | 46.3 | 7.3 | D |
|  | Through | 988 | 961 | 97.3\% | 19.7 | 3.7 | B |
|  | Right Turn | 14 | 14 | 102.9\% | 17.3 | 11.4 | B |
|  | Subtotal | 1,193 | 1,163 | 97.5\% | 24.0 | 3.7 | C |
| Total |  | 2,747 | 2,537 | 92.3\% | 27.5 | 4.6 | C |

Intersection 8 N 10th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 36 | 32 | 90.0\% | 39.8 | 9.8 | D |
|  | Through | 3 | 3 | 93.3\% | 17.4 | 19.3 | B |
|  | Right Turn | 60 | 55 | 91.3\% | 8.9 | 1.2 | A |
|  | Subtotal | 99 | 90 | 90.9\% | 20.4 | 4.2 | C |
| SB | Left Turn | 84 | 86 | 102.4\% | 29.6 | 4.0 | C |
|  | Through | 63 | 62 | 97.8\% | 27.1 | 6.3 | C |
|  | Right Turn | 134 | 142 | 106.0\% | 10.9 | 1.9 | B |
|  | Subtotal | 281 | 290 | 103.1\% | 20.0 | 2.0 | B |
| EB | Left Turn | 37 | 32 | 85.4\% | 38.2 | 8.9 | D |
|  | Through | 1,080 | 959 | 88.8\% | 8.6 | 1.8 | A |
|  | Right Turn | 44 | 41 | 93.6\% | 6.0 | 1.3 | A |
|  | Subtotal | 1,161 | 1,032 | 88.9\% | 9.5 | 1.9 | A |
| WB | Left Turn | 7 | 7 | 102.9\% | 23.2 | 22.4 | C |
|  | Through | 945 | 939 | 99.3\% | 7.8 | 1.6 | A |
|  | Right Turn | 17 | 16 | 94.1\% | 6.0 | 3.7 | A |
|  | Subtotal | 969 | 962 | 99.3\% | 8.0 | 1.5 | A |
| Total |  | 2,510 | 2,373 | 94.5\% | 10.5 | 0.9 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center
PM Peak Hour

Intersection 9
Dos Rios St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 23 | 21 | 92.2\% | 41.8 | 7.8 | D |
|  | Through | 6 | 7 | 113.3\% | 36.4 | 26.9 | D |
|  | Right Turn | 30 | 30 | 98.7\% | 15.8 | 7.2 | B |
|  | Subtotal | 59 | 58 | 97.6\% | 28.1 | 10.0 | C |
| SB | Left Turn | 29 | 30 | 103.4\% | 37.1 | 6.3 | D |
|  | Through | 10 | 14 | 136.0\% | 40.6 | 18.0 | D |
|  | Right Turn | 27 | 26 | 94.8\% | 13.4 | 7.6 | B |
|  | Subtotal | 66 | 69 | 104.8\% | 27.9 | 5.2 | C |
| EB | Left Turn | 14 | 12 | 88.6\% | 43.0 | 22.5 | D |
|  | Through | 1,183 | 1,041 | 88.0\% | 8.6 | 2.3 | A |
|  | Right Turn | 27 | 25 | 91.9\% | 5.9 | 3.2 | A |
|  | Subtotal | 1,224 | 1,078 | 88.1\% | 8.9 | 2.3 | A |
| WB | Left Turn | 18 | 16 | 88.9\% | 38.7 | 21.4 | D |
|  | Through | 919 | 922 | 100.4\% | 7.5 | 1.3 | A |
|  | Right Turn | 6 | 6 | 100.0\% | 4.5 | 1.4 | A |
|  | Subtotal | 943 | 944 | 100.1\% | 8.1 | 1.5 | A |
| Total |  | 2,292 | 2,149 | 93.8\% | 9.7 | 1.5 | A |

Intersection 10 N 12th St-N 16th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 60 | 57 | 94.7\% | 88.8 | 17.6 | F |
|  | Through | 3,902 | 3,487 | 89.4\% | 51.7 | 11.9 | D |
|  | Right Turn | 9 | 9 | 97.8\% | 35.7 | 21.8 | D |
|  | Subtotal | 3,971 | 3,552 | 89.5\% | 52.3 | 12.0 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,840 | 1,812 | 98.5\% | 31.6 | 11.8 | C |
|  | Right Turn | 871 | 878 | 100.8\% | 10.4 | 4.8 | B |
|  | Subtotal | 2,711 | 2,690 | 99.2\% | 24.8 | 9.8 | C |
| EB | Left Turn | 970 | 780 | 80.4\% | 60.6 | 17.6 | E |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 117 | 90 | 76.9\% | 13.0 | 7.7 | B |
|  | Subtotal | 1,087 | 870 | 80.0\% | 55.7 | 16.2 | E |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 5 | 3 | 56.0\% | 52.2 | 119.6 | D |
|  | Right Turn | 7 | 9 | 125.7\% | 19.4 | 14.6 | B |
|  | Subtotal | 12 | 12 | 96.7\% | 62.0 | 114.4 | E |
| Total |  | 7,781 | 7,123 | 91.5\% | 42.3 | 8.4 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center
PM Peak Hour

Intersection 11
Bercut Dr/Bannon St
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 | 445 | 398 | 89.4\% | 29.9 | 28.1 | D |
|  | Right Turn | 2 | 5 | 260.0\% | 17.2 | 18.1 | C |
|  | Subtotal | 447 | 403 | 90.2\% | 29.8 | 28.1 | D |
| SB | Left Turn | 70 | 68 | 97.7\% | 8.9 | 1.4 | A |
|  | Through | 238 | 250 | 104.9\% | 5.6 | 0.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 308 | 318 | 103.2\% | 6.3 | 0.7 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 1 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 247 | 217 | 87.9\% | 51.8 | 56.5 | F |
|  | Subtotal | 248 | 217 | 87.6\% | 51.8 | 56.5 | F |
| Total |  | 1,003 | 938 | 93.6\% | 25.9 | 22.5 | D |

Intersection 12
Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 240 | 230 | 96.0\% | 5.3 | 0.3 | A |
|  | Through Right Turn | 45 | 50 | 112.0\% | 6.4 | 0.6 | A |
|  | Subtotal | 285 | 281 | 98.5\% | 5.5 | 0.3 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 27 | 32 | 120.0\% | 7.8 | 1.2 | A |
|  | Right Turn | 8 | 7 | 85.0\% | 2.6 | 1.9 | A |
|  | Subtotal | 35 | 39 | 112.0\% | 7.2 | 1.1 | A |
| EB | Left Turn | 8 | 10 | 125.0\% | 4.6 | 1.7 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 64 | 62 | 96.3\% | 3.5 | 0.9 | A |
|  | Subtotal | 72 | 72 | 99.4\% | 3.7 | 0.8 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 392 | 392 | 99.9\% | 5.4 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center
PM Peak Hour

Intersection 13
N 7th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 98 | 64 | 64.9\% | 89.4 | 19.9 | F |
|  | Through | 522 | 332 | 63.5\% | 99.4 | 17.2 | F |
|  | Right Turn | 242 | 139 | 57.4\% | 92.4 | 16.3 | F |
|  | Subtotal | 862 | 534 | 61.9\% | 96.5 | 16.3 | F |
| SB | Left Turn | 36 | 34 | 93.3\% | 60.2 | 22.3 | E |
|  | Through | 320 | 312 | 97.5\% | 40.4 | 6.6 | D |
|  | Right Turn | 15 | 12 | 77.3\% | 31.2 | 18.5 | C |
|  | Subtotal | 371 | 357 | 96.3\% | 41.5 | 6.7 | D |
| EB | Left Turn | 1 | 1 | 80.0\% | 15.1 | 32.0 | B |
|  | Through | 55 | 47 | 85.8\% | 36.8 | 8.0 | D |
|  | Right Turn | 18 | 23 | 126.7\% | 13.9 | 5.5 | B |
|  | Subtotal | 74 | 71 | 95.7\% | 30.3 | 5.8 | C |
| WB | Left Turn | 272 | 246 | 90.6\% | 50.9 | 15.4 | D |
|  | Through | 58 | 55 | 95.2\% | 53.8 | 19.2 | D |
|  | Right Turn | 19 | 18 | 96.8\% | 23.7 | 12.7 | C |
|  | Subtotal | 349 | 320 | 91.7\% | 50.1 | 14.9 | D |
| Total |  | 1,656 | 1,282 | 77.4\% | 65.8 | 8.6 | E |

Intersection 14
Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 43 | 39 | 91.2\% | 43.9 | 9.2 | D |
|  | Through | 87 | 100 | 114.5\% | 36.3 | 6.0 | D |
|  | Right Turn | 22 | 21 | 94.5\% | 36.8 | 16.3 | D |
|  | Subtotal | 152 | 160 | 105.0\% | 38.2 | 5.1 | D |
| SB | Left Turn | 5 | 6 | 112.0\% | 13.3 | 13.3 | B |
|  | Through | 109 | 109 | 99.8\% | 37.9 | 9.0 | D |
|  | Right Turn | 7 | 10 | 137.1\% | 26.3 | 15.3 | C |
|  | Subtotal | 121 | 124 | 102.5\% | 36.2 | 8.0 | D |
| EB | Left Turn | 5 | 4 | 80.0\% | 44.1 | 29.1 | D |
|  | Through | 235 | 152 | 64.7\% | 33.0 | 8.1 | C |
|  | Right Turn | 61 | 44 | 72.8\% | 21.6 | 8.6 | C |
|  | Subtotal | 301 | 200 | 66.6\% | 30.5 | 7.3 | C |
| SW | Left Turn | 34 | 30 | 89.4\% | 8.9 | 5.4 | A |
|  | Through | 1,619 | 1,562 | 96.5\% | 11.4 | 2.3 | B |
|  | Right Turn | 256 | 225 | 87.8\% | 17.8 | 3.0 | B |
|  | Subtotal | 1,909 | 1,818 | 95.2\% | 12.2 | 2.4 | B |
| Total |  | 2,483 | 2,302 | 92.7\% | 16.9 | 1.7 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center
PM Peak Hour

Intersection 15
N 16th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 54 | 54 | 100.0\% | 14.1 | 2.1 | B |
|  | Through | 3,401 | 3,416 | 100.4\% | 12.1 | 1.0 | B |
|  | Right Turn | 2 | 4 | 200.0\% | 6.7 | 7.4 | A |
|  | Subtotal | 3,457 | 3,474 | 100.5\% | 12.1 | 1.0 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 258 | 247 | 95.8\% | 20.5 | 2.5 | C |
|  | Through Right Turn | 3 | 5 | 173.3\% | 12.1 | 11.2 | B |
|  | Subtotal | 261 | 252 | 96.7\% | 20.5 | 2.3 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 10 | 7 | 68.0\% | 12.5 | 11.6 | B |
|  | Right Turn | 3 | 5 | 160.0\% | 8.0 | 6.8 | A |
|  | Subtotal | 13 | 12 | 89.2\% | 10.4 | 7.9 | B |
| Total |  | 3,731 | 3,738 | 100.2\% | 12.7 | 0.9 | B |

Intersection 16 Sunbeam Ave-Sproule Ave/N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 33 | 105.8\% | 16.6 | 3.5 | B |
|  | Through Right Turn | 13 | 13 | 98.5\% | 13.8 | 8.0 | B |
|  | Subtotal | 44 | 46 | 103.6\% | 15.8 | 4.7 | B |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 158 \\ 65 \end{gathered}$ | $\begin{gathered} 153 \\ 48 \end{gathered}$ | $\begin{aligned} & 97.0 \% \\ & 74.5 \% \end{aligned}$ | $\begin{gathered} 14.8 \\ 9.7 \end{gathered}$ | $\begin{aligned} & 3.9 \\ & 3.8 \end{aligned}$ | B <br> A |
|  |  |  |  |  |  |  | A |
|  | Subtotal | 223 | 202 | 90.4\% | 13.6 | 3.6 | B |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 6 | 80.0\% | 27.0 | 23.0 | C |
|  | Subtotal | 8 | 6 | 80.0\% | 24.9 | 24.5 | C |
| WB | Left Turn | 79 | 75 | 94.7\% | 7.6 | 2.1 | A |
|  | Through | 1,871 | 1,801 | 96.2\% | 10.3 | 1.8 | B |
|  | Right Turn | 7 | 6 | 80.0\% | 5.7 | 5.2 | A |
|  | Subtotal | 1,957 | 1,881 | 96.1\% | 10.2 | 1.8 | B |
| Total |  | 2,232 | 2,135 | 95.6\% | 10.7 | 1.8 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center
PM Peak Hour

Intersection 42
Bercut Dr/South Park St
Signal


Intersection 43 5th St/South Park St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 104 | 94 | 90.4\% | 1.0 | 0.4 | A |
|  | Subtotal | 104 | 94 | 90.4\% | 1.0 | 0.4 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn | 125 | 128 | 102.7\% | 4.4 | 1.5 | A |
|  | Subtotal | 125 | 128 | 102.7\% | 4.4 | 1.5 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 229 | 222 | 97.1\% | 3.0 | 0.8 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center
PM Peak Hour

Intersection 47
Jibbom St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 374 | 402 | 107.4\% | 17.7 | 1.8 | B |
|  | Right Turn | 295 | 292 | 99.1\% | 14.1 | 2.1 | B |
|  | Subtotal | 669 | 694 | 103.7\% | 16.2 | 1.7 | B |
| SB | Left Turn | 86 | 77 | 89.8\% | 41.5 | 16.9 | D |
|  | Through | 409 | 424 | 103.8\% | 7.4 | 1.0 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 495 | 502 | 101.3\% | 12.8 | 3.4 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 376 | 330 | 87.9\% | 32.9 | 3.2 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 55 | 46 | 83.6\% | 23.9 | 4.3 | C |
|  | Subtotal | 431 | 376 | 87.3\% | 31.8 | 3.2 | C |
| Total |  | 1,595 | 1,572 | 98.6\% | 18.9 | 1.9 | B |

Intersection 48 Bercut Dr/Railyards Blvd 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 | 86 | 82 | 94.9\% | 7.4 | 1.5 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 88 | 79 | 90.0\% | 6.2 | 2.1 | A |
|  | Subtotal | 174 | 161 | 92.4\% | 6.8 | 1.2 | A |
| EB | Left Turn | 100 | 108 | 108.0\% | 9.4 | 1.7 | A |
|  | Through | 281 | 262 | 93.4\% | 4.9 | 1.3 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 381 | 370 | 97.2\% | 6.2 | 1.0 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 343 | 305 | 88.9\% | 15.6 | 1.9 | B |
|  | Right Turn | 32 | 30 | 93.8\% | 10.6 | 1.0 | B |
|  | Subtotal | 375 | 335 | 89.3\% | 15.2 | 1.7 | B |
| Total |  | 930 | 866 | 93.1\% | 9.8 | 1.0 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center
PM Peak Hour

Intersection 49
PH Garage 2-Huntington St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB |  | 372 | 354 | 95.2\% | 9.2 | 1.0 | A |
|  | Through Right Turn | 59 | 59 | 99.7\% | 2.4 | 0.8 | A |
|  | Subtotal | 431 | 413 | 95.8\% | 8.2 | 0.9 | A |
| EB | Left Turn | 14 | 19 | 137.1\% | 17.2 | 6.1 | B |
|  | Through Right Turn | 353 | 322 | 91.1\% | 13.4 | 1.9 | B |
|  | Subtotal | 367 | 341 | 92.9\% | 13.6 | 1.9 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 316 | 277 | 87.6\% | 7.8 | 0.9 | A |
|  | Right Turn | 182 | 167 | 91.6\% | 4.0 | 0.7 | A |
|  | Subtotal | 498 | 444 | 89.1\% | 6.4 | 0.7 | A |
| Total |  | 1,296 | 1,197 | 92.4\% | 9.0 | 0.7 | A |

Intersection 50 HSB Entry-Stanford St/Railyards Blvd 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 | 6 | 4 | 60.0\% | 11.9 | 18.7 | B |
|  | Right Turn | 6 | 6 | 93.3\% | 3.0 | 3.1 | A |
|  | Subtotal | 12 | 9 | 76.7\% | 8.6 | 10.2 | A |
| EB | Left Turn | 6 | 4 | 73.3\% | 38.6 | 27.3 | D |
|  | Through Right Turn | 719 | 614 | 85.3\% | 35.3 | 14.0 | D |
|  | Subtotal | 725 | 618 | 85.2\% | 35.3 | 14.0 | D |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 492 | 447 | 90.9\% | 3.8 | 0.8 | A |
|  | Right Turn | 6 | 8 | 133.3\% | 2.3 | 1.4 | A |
|  | Subtotal | 498 | 455 | 91.4\% | 3.8 | 0.8 | A |
| Total |  | 1,235 | 1,082 | 87.6\% | 21.7 | 7.5 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center
PM Peak Hour

Intersection 51
5th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 88 | 90 | 102.7\% | 15.1 | 3.7 | B |
|  | Through | 46 | 48 | 103.5\% | 11.8 | 3.0 | B |
|  | Right Turn | 5 | 6 | 128.0\% | 11.9 | 12.9 | B |
|  | Subtotal | 139 | 144 | 103.9\% | 13.8 | 3.2 | B |
| SB | Left Turn | 73 | 69 | 94.2\% | 19.5 | 8.2 | B |
|  | Through Right Turn | 52 | 59 | 113.1\% | 11.7 | 3.1 | B |
|  | Subtotal | 125 | 128 | 102.1\% | 15.9 | 4.8 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 566 | 440 | 77.7\% | 100.1 | 40.4 | F |
|  | Right Turn | 159 | 114 | 71.7\% | 93.6 | 42.3 | F |
|  | Subtotal | 725 | 554 | 76.4\% | 98.8 | 40.8 | F |
| WB | Left Turn | 29 | 22 | 75.9\% | 20.4 | 10.1 | C |
|  | Through | 410 | 368 | 89.9\% | 6.6 | 1.1 | A |
|  | Right Turn | 58 | 50 | 85.5\% | 4.3 | 1.9 | A |
|  | Subtotal | 497 | 440 | 88.5\% | 7.0 | 1.2 | A |
| Total |  | 1,486 | 1,266 | 85.2\% | 48.5 | 16.8 | D |

Intersection $53 \quad$ N 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 88.0\% | 7.4 | 8.7 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 205 | 206 | 100.3\% | 8.9 | 0.9 | A |
|  | Subtotal | 210 | 210 | 100.0\% | 8.9 | 0.9 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 639 | 462 | 72.4\% | 82.1 | 18.0 | F |
|  | Right Turn | 5 | 5 | 104.0\% | 52.3 | 46.4 | D |
|  | Subtotal | 644 | 468 | 72.6\% | 82.1 | 17.9 | F |
| WB | Left Turn | 92 | 76 | 82.6\% | 30.5 | 4.5 | C |
|  | Through | 492 | 439 | 89.3\% | 6.8 | 1.0 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 584 | 515 | 88.2\% | 10.2 | 1.5 | B |
| Total |  | 1,438 | 1,193 | 82.9\% | 38.0 | 5.9 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center
PM Peak Hour

Intersection 54
N 7th St/Railyards Blvd
Signal

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 49 | 31 | 63.7\% | 180.7 | 102.4 | F |
|  | Through Right Turn | 221 | 147 | 66.6\% | 195.1 | 88.9 | F |
|  | Subtotal | 270 | 178 | 66.1\% | 192.4 | 90.3 | F |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 75 | 70 | 92.8\% | 23.6 | 3.0 | C |
|  | Right Turn | 535 | 484 | 90.5\% | 17.7 | 3.2 | B |
|  | Subtotal | 610 | 554 | 90.8\% | 18.5 | 3.1 | B |
| EB | Left Turn | 641 | 504 | 78.6\% | 34.9 | 3.8 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 203 | 153 | 75.3\% | 8.6 | 1.3 | A |
|  | Subtotal | 844 | 656 | 77.8\% | 28.8 | 3.2 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,724 | 1,388 | 80.5\% | 45.0 | 10.1 | D |

Intersection 60 5th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 139 | 142 | 102.2\% | 0.1 | 0.1 | A |
|  | Subtotal | 139 | 142 | 102.2\% | 0.1 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 240 | 195 | 81.3\% | 0.9 | 0.2 | A |
|  | Subtotal | 240 | 195 | 81.3\% | 0.9 | 0.2 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 379 | 337 | 89.0\% | 0.5 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center
PM Peak Hour

Intersection 61
6th St/Camille Ln
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 210 | 211 | 100.6\% | 0.2 | 0.1 | A |
|  | Subtotal | 210 | 211 | 100.6\% | 0.2 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 97 | 81 | 83.7\% | 0.9 | 0.1 | A |
|  | Subtotal | 97 | 81 | 83.7\% | 0.9 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 307 | 292 | 95.2\% | 0.4 | 0.1 | A |

Intersection 62 5th St/Stevens St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn | 139 | 144 | 103.9\% | 0.1 | 0.1 | A |
|  | Subtotal | 139 | 144 | 103.9\% | 0.1 | 0.1 | A |
| SB | Left Turn <br> Through Right Turn | 240 | 197 | 82.0\% | 0.2 | 0.1 | A |
|  | Subtotal | 240 | 197 | 82.0\% | 0.2 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 379 | 341 | 90.0\% | 0.1 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center PM Peak Hour

Intersection 63 6th St/Stevens St 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 | 210 | 213 | 101.3\% | 0.1 | 0.1 | A |
|  | Subtotal | 210 | 213 | 101.3\% | 0.1 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 97 | 81 | 83.3\% | 0.1 | 0.1 | A |
|  | Subtotal | 97 | 81 | 83.3\% | 0.1 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 307 | 294 | 95.6\% | 0.1 | 0.1 | A |

## APPENDIX J.1.13:

## Baseline Plus MLS Stadium Level of Service (LOS) Calculations

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Hour

Intersection 1 I 5 SB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 948 | 1,004 | 105.9\% | 34.6 | 5.1 | C |
|  | Through | 3 | 4 | 133.3\% | 42.7 | 31.5 | D |
|  | Right Turn | 320 | 342 | 106.8\% | 13.9 | 2.4 | B |
|  | Subtotal | 1,271 | 1,350 | 106.2\% | 29.5 | 4.3 | C |
| EB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 341 \\ 49 \end{gathered}$ | $\begin{gathered} 318 \\ 56 \end{gathered}$ | $\begin{gathered} 93.1 \% \\ 115.1 \% \end{gathered}$ | $\begin{gathered} 20.1 \\ 3.5 \end{gathered}$ | $\begin{aligned} & 1.8 \\ & 1.4 \end{aligned}$ | C |
|  | Right Turn | 49 | 56 | 115.1\% | 3.5 | 1.4 | A |
|  | Subtotal | 390 | 374 | 95.9\% | 17.6 | 1.6 | B |
| WB | Left Turn | 270 | 175 | 64.9\% | 9.8 | 1.9 | A |
|  | Through Right Turn | 206 | 175 | 85.0\% | 7.7 | 2.7 | A |
|  | Subtotal | 476 | 350 | 73.6\% | 8.7 | 2.1 | A |
| Total |  | 2,137 | 2,074 | 97.1\% | 23.9 | 3.2 | C |

[^50]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 101 | 98 | 97.0\% | 18.5 | 3.8 | B |
|  | Through | 1 | 2 | 160.0\% | 3.0 | 5.7 | A |
|  | Right Turn | 726 | 710 | 97.9\% | 22.2 | 2.5 | C |
|  | Subtotal | 828 | 810 | 97.8\% | 21.8 | 2.4 | C |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 176 | 165 | 93.6\% | 21.4 | 6.0 | C |
|  | Through Right Turn | 1,113 | 1,140 | 102.4\% | 11.2 | 5.9 | B |
|  | Subtotal | 1,289 | 1,305 | 101.2\% | 12.5 | 4.8 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 375 | 264 | 70.5\% | 15.6 | 2.9 | B |
|  | Right Turn | 328 | 222 | 67.7\% | 2.5 | 0.4 | A |
|  | Subtotal | 703 | 486 | 69.2\% | 9.6 | 1.6 | A |
| Total |  | 2,820 | 2,601 | 92.2\% | 14.8 | 3.0 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Hour

Intersection $3 \quad$ Bercut Dr/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 58 | 53 | 91.0\% | 38.7 | 16.3 | D |
|  | Through | 5 | 4 | 80.0\% | 23.2 | 24.8 | C |
|  | Right Turn | 2 | 3 | 140.0\% | 7.7 | 7.2 | A |
|  | Subtotal | 65 | 60 | 91.7\% | 36.8 | 15.5 | D |
| SB | Left Turn | 23 | 24 | 104.3\% | 34.6 | 11.1 | C |
|  | Through | 3 | 3 | 106.7\% | 27.6 | 36.3 | C |
|  | Right Turn | 70 | 74 | 105.1\% | 5.1 | 0.9 | A |
|  | Subtotal | 96 | 101 | 105.0\% | 12.8 | 2.8 | B |
| EB | Left Turn | 67 | 64 | 95.5\% | 45.0 | 12.7 | D |
|  | Through | 1,614 | 1,611 | 99.8\% | 8.2 | 2.7 | A |
|  | Right Turn | 158 | 151 | 95.7\% | 2.3 | 0.1 | A |
|  | Subtotal | 1,839 | 1,826 | 99.3\% | 8.9 | 2.4 | A |
| WB | Left Turn | 15 | 8 | 50.7\% | 26.9 | 19.5 | C |
|  | Through | 575 | 373 | 64.9\% | 9.9 | 3.2 | A |
|  | Right Turn | 16 | 10 | 65.0\% | 6.1 | 5.0 | A |
|  | Subtotal | 606 | 391 | 64.6\% | 10.3 | 3.2 | B |
| Total |  | 2,606 | 2,378 | 91.2\% | 10.0 | 2.2 | A |

## Intersection 4 N 3rd St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 13 | 18 | 141.5\% | 44.5 | 16.1 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 5 | 7 | 144.0\% | 15.3 | 12.4 | B |
|  | Subtotal | 18 | 26 | 142.2\% | 35.3 | 7.7 | D |
| SB | Left Turn | 2 | 4 | 200.0\% | 19.6 | 25.5 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 11 | 10 | 90.9\% | 4.5 | 2.8 | A |
|  | Subtotal | 13 | 14 | 107.7\% | 11.4 | 11.1 | B |
| EB | Left Turn | 11 | 13 | 116.4\% | 38.7 | 15.0 | D |
|  | Through | 1,622 | 1,625 | 100.2\% | 3.4 | 0.8 | A |
|  | Right Turn | 6 | 8 | 126.7\% | 2.7 | 2.2 | A |
|  | Subtotal | 1,639 | 1,645 | 100.4\% | 3.7 | 0.8 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 582 | 374 | 64.2\% | 2.7 | 1.1 | A |
|  | Right Turn | 2 | 1 | 60.0\% | 0.6 | 1.5 | A |
|  | Subtotal | 584 | 375 | 64.2\% | 2.7 | 1.1 | A |
| Total |  | 2,254 | 2,060 | 91.4\% | 4.0 | 0.9 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Hour

Intersection 5
Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 33 | 31 | 94.5\% | 39.1 | 13.4 | D |
|  | Through | 4 | 2 | 60.0\% | 13.9 | 25.1 | B |
|  | Right Turn | 22 | 24 | 107.3\% | 15.3 | 7.6 | B |
|  | Subtotal | 59 | 57 | 96.9\% | 26.5 | 5.6 | C |
| SB | Left Turn | 10 | 8 | 80.0\% | 27.2 | 11.3 | C |
|  | Through | 10 | 9 | 92.0\% | 33.4 | 18.9 | C |
|  | Right Turn | 9 | 9 | 102.2\% | 3.9 | 2.7 | A |
|  | Subtotal | 29 | 26 | 91.0\% | 21.9 | 6.4 | C |
| EB | Left Turn | 6 | 7 | 120.0\% | 25.4 | 18.8 | C |
|  | Through | 1,603 | 1,611 | 100.5\% | 6.2 | 2.5 | A |
|  | Right Turn | 20 | 20 | 98.0\% | 4.8 | 2.1 | A |
|  | Subtotal | 1,629 | 1,638 | 100.5\% | 6.2 | 2.4 | A |
| WB | Left Turn | 3 | 2 | 53.3\% | 10.3 | 18.6 | B |
|  | Through | 542 | 335 | 61.8\% | 3.3 | 1.7 | A |
|  | Right Turn | 5 | 2 | 40.0\% | 1.3 | 2.2 | A |
|  | Subtotal | 550 | 338 | 61.5\% | 3.4 | 1.7 | A |
| Total |  | 2,267 | 2,060 | 90.9\% | 6.5 | 2.3 | A |

## Intersection 6 N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 1 | 0 | 40.0\% | 3.6 | 11.5 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 4 | 6 | 140.0\% | 11.7 | 10.9 | B |
|  | Subtotal | 5 | 6 | 120.0\% | 12.9 | 11.7 | B |
| SB | Left Turn | 6 | 7 | 113.3\% | 17.3 | 16.7 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 8 | 6 | 80.0\% | 3.7 | 2.4 | A |
|  | Subtotal | 14 | 13 | 94.3\% | 13.2 | 10.4 | B |
| EB | Left Turn | 10 | 8 | 84.0\% | 61.6 | 25.9 | E |
|  | Through | 1,622 | 1,582 | 97.6\% | 18.8 | 6.4 | B |
|  | Right Turn | 3 | 3 | 93.3\% | 12.5 | 14.6 | B |
|  | Subtotal | 1,635 | 1,594 | 97.5\% | 19.0 | 6.4 | B |
| WB | Left Turn | 3 | 2 | 66.7\% | 24.2 | 28.2 | C |
|  | Through | 541 | 331 | 61.1\% | 8.7 | 1.3 | A |
|  | Right Turn | 2 | 3 | 140.0\% | 4.4 | 1.5 | A |
|  | Subtotal | 546 | 336 | 61.5\% | 9.0 | 1.3 | A |
| Total |  | 2,200 | 1,948 | 88.6\% | 17.2 | 5.3 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Hour

| Intersection 7 |  | N 7th St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 70 | 52 | 74.3\% | 54.6 | 10.0 | D |
|  | Through | 119 | 101 | 84.7\% | 37.6 | 5.8 | D |
|  | Right Turn | 104 | 79 | 75.8\% | 29.3 | 7.5 | C |
|  | Subtotal | 293 | 232 | 79.0\% | 38.3 | 5.6 | D |
| SB | Left Turn | 7 | 6 | 85.7\% | 34.8 | 37.7 | C |
|  | Through | 10 | 9 | 92.0\% | 23.8 | 22.1 | C |
|  | Right Turn | 13 | 13 | 98.5\% | 42.8 | 22.6 | D |
|  | Subtotal | 30 | 28 | 93.3\% | 43.1 | 18.6 | D |
| EB | Left Turn | 432 | 357 | 82.6\% | 127.2 | 30.5 | F |
|  | Through | 574 | 567 | 98.8\% | 55.2 | 10.4 | E |
|  | Right Turn | 219 | 210 | 95.7\% | 50.3 | 9.6 | D |
|  | Subtotal | 1,225 | 1,134 | 92.5\% | 77.1 | 16.3 | E |
| WB | Left Turn | 355 | 229 | 64.6\% | 104.6 | 26.0 | F |
|  | Through | 896 | 566 | 63.1\% | 89.1 | 28.8 | F |
|  | Right Turn | 311 | 202 | 65.0\% | 96.3 | 36.8 | F |
|  | Subtotal | 1,562 | 997 | 63.8\% | 94.2 | 28.8 | F |
| Total |  | 3,110 | 2,390 | 76.8\% | 79.8 | 16.3 | E |

Intersection 8

N 10th St/Richards Blvd

Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 168 | 142 | 84.8\% | 33.6 | 5.0 | C |
|  | Through | 1 | 1 | 80.0\% | 11.1 | 26.0 | B |
|  | Right Turn | 63 | 50 | 79.4\% | 6.4 | 1.8 | A |
|  | Subtotal | 232 | 193 | 83.3\% | 26.6 | 2.7 | C |
| SB | Left Turn | 7 | 9 | 131.4\% | 30.3 | 22.8 | C |
|  | Through | 6 | 5 | 80.0\% | 29.7 | 19.0 | C |
|  | Right Turn | 37 | 36 | 98.4\% | 11.7 | 4.6 | B |
|  | Subtotal | 50 | 50 | 100.8\% | 18.0 | 4.1 | B |
| EB | Left Turn | 14 | 13 | 94.3\% | 39.7 | 12.4 | D |
|  | Through | 546 | 530 | 97.0\% | 9.6 | 1.6 | A |
|  | Right Turn | 12 | 14 | 116.7\% | 5.6 | 1.7 | A |
|  | Subtotal | 572 | 557 | 97.3\% | 10.2 | 1.5 | B |
| WB | Left Turn | 44 | 30 | 67.3\% | 39.1 | 7.5 | D |
|  | Through | 1,794 | 1,310 | 73.0\% | 9.1 | 2.6 | A |
|  | Right Turn | 12 | 9 | 76.7\% | 6.5 | 7.2 | A |
|  | Subtotal | 1,850 | 1,349 | 72.9\% | 9.8 | 2.6 | A |
| Total |  | 2,704 | 2,150 | 79.5\% | 11.6 | 1.9 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Hour

Intersection $9 \quad$ Dos Rios St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 72.0\% | 25.9 | 24.5 | C |
|  | Through | 5 | 6 | 128.0\% | 27.3 | 21.7 | C |
|  | Right Turn | 9 | 5 | 57.8\% | 5.3 | 5.5 | A |
|  | Subtotal | 19 | 15 | 80.0\% | 23.5 | 16.2 | C |
| SB | Left Turn | 21 | 22 | 106.7\% | 37.7 | 10.3 | D |
|  | Through | 7 | 6 | 91.4\% | 34.7 | 25.5 | C |
|  | Right Turn | 16 | 11 | 70.0\% | 11.1 | 7.2 | B |
|  | Subtotal | 44 | 40 | 90.9\% | 30.1 | 6.6 | C |
| EB | Left Turn | 4 | 3 | 70.0\% | 33.9 | 34.1 | C |
|  | Through | 593 | 560 | 94.5\% | 5.7 | 1.8 | A |
|  | Right Turn | 19 | 23 | 122.1\% | 3.9 | 3.3 | A |
|  | Subtotal | 616 | 586 | 95.2\% | 5.8 | 1.8 | A |
| WB | Left Turn | 11 | 9 | 83.6\% | 42.1 | 20.0 | D |
|  | Through | 1,829 | 1,345 | 73.5\% | 6.1 | 1.3 | A |
|  | Right Turn | 2 | 3 | 140.0\% | 3.1 | 0.7 | A |
|  | Subtotal | 1,842 | 1,357 | 73.7\% | 6.4 | 1.4 | A |
| Total |  | 2,521 | 1,998 | 79.3\% | 6.9 | 1.3 | A |

Intersection 10 N 12th St-N 16th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 51 | 55 | 107.5\% | 57.6 | 13.4 | E |
|  | Through | 1,196 | 1,183 | 98.9\% | 8.7 | 1.2 | A |
|  | Right Turn | 2 | 3 | 160.0\% | 1.5 | 1.6 | A |
|  | Subtotal | 1,249 | 1,241 | 99.4\% | 10.9 | 1.5 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,644 | 1,397 | 85.0\% | 87.9 | 13.9 | F |
|  | Right Turn | 1,817 | 1,331 | 73.2\% | 165.5 | 16.8 | F |
|  | Subtotal | 3,461 | 2,728 | 78.8\% | 125.8 | 16.1 | F |
| EB | Left Turn | 615 | 544 | 88.5\% | 41.6 | 5.6 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 23 | 21 | 92.2\% | 5.0 | 1.0 | A |
|  | Subtotal | 638 | 566 | 88.7\% | 40.1 | 4.8 | D |
| WB | Left Turn <br> Through Right Turn | 13 | 8 | 58.5\% | 53.4 | 38.2 | D |
|  | Subtotal | 13 | 8 | 58.5\% | 53.4 | 38.2 | D |
| Total |  | 5,361 | 4,542 | 84.7\% | 83.6 | 9.7 | F |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Hour

Intersection 11
Bercut Dr/Bannon St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 7 | 8 | 114.3\% | 5.0 | 2.2 | A |
|  | Subtotal | 7 | 8 | 114.3\% | 5.0 | 2.2 | A |
| SB | Left Turn | 160 | 149 | 93.0\% | 5.0 | 0.3 | A |
|  | Through Right Turn | 7 | 8 | 120.0\% | 4.9 | 0.3 | A |
|  | Subtotal | 167 | 157 | 94.1\% | 5.0 | 0.3 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn Through | 2 | 1 | 60.0\% | 2.8 | 4.9 | A |
|  | Right Turn | 37 | 32 | 86.5\% | 2.8 | 0.5 | A |
|  | Subtotal | 39 | 33 | 85.1\% | 3.0 | 0.8 | A |
| Total |  | 213 | 198 | 93.1\% | 4.7 | 0.2 | A |

## Intersection 12

Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 27 | 87.7\% | 4.6 | 0.8 | A |
|  | Through Right Turn | 49 | 42 | 85.7\% | 5.8 | 0.5 | A |
|  | Subtotal | 80 | 69 | 86.5\% | 5.3 | 0.6 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 25 | 23 | 92.8\% | 6.3 | 1.0 | A |
|  | Right Turn | 8 | 7 | 90.0\% | 3.0 | 1.8 | A |
|  | Subtotal | 33 | 30 | 92.1\% | 5.6 | 0.9 | A |
| EB | Left Turn | 10 | 12 | 116.0\% | 4.8 | 0.8 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 150 | 141 | 93.9\% | 3.7 | 0.5 | A |
|  | Subtotal | 160 | 152 | 95.3\% | 3.8 | 0.5 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 273 | 252 | 92.3\% | 4.4 | 0.5 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Hour

Intersection 13 N 7th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 39 | 30 | 75.9\% | 33.7 | 7.8 | C |
|  | Through | 392 | 305 | 77.8\% | 34.1 | 2.4 | C |
|  | Right Turn | 39 | 29 | 74.9\% | 29.4 | 10.1 | C |
|  | Subtotal | 470 | 364 | 77.4\% | 33.7 | 2.0 | C |
| SB | Left Turn | 23 | 12 | 50.4\% | 48.8 | 14.0 | D |
|  | Through | 137 | 93 | 67.7\% | 46.8 | 13.2 | D |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 160 | 104 | 65.3\% | 46.9 | 12.2 | D |
| EB | Left Turn | 40 | 33 | 82.0\% | 51.8 | 34.2 | D |
|  | Through | 94 | 86 | 91.1\% | 47.1 | 10.2 | D |
|  | Right Turn | 55 | 52 | 94.5\% | 41.5 | 24.7 | D |
|  | Subtotal | 189 | 170 | 90.2\% | 46.4 | 18.4 | D |
| WB | Left Turn | 217 | 178 | 82.0\% | 56.0 | 26.4 | E |
|  | Through | 14 | 8 | 60.0\% | 74.6 | 37.4 | E |
|  | Right Turn | 205 | 169 | 82.5\% | 36.1 | 4.5 | D |
|  | Subtotal | 436 | 356 | 81.6\% | 48.2 | 16.1 | D |
| Total |  | 1,255 | 994 | 79.2\% | 42.3 | 7.1 | D |

## Intersection 14 Dos Rios St/N B St-N 12th St

Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 18 | 21 | 115.6\% | 39.0 | 12.1 | D |
|  | Through | 283 | 280 | 98.8\% | 31.6 | 3.3 | C |
|  | Right Turn | 5 | 5 | 104.0\% | 16.3 | 22.6 | B |
|  | Subtotal | 306 | 306 | 99.9\% | 32.0 | 3.1 | C |
| SB | Left Turn | 5 | 4 | 88.0\% | 22.2 | 23.1 | C |
|  | Through | 18 | 18 | 97.8\% | 36.7 | 17.6 | D |
|  | Right Turn | 5 | 5 | 104.0\% | 21.6 | 21.4 | C |
|  | Subtotal | 28 | 27 | 97.1\% | 41.5 | 13.4 | D |
| EB | Left Turn | 5 | 0 | 0.0\% | \#DIV/0! | \#DIV/0! | \#DIV/0! |
|  | Through | 159 | 138 | 86.5\% | 26.2 | 3.2 | C |
|  | Right Turn | 29 | 28 | 95.2\% | 21.8 | 8.5 | C |
|  | Subtotal | 193 | 165 | 85.6\% | 25.4 | 3.3 | C |
| SW | Left Turn | 202 | 168 | 83.0\% | 11.8 | 2.1 | B |
|  | Through | 783 | 703 | 89.8\% | 12.5 | 2.1 | B |
|  | Right Turn | 659 | 558 | 84.7\% | 24.2 | 7.0 | C |
|  | Subtotal | 1,644 | 1,429 | 86.9\% | 17.0 | 3.5 | B |
| Total |  | 2,171 | 1,927 | 88.8\% | 20.4 | 2.5 | C |

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

Medical Center / Stadium / Railyards SP EIR

Pre-Event Hour

Intersection 15 N 16th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 432 | 438 | 101.4\% | 10.0 | 0.7 | A |
|  | Through | 970 | 971 | 100.1\% | 6.9 | 0.5 | A |
|  | Right Turn | 2 | 1 | 60.0\% | 0.0 | 0.0 | A |
|  | Subtotal | 1,404 | 1,410 | 100.4\% | 7.9 | 0.4 | A |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 43 | 28 | 64.2\% | 16.1 | 2.6 | B |
|  | Through Right Turn | 2 | 1 | 40.0\% | 4.1 | 11.0 | A |
|  | Subtotal | 45 | 28 | 63.1\% | 16.3 | 2.6 | B |
| WB | Left Turn Through | 1 | 0 | 0.0\% | 1.2 | 0.2 | A |
|  | Right Turn | 3 | 2 | 80.0\% | 2.1 | 1.1 | A |
|  | Subtotal | 4 | 2 | 60.0\% | 1.4 | 1.7 | A |
| Total |  | 1,453 | 1,441 | 99.2\% | 8.0 | 0.4 | A |

Intersection 16 Sunbeam Ave-Sproule Ave/N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 12 | 11 | 93.3\% | 5.7 | 5.1 | A |
|  | Through Right Turn | 5 | 8 | 152.0\% | 15.4 | 17.0 | B |
|  | Subtotal | 17 | 19 | 110.6\% | 9.8 | 4.7 | A |
| SB | Left Turn Through | 7 | 3 | 45.7\% | 7.8 | 6.6 | A |
|  | Right Turn | 9 | 8 | 84.4\% | 4.4 | 3.6 | A |
|  | Subtotal | 16 | 11 | 67.5\% | 6.7 | 6.3 | A |
| EB | Left Turn <br> Through <br> Right Turn | 4 | 7 | 180.0\% | 12.3 | 8.7 | B |
|  | Subtotal | 4 | 7 | 180.0\% | 12.3 | 8.7 | B |
| WB | Left Turn | 20 | 16 | 78.0\% | 1.7 | 1.8 | A |
|  | Through | 1,645 | 1,404 | 85.3\% | 3.5 | 1.2 | A |
|  | Right Turn | 2 | 3 | 140.0\% | 1.6 | 1.4 | A |
|  | Subtotal | 1,667 | 1,422 | 85.3\% | 3.5 | 1.2 | A |
| Total |  | 1,704 | 1,459 | 85.6\% | 3.7 | 1.3 | A |

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

Medical Center / Stadium / Railyards SP EIR

Pre-Event Hour

Intersection 40 8th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 15 | 16 | 106.7\% | 13.4 | 2.8 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 147 | 114 | 77.6\% | 8.4 | 1.2 | A |
|  | Subtotal | 162 | 130 | 80.2\% | 8.9 | 1.1 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 155 | 128 | 82.6\% | 8.0 | 2.0 | A |
|  | Right Turn | 1 | 2 | 160.0\% | 1.9 | 3.3 | A |
|  | Subtotal | 156 | 130 | 83.1\% | 8.0 | 2.0 | A |
| WB | Left Turn | 242 | 201 | 83.1\% | 17.5 | 2.4 | B |
|  | Through | 421 | 369 | 87.7\% | 13.4 | 1.4 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 663 | 570 | 86.0\% | 14.8 | 1.5 | B |
| Total |  | 981 | 830 | 84.6\% | 12.8 | 0.9 | B |

## Intersection 51

5th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 157 | 151 | 96.1\% | 14.8 | 1.7 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 37 | 34 | 90.8\% | 33.4 | 14.6 | C |
|  | Subtotal | 194 | 184 | 95.1\% | 18.5 | 3.7 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 334 | 215 | 64.3\% | 164.9 | 59.0 | F |
|  | Right Turn | 7 | 5 | 68.6\% | 150.0 | 84.2 | F |
|  | Subtotal | 341 | 220 | 64.4\% | 165.1 | 59.1 | F |
| WB | Left Turn | 35 | 20 | 58.3\% | 24.0 | 9.1 | C |
|  | Through | 312 | 185 | 59.4\% | 4.1 | 0.5 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 347 | 206 | 59.3\% | 6.4 | 2.0 | A |
| Total |  | 882 | 610 | 69.1\% | 64.9 | 14.0 | E |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Hour

Intersection 53 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 28 | 21 | 75.7\% | 43.9 | 34.8 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 214 | 168 | 78.5\% | 125.9 | 46.1 | F |
|  | Subtotal | 242 | 189 | 78.2\% | 116.7 | 44.5 | F |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 333 | 176 | 53.0\% | 225.9 | 33.0 | F |
|  | Right Turn | 38 | 22 | 56.8\% | 216.2 | 48.8 | F |
|  | Subtotal | 371 | 198 | 53.4\% | 224.8 | 31.2 | F |
| WB | Left Turn | 124 | 61 | 49.0\% | 28.8 | 4.2 | C |
|  | Through | 319 | 186 | 58.3\% | 9.0 | 1.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 443 | 247 | 55.7\% | 13.9 | 1.4 | B |
| Total |  | 1,056 | 634 | 60.0\% | 108.8 | 15.3 | F |

## Intersection 54

7th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 39 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through | 276 | 237 | 85.8\% | 127.3 | 46.0 | F |
|  | Right Turn | 258 | 214 | 83.1\% | 123.6 | 45.2 | F |
|  | Subtotal | 573 | 451 | 78.7\% | 125.6 | 45.4 | F |
| SB | Left Turn | 13 | 0 | 0.0\% | 23.4 | 15.6 | C |
|  | Through | 34 | 16 | 45.9\% | 243.0 | 52.7 | F |
|  | Right Turn | 286 | 123 | 43.1\% | 256.0 | 47.0 | F |
|  | Subtotal | 333 | 139 | 41.7\% | 254.1 | 42.7 | F |
| EB | Left Turn | 250 | 152 | 61.0\% | 95.8 | 9.6 | F |
|  | Through | 265 | 159 | 60.1\% | 96.5 | 11.7 | F |
|  | Right Turn | 32 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Subtotal | 547 | 312 | 57.0\% | 96.2 | 8.4 | F |
| WB | Left Turn | 48 | 44 | 91.7\% | 52.5 | 15.4 | D |
|  | Through | 118 | 98 | 82.7\% | 54.4 | 6.6 | D |
|  | Right Turn | 8 | 0 | 0.0\% | 1.2 | 0.4 | A |
|  | Subtotal | 174 | 142 | 81.4\% | 54.3 | 5.4 | D |
| Total |  | 1,627 | 1,043 | 64.1\% | 124.5 | 25.5 | F |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Hour

Intersection 55 8th St/Railyards Blvd Signal

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB |  | 54 | 37 | 68.9\% | 23.7 | 5.7 | C |
|  | Through Right Turn | 135 | 113 | 83.9\% | 10.2 | 2.6 | B |
|  | Subtotal | 189 | 150 | 79.6\% | 13.4 | 3.0 | B |
| EB | Left Turn | 146 | 114 | 78.1\% | 7.0 | 0.9 | A |
|  | Through Right Turn | 171 | 124 | 72.7\% | 5.1 | 1.0 | A |
|  | Subtotal | 317 | 238 | 75.2\% | 6.0 | 0.9 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 61 | 60 | 98.4\% | 2.2 | 1.1 | A |
|  | Right Turn | 29 | 34 | 118.6\% | 1.4 | 0.6 | A |
|  | Subtotal | 90 | 94 | 104.9\% | 1.9 | 0.8 | A |
| Total |  | 596 | 483 | 81.1\% | 7.5 | 1.2 | A |

Intersection 56 N 10th St/Railyards Blvd All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through Right Turn | 70 | 76 | 108.0\% | 3.2 | 0.2 | A |
|  | Subtotal | 70 | 76 | 108.0\% | 3.2 | 0.2 | A |
| EB | Left Turn <br> Through Right Turn | 161 | 114 | 70.8\% | 6.1 | 0.4 | A |
|  | Subtotal | 161 | 114 | 70.8\% | 6.1 | 0.4 | A |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 231 | 190 | 82.1\% | 4.9 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR

Pre-Event Hour

Intersection 60 5th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 620 | 632 | 101.9\% | 1.3 | 0.2 | A |
|  | Subtotal | 620 | 632 | 101.9\% | 1.3 | 0.2 | A |
| SB | Left Turn <br> Through <br> Right Turn | 42 | 26 | 61.0\% | 1.1 | 0.2 | A |
|  | Subtotal | 42 | 26 | 61.0\% | 1.1 | 0.2 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 662 | 658 | 99.3\% | 1.3 | 0.2 | A |

Intersection 61 6th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 242 | 214 | 88.6\% | 34.9 | 35.0 | C |
|  | Subtotal | 242 | 214 | 88.6\% | 34.9 | 35.0 | C |
| SB | Left Turn <br> Through <br> Right Turn | 162 | 83 | 51.4\% | 1.2 | 0.1 | A |
|  | Subtotal | 162 | 83 | 51.4\% | 1.2 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 404 | 298 | 73.7\% | 25.7 | 25.7 | C |

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

Medical Center / Stadium / Railyards SP EIR

Pre-Event Hour

Intersection 62 5th St/Stevens St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 620 | 634 | 102.3\% | 0.6 | 0.1 | A |
|  | Subtotal | 620 | 634 | 102.3\% | 0.6 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 42 | 26 | 61.0\% | 0.2 | 0.2 | A |
|  | Subtotal | 42 | 26 | 61.0\% | 0.2 | 0.2 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 662 | 660 | 99.7\% | 0.6 | 0.1 | A |

## Intersection 63 6th St/Stevens St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 446 | 445 | 99.8\% | 7.6 | 9.9 | A |
|  | Subtotal | 446 | 445 | 99.8\% | 7.6 | 9.9 | A |
| SB | Left Turn <br> Through <br> Right Turn | 60 | 33 | 55.3\% | 2.5 | 1.5 | A |
|  | Subtotal | 60 | 33 | 55.3\% | 2.5 | 1.5 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 506 | 478 | 94.5\% | 7.2 | 9.2 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Peak Hour

Intersection 18
7th St/F St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 15 | 18 | 120.0\% | 26.8 | 9.7 | C |
|  | Through | 238 | 211 | 88.6\% | 11.2 | 2.5 | B |
|  | Right Turn | 3 | 4 | 133.3\% | 9.5 | 11.7 | A |
|  | Subtotal | 256 | 233 | 90.9\% | 12.3 | 2.3 | B |
| SB | Left Turn | 69 | 76 | 110.1\% | 19.6 | 4.7 | B |
|  | Through | 40 | 42 | 106.0\% | 7.5 | 3.3 | A |
|  | Right Turn | 5 | 5 | 96.0\% | 2.8 | 3.7 | A |
|  | Subtotal | 114 | 123 | 108.1\% | 14.8 | 3.0 | B |
| EB | Left Turn | 1 | 1 | 80.0\% | 2.3 | 6.8 | A |
|  | Through | 1 | 0 | 40.0\% | 0.1 | 0.2 | A |
|  | Right Turn | 2 | 1 | 60.0\% | 0.9 | 2.6 | A |
|  | Subtotal | 4 | 2 | 60.0\% | 3.1 | 7.0 | A |
| WB | Left Turn | 33 | 35 | 105.5\% | 17.6 | 3.4 | B |
|  | Through | 2 | 1 | 60.0\% | 3.7 | 3.9 | A |
|  | Right Turn | 334 | 338 | 101.3\% | 7.9 | 1.4 | A |
|  | Subtotal | 369 | 374 | 101.5\% | 8.9 | 1.2 | A |
| Total |  | 743 | 733 | 98.6\% | 10.9 | 1.0 | B |


| Intersection 19 |  | 8th St/F St |  |  | All-way Stop |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 51 | 47 | 91.8\% | 14.1 | 3.8 | B |
|  | Through | 52 | 54 | 103.1\% | 12.4 | 2.9 | B |
|  | Right Turn | 37 | 35 | 95.1\% | 12.5 | 4.8 | B |
|  | Subtotal | 140 | 136 | 96.9\% | 13.5 | 2.4 | B |
| SB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 16 | 21 | 130.0\% | 9.0 | 5.4 | A |
|  | Through Right Turn | 62 | 65 | 104.5\% | 11.0 | 3.0 | B |
|  | Subtotal | 78 | 86 | 109.7\% | 10.5 | 3.0 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 349 | 350 | 100.2\% | 13.3 | 2.9 | B |
|  | Right Turn | 3 | 2 | 66.7\% | 3.3 | 4.9 | A |
|  | Subtotal | 352 | 352 | 99.9\% | 13.3 | 2.9 | B |
| Total |  | 570 | 573 | 100.5\% | 12.9 | 2.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Peak Hour

| Intersection 21 |  | 7th St/G St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 54 | 46 | 84.4\% | 18.0 | 4.6 | B |
|  | Subtotal | 54 | 46 | 84.4\% | 18.0 | 4.6 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 96 | 101 | 105.0\% | 18.0 | 3.1 | B |
|  | Right Turn | 21 | 21 | 101.0\% | 11.4 | 4.0 | B |
|  | Subtotal | 117 | 122 | 104.3\% | 17.0 | 2.6 | B |
| EB | Left Turn | 109 | 96 | 87.7\% | 21.6 | 3.4 | C |
|  | Through <br> Right Turn | 5 | 4 | 88.0\% | 13.5 | 19.0 | B |
|  | Subtotal | 114 | 100 | 87.7\% | 21.5 | 3.5 | C |
| WB | Left Turn | 159 | 156 | 98.1\% | 13.0 | 2.7 | B |
|  | Through | 582 | 577 | 99.1\% | 8.4 | 2.0 | A |
|  | Right Turn | 200 | 202 | 101.0\% | 4.4 | 1.0 | A |
|  | Subtotal | 941 | 935 | 99.3\% | 8.3 | 1.7 | A |
| Total |  | 1,226 | 1,202 | 98.1\% | 10.7 | 1.3 | B |

## Intersection 22

5th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 12 | 8 | 63.3\% | 18.0 | 16.8 | B |
|  | Through | 504 | 434 | 86.2\% | 5.3 | 1.5 | A |
|  | Right Turn | 308 | 247 | 80.3\% | 3.1 | 0.8 | A |
|  | Subtotal | 824 | 689 | 83.6\% | 4.7 | 1.3 | A |
| SB | Left Turn | 5 | 5 | 96.0\% | 8.4 | 8.0 | A |
|  | Through | 308 | 288 | 93.6\% | 13.8 | 2.7 | B |
|  | Right Turn | 5 | 6 | 120.0\% | 11.7 | 9.7 | B |
|  | Subtotal | 318 | 299 | 94.1\% | 13.8 | 2.7 | B |
| EB | Left Turn | 5 | 2 | 40.0\% | 7.1 | 12.7 | A |
|  | Through | 15 | 14 | 90.7\% | 10.3 | 5.6 | B |
|  | Right Turn | 5 | 5 | 104.0\% | 3.9 | 4.4 | A |
|  | Subtotal | 25 | 21 | 83.2\% | 9.8 | 4.4 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,167 | 1,009 | 86.5\% | 7.5 | 1.2 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Stadium
Pre-Event Peak Hour

Intersection 23 6th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 320 | 246 | 77.0\% | 21.0 | 1.4 | C |
|  | Right Turn | 139 | 130 | 93.5\% | 7.3 | 1.0 | A |
|  | Subtotal | 459 | 376 | 82.0\% | 16.3 | 1.4 | B |
| SB | Left Turn | 5 | 4 | 72.0\% | 6.2 | 7.3 | A |
|  | Through | 50 | 49 | 98.4\% | 7.0 | 2.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 55 | 53 | 96.0\% | 7.4 | 2.6 | A |
| EB | Left Turn | 15 | 10 | 69.3\% | 12.4 | 8.9 | B |
|  | Through | 297 | 242 | 81.6\% | 8.7 | 0.8 | A |
|  | Right Turn | 16 | 13 | 80.0\% | 6.1 | 4.1 | A |
|  | Subtotal | 328 | 266 | 81.0\% | 8.7 | 0.9 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 842 | 695 | 82.5\% | 12.7 | 1.1 | B |

Intersection 24 7th St/H St 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 | 29 | 26 | 88.3\% | 6.9 | 2.9 | A |
|  | Through | 78 | 85 | 109.2\% | 7.2 | 1.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 107 | 111 | 103.6\% | 7.1 | 1.4 | A |
| EB | Left Turn | 138 | 131 | 94.8\% | 12.7 | 2.1 | B |
|  | Through | 275 | 219 | 79.6\% | 11.2 | 1.4 | B |
|  | Right Turn | 28 | 27 | 95.7\% | 5.2 | 1.7 | A |
|  | Subtotal | 441 | 376 | 85.4\% | 11.2 | 1.1 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 548 | 487 | 88.9\% | 10.3 | 0.9 | B |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Stadium
Pre-Event Peak Hour

Intersection 25
8th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 520 | 536 | 103.1\% | 9.3 | 1.5 | A |
|  | Right Turn | 56 | 52 | 92.9\% | 5.6 | 1.1 | A |
|  | Subtotal | 576 | 588 | 102.1\% | 9.0 | 1.3 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 67 | 55 | 81.8\% | 5.8 | 1.3 | A |
|  | Through | 154 | 124 | 80.3\% | 5.9 | 1.1 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 221 | 178 | 80.7\% | 5.9 | 0.8 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 797 | 766 | 96.2\% | 8.3 | 1.1 | A |

Intersection 26 Jiboom St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 16 | 14 | 85.0\% | 34.2 | 13.9 | C |
|  | Through <br> Right Turn | 346 | 359 | 103.8\% | 31.7 | 4.1 | C |
|  | Subtotal | 362 | 373 | 103.0\% | 31.8 | 4.4 | C |
| EB | Left Turn | 524 | 434 | 82.8\% | 106.0 | 29.4 | F |
|  | Through | 76 | 64 | 84.2\% | 91.5 | 33.8 | F |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 600 | 498 | 83.0\% | 104.1 | 29.9 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 79 | 71 | 90.1\% | 30.2 | 7.9 | C |
|  | Right Turn | 333 | 312 | 93.6\% | 9.9 | 1.6 | A |
|  | Subtotal | 412 | 383 | 92.9\% | 13.8 | 1.9 | B |
| Total |  | 1,374 | 1,254 | 91.2\% | 54.7 | 11.1 | D |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Stadium
Pre-Event Peak Hour

Intersection 27 5th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 514 | 412 | 80.2\% | 52.4 | 34.6 | D |
|  | Through Right Turn | 602 | 468 | 77.7\% | 7.1 | 0.6 | A |
|  | Subtotal | 1,116 | 880 | 78.9\% | 28.5 | 16.5 | C |
| SB | Left Turn <br> Through <br> Right Turn | 457 | 441 | 96.5\% | 25.4 | 11.4 | C |
|  | Subtotal | 457 | 441 | 96.5\% | 25.4 | 11.4 | C |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 961 \\ & 193 \end{aligned}$ | $\begin{aligned} & 928 \\ & 192 \end{aligned}$ | $\begin{aligned} & 96.6 \% \\ & 99.3 \% \end{aligned}$ | $\begin{aligned} & 7.5 \\ & 7.5 \end{aligned}$ | $\begin{aligned} & 1.3 \\ & 2.4 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 1,154 | 1,120 | 97.1\% | 7.5 | 1.2 | A |
| Total |  | 2,727 | 2,441 | 89.5\% | 18.1 | 6.3 | B |

## Intersection 28

6th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 169 | 146 | 86.6\% | 16.5 | 1.8 | B |
|  | Through Right Turn | 384 | 300 | 78.0\% | 15.5 | 1.5 | B |
|  | Subtotal | 553 | 446 | 80.7\% | 15.8 | 1.3 | B |
| SB | Left Turn <br> Through | 5 | $4$ | 88.0\% | 9.9 | 7.1 | A |
|  | Right Turn | 61 | 57 | 93.1\% | 5.6 | 0.6 | A |
|  | Subtotal | 66 | 61 | 92.7\% | 6.1 | 0.9 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 8 | 12 | 155.0\% | 6.3 | 2.7 | A |
|  | Through | 924 | 917 | 99.3\% | 12.4 | 1.5 | B |
|  | Right Turn | 75 | 76 | 101.9\% | 18.2 | 4.3 | B |
|  | Subtotal | 1,007 | 1,006 | 99.9\% | 12.8 | 1.6 | B |
| Total |  | 1,626 | 1,513 | 93.1\% | 13.4 | 1.3 | B |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Stadium
Pre-Event Peak Hour

| Intersection 29 |  | 7th St/I St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand <br> 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 Right Turn | $\begin{gathered} 101 \\ 5 \end{gathered}$ | $104$ | $\begin{aligned} & \text { 103.4\% } \\ & \text { 136.0\% } \end{aligned}$ | $\begin{aligned} & 4.6 \\ & 63 \end{aligned}$ | $\begin{aligned} & 1.3 \\ & 63 \end{aligned}$ | A |
|  | Right Turn |  |  | 136.0\% |  | 6.3 | A |
|  | Subtotal | 106 | 111 | 104.9\% | 4.8 | 1.3 | A |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 31 | 27 | 86.5\% | 6.8 | 2.5 | A |
|  | Through Right Turn | 1,002 | 997 | 99.5\% | 8.0 | 1.1 | A |
|  | Subtotal | 1,033 | 1,024 | 99.1\% | 8.0 | 1.2 | A |
| Total |  | 1,139 | 1,135 | 99.7\% | 7.6 | 1.1 | A |

## Intersection 30 8th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 153 | 162 | 105.9\% | 11.6 | 2.4 | B |
|  | Through Right Turn | 457 | 460 | 100.6\% | 10.5 | 1.2 | B |
|  | Subtotal | 610 | 622 | 101.9\% | 10.7 | 1.4 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 880 \\ & 119 \end{aligned}$ | $\begin{aligned} & 860 \\ & 126 \end{aligned}$ | $\begin{gathered} 97.7 \% \\ 105.5 \% \end{gathered}$ | $\begin{gathered} 10.1 \\ 9.8 \end{gathered}$ | $\begin{aligned} & 1.0 \\ & 3.4 \end{aligned}$ | B |
|  | Subtotal | 999 | 986 | 98.7\% | 10.0 | 1.2 | B |
| Total |  | 1,609 | 1,607 | 99.9\% | 10.3 | 1.2 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Peak Hour

| Intersection 31 |  | 3rd St-I 5 NB Off Ramp/J St |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  |  |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 5 | 4 | 72.0\% | 71.6 | 66.8 | E |
|  | Through | 1,172 | 909 | 77.6\% | 98.1 | 24.8 | F |
|  | Right Turn | 20 | 13 | 64.0\% | 44.7 | 21.0 | D |
|  | Subtotal | 1,197 | 926 | 77.3\% | 97.2 | 24.6 | F |
| SB | Left Turn | 192 | 126 | 65.6\% | 198.8 | 39.9 | F |
|  | Through | 181 | 123 | 67.8\% | 197.8 | 35.5 | F |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 373 | 249 | 66.7\% | 198.0 | 34.8 | F |
| EB | Left Turn | 5 | 5 | 96.0\% | 44.3 | 44.3 | D |
|  | Through | 436 | 416 | 95.4\% | 54.3 | 21.9 | D |
|  | Right Turn | 101 | 96 | 95.0\% | 31.0 | 4.2 | C |
|  | Subtotal | 542 | 517 | 95.4\% | 50.1 | 18.5 | D |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 68 | 66 | 97.1\% | 9.1 | 2.5 | A |
|  | Subtotal | 68 | 66 | 97.1\% | 9.1 | 2.5 | A |
| Total |  | 2,180 | 1,757 | 80.6\% | 94.1 | 16.8 | F |

## Intersection 32

5th St/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 294 | 279 | 94.8\% | 30.9 | 26.1 | C |
|  | Right Turn | 196 | 189 | 96.5\% | 25.2 | 23.7 | C |
|  | Subtotal | 490 | 468 | 95.5\% | 28.5 | 24.9 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 822 | 611 | 74.4\% | 85.1 | 17.2 | F |
|  | Through | 1,025 | 822 | 80.2\% | 42.7 | 10.3 | D |
|  | Right Turn | 31 | 30 | 96.8\% | 29.1 | 7.9 | C |
|  | Subtotal | 1,878 | 1,463 | 77.9\% | 59.9 | 12.1 | E |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,368 | 1,931 | 81.5\% | 52.3 | 12.0 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Peak Hour

Intersection 33
7th St/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 33 | 29 | 87.3\% | 7.3 | 3.2 | A |
|  | Through Right Turn | 99 | 102 | 102.6\% | 10.1 | 2.6 | B |
|  | Subtotal | 132 | 130 | 98.8\% | 9.5 | 2.5 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 644 | 556 | 86.3\% | 26.9 | 2.4 | C |
|  | Right Turn | 107 | 86 | 80.7\% | 10.2 | 2.8 | B |
|  | Subtotal | 751 | 642 | 85.5\% | 24.6 | 2.5 | C |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 883 | 773 | 87.5\% | 22.1 | 2.2 | C |

## Intersection 34 C St/3rd St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 64 | 60 | 94.4\% | 31.0 | 6.7 | C |
|  | Through | 92 | 85 | 92.6\% | 15.9 | 2.9 | B |
|  | Right Turn | 279 | 270 | 96.9\% | 5.7 | 0.9 | A |
|  | Subtotal | 435 | 416 | 95.6\% | 11.4 | 1.8 | B |
| SB | Left Turn | 56 | 53 | 95.0\% | 30.9 | 5.5 | C |
|  | Through | 54 | 45 | 83.0\% | 15.5 | 4.2 | B |
|  | Right Turn | 11 | 12 | 105.5\% | 2.1 | 1.6 | A |
|  | Subtotal | 121 | 110 | 90.6\% | 21.4 | 3.3 | C |
| EB | Left Turn | 7 | 8 | 108.6\% | 29.8 | 15.6 | C |
|  | Through | 240 | 256 | 106.8\% | 21.1 | 3.0 | C |
|  | Right Turn | 33 | 34 | 101.8\% | 8.0 | 2.3 | A |
|  | Subtotal | 280 | 298 | 106.3\% | 20.1 | 2.5 | C |
| WB | Left Turn | 121 | 128 | 105.5\% | 28.1 | 3.6 | C |
|  | Through | 226 | 224 | 98.9\% | 19.9 | 3.3 | B |
|  | Right Turn | 66 | 73 | 110.9\% | 5.6 | 1.7 | A |
|  | Subtotal | 413 | 424 | 102.8\% | 20.0 | 2.9 | B |
| Total |  | 1,249 | 1,248 | 99.9\% | 17.2 | 1.6 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Peak Hour

Intersection 35 5th St/C St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 9 | 7 | 80.0\% | 24.8 | 18.1 | C |
|  | Through | 4 | 4 | 110.0\% | 13.0 | 13.2 | B |
|  | Right Turn | 35 | 34 | 97.1\% | 5.5 | 1.1 | A |
|  | Subtotal | 48 | 46 | 95.0\% | 10.1 | 3.1 | B |
| SB | Left Turn | 8 | 7 | 85.0\% | 20.6 | 14.4 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 2 | 3 | 140.0\% | 2.4 | 2.6 | A |
|  | Subtotal | 10 | 10 | 96.0\% | 18.3 | 12.1 | B |
| EB | Left Turn | 3 | 3 | 93.3\% | 15.8 | 16.0 | B |
|  | Through | 557 | 550 | 98.7\% | 5.5 | 1.8 | A |
|  | Right Turn | 15 | 20 | 130.7\% | 4.3 | 2.5 | A |
|  | Subtotal | 575 | 572 | 99.5\% | 5.5 | 1.8 | A |
| WB | Left Turn | 16 | 19 | 120.0\% | 15.6 | 5.8 | B |
|  | Through | 402 | 404 | 100.6\% | 5.1 | 0.6 | A |
|  | Right Turn | 7 | 7 | 97.1\% | 4.3 | 3.0 | A |
|  | Subtotal | 425 | 430 | 101.3\% | 5.5 | 0.5 | A |
| Total |  | 1,058 | 1,058 | 100.0\% | 5.9 | 1.0 | A |

Intersection 47 Jibboom St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 255 | 213 | 83.6\% | 13.7 | 2.3 | B |
|  | Right Turn | 602 | 524 | 87.0\% | 10.3 | 1.4 | B |
|  | Subtotal | 857 | 737 | 86.0\% | 11.3 | 1.5 | B |
| SB | Left Turn | 230 | 206 | 89.4\% | 52.5 | 22.9 | D |
|  | Through | 234 | 250 | 107.0\% | 7.6 | 5.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 464 | 456 | 98.3\% | 27.8 | 13.3 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 128 | 123 | 95.9\% | 41.0 | 9.1 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 36 | 40 | 112.2\% | 16.2 | 6.9 | B |
|  | Subtotal | 164 | 163 | 99.5\% | 34.8 | 9.5 | C |
| Total |  | 1,485 | 1,356 | 91.3\% | 19.6 | 4.8 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Peak Hour

Intersection 64
5th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 345 | 296 | 85.9\% | 10.8 | 2.8 | B |
|  | Right Turn | 164 | 136 | 82.9\% | 6.9 | 2.0 | A |
|  | Subtotal | 509 | 432 | 85.0\% | 9.5 | 2.5 | A |
| SB | Left Turn | 7 | 6 | 85.7\% | 15.7 | 10.8 | B |
|  | Through | 35 | 36 | 102.9\% | 6.9 | 1.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 42 | 42 | 100.0\% | 8.5 | 1.8 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 283 | 262 | 92.4\% | 13.1 | 0.9 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 275 | 268 | 97.6\% | 7.7 | 0.6 | A |
|  | Subtotal | 558 | 530 | 95.0\% | 10.4 | 0.7 | B |
| Total |  | 1,109 | 1,004 | 90.6\% | 10.0 | 1.2 | A |

[^51]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 125 | 100 | 80.0\% | 5.0 | 0.8 | A |
|  | Through | 195 | 148 | 75.9\% | 3.6 | 0.7 | A |
|  | Right Turn | 16 | 12 | 72.5\% | 2.3 | 0.6 | A |
|  | Subtotal | 336 | 260 | 77.3\% | 4.1 | 0.2 | A |
| SB | Left Turn | 5 | 6 | 128.0\% | 6.0 | 4.9 | A |
|  | Through | 9 | 9 | 97.8\% | 4.7 | 4.4 | A |
|  | Right Turn | 46 | 51 | 110.4\% | 4.5 | 2.3 | A |
|  | Subtotal | 60 | 66 | 110.0\% | 4.9 | 2.1 | A |
| EB | Left Turn | 73 | 53 | 72.3\% | 44.5 | 11.6 | D |
|  | Through | 93 | 83 | 89.0\% | 12.1 | 2.3 | B |
|  | Right Turn | 5 | 4 | 72.0\% | 1.9 | 1.9 | A |
|  | Subtotal | 171 | 139 | 81.4\% | 23.8 | 4.4 | C |
| WB | Left Turn | 38 | 39 | 103.2\% | 16.1 | 2.0 | B |
|  | Through | 387 | 380 | 98.3\% | 18.5 | 3.0 | B |
|  | Right Turn | 178 | 169 | 95.1\% | 14.9 | 3.0 | B |
|  | Subtotal | 603 | 589 | 97.6\% | 17.3 | 2.8 | B |
| Total |  | 1,170 | 1,054 | 90.1\% | 14.2 | 2.0 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Hour

Intersection 36 5th St/Tower Bridge Gateway Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 3 | 2 | 66.7\% | 22.8 | 31.4 | C |
|  | Through | 219 | 213 | 97.4\% | 33.0 | 3.2 | C |
|  | Right Turn | 43 | 44 | 103.3\% | 4.2 | 1.4 | A |
|  | Subtotal | 265 | 260 | 98.0\% | 28.2 | 2.6 | C |
| SB | Left Turn | 40 | 41 | 103.0\% | 12.6 | 8.9 | B |
|  | Through | 129 | 138 | 107.3\% | 20.1 | 6.0 | C |
|  | Right Turn | 42 | 49 | 116.2\% | 8.7 | 6.3 | A |
|  | Subtotal | 211 | 228 | 108.2\% | 16.6 | 5.3 | B |
| EB | Left Turn | 120 | 112 | 93.3\% | 44.1 | 5.2 | D |
|  | Through | 182 | 167 | 91.6\% | 33.1 | 4.0 | C |
|  | Right Turn | 17 | 14 | 84.7\% | 15.0 | 15.9 | B |
|  | Subtotal | 319 | 293 | 91.9\% | 36.6 | 2.5 | D |
| WB | Left Turn | 50 | 51 | 101.6\% | 52.2 | 9.9 | D |
|  | Through | 192 | 196 | 102.3\% | 42.7 | 7.5 | D |
|  | Right Turn | 52 | 56 | 107.7\% | 6.1 | 1.1 | A |
|  | Subtotal | 294 | 303 | 103.1\% | 37.4 | 4.6 | D |
| Total |  | 1,089 | 1,084 | 99.6\% | 30.6 | 1.6 | C |

Intersection 37 3rd St-Riverfront St/Tower Bridge Gateway
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 6 | 5 | 86.7\% | 9.8 | 7.0 | A |
|  | Through | 5 | 6 | 112.0\% | 16.3 | 14.8 | B |
|  | Right Turn | 24 | 25 | 105.0\% | 3.0 | 0.7 | A |
|  | Subtotal | 35 | 36 | 102.9\% | 6.7 | 2.4 | A |
| SB | Left Turn | 42 | 42 | 100.0\% | 13.4 | 5.0 | B |
|  | Through | 11 | 13 | 116.4\% | 14.0 | 10.8 | B |
|  | Right Turn | 11 | 13 | 116.4\% | 2.6 | 1.9 | A |
|  | Subtotal | 64 | 68 | 105.6\% | 11.6 | 4.1 | B |
| EB | Left Turn | 9 | 9 | 102.2\% | 21.0 | 14.1 | C |
|  | Through | 254 | 241 | 95.0\% | 8.7 | 3.2 | A |
|  | Right Turn | 2 | 1 | 60.0\% | 0.6 | 1.6 | A |
|  | Subtotal | 265 | 252 | 94.9\% | 9.3 | 3.0 | A |
| WB | Left Turn | 18 | 17 | 95.6\% | 20.6 | 11.1 | C |
|  | Through | 277 | 290 | 104.7\% | 8.6 | 2.4 | A |
|  | Right Turn | 30 | 36 | 120.0\% | 4.3 | 2.6 | A |
|  | Subtotal | 325 | 343 | 105.6\% | 8.6 | 2.3 | A |
| Total |  | 689 | 698 | 101.4\% | 9.1 | 2.1 | A |

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

Medical Center / Stadium / Railyards SP EIR

Pre-Event Hour

Intersection 17 12th St/F St Signal

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 89 | 84 | 94.4\% | 4.1 | 1.2 | A |
|  | Through | 684 | 683 | 99.9\% | 3.7 | 0.6 | A |
|  | Right Turn | 41 | 35 | 85.9\% | 1.5 | 1.0 | A |
|  | Subtotal | 814 | 802 | 98.6\% | 3.7 | 0.5 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 68 | 74 | 108.8\% | 21.5 | 6.1 | C |
|  | Right Turn | 6 | 6 | 100.0\% | 4.5 | 3.9 | A |
|  | Subtotal | 74 | 80 | 108.1\% | 20.2 | 5.6 | C |
| WB | Left Turn | 24 | 22 | 91.7\% | 19.6 | 6.1 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 24 | 22 | 91.7\% | 19.6 | 6.1 | B |
| Total |  | 912 | 904 | 99.2\% | 5.5 | 0.6 | A |

Intersection 20 12th St/G St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 73 | 76 | 104.7\% | 11.9 | 2.0 | B |
|  | Through | 607 | 600 | 98.8\% | 9.8 | 1.2 | A |
|  | Right Turn | 34 | 32 | 92.9\% | 5.4 | 3.5 | A |
|  | Subtotal | 714 | 708 | 99.1\% | 9.8 | 1.1 | A |
| EB | Left Turn Through | 73 | 76 | 104.1\% | 10.3 | 2.3 | B |
|  | Right Turn | 32 | 34 | 107.5\% | 6.5 | 2.4 | A |
|  | Subtotal | 105 | 110 | 105.1\% | 9.1 | 2.0 | A |
| WB | Left Turn | 7 | 6 | 91.4\% | 16.1 | 11.5 | B |
|  | Through | 325 | 337 | 103.8\% | 13.8 | 2.5 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 332 | 344 | 103.5\% | 13.9 | 2.6 | B |
| Total |  | 1,151 | 1,162 | 100.9\% | 11.0 | 1.1 | B |

## Intersection 1

I 5 SB Ramps/Richards Blvd
Signal

|  |  | Storage | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Lane Group | (ft) | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Through | 2,725 | 75 | 15 | 150 | 31 | 150 | 34 | 0\% | 0\% |
|  | Through/Right | 2,725 | 75 | 11 | 100 | 22 | 100 | 22 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| SB | Left Turn | 325 | 250 | 27 | 325 | 39 | 325 | 32 | 0\% | 0\% |
|  | Left/Through | 1,500 | 275 | 37 | 375 | 59 | 375 | 100 | 2\% | 0\% |
|  | Right Turn | 325 | 125 | 40 | 225 | 114 | 250 | 108 | 0\% | 0\% |
| WB | Left Turn | 1,275 | 50 | 7 | 100 | 19 | 100 | 24 | 0\% | 0\% |
|  | Through | 275 | 50 | 13 | 100 | 17 | 125 | 23 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| 0 |  |  |  |  |  |  |  |  |  |  |

Intersection 215 NB Ramps/Richards Blvd

Signal


Average Results from 10 Runs Baseline Plus Stadium
Queue Length

| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left/Through | 600 | 175 | 44 | 250 | 92 | 250 | 89 | 0\% | 0\% |
|  | Through | 600 | 150 | 43 | 225 | 89 | 225 | 84 | 0\% | 0\% |
|  | Through/Right | 600 | 75 | 18 | 125 | 22 | 125 | 25 | 0\% | 0\% |
| NB | Right Turn | 1,025 | 25 | 2 | 25 | 11 | 25 | 15 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| NE | Shared | 975 | 775 | 120 | 1,050 | 104 | 1,000 | 17 | 0\% | 29\% |
|  | Right Turn | 975 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Right Turn | 975 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Right Turns | 350 | 150 | 24 | 350 | 47 | 350 | 33 | 0\% | 0\% |
| SB | Left Turn | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |



| Location | 1 | 2 | 3 | 4 | ${ }_{5}$ | ${ }_{6}$ | 17 | ${ }^{1}$ | 9 | 10 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Key <br> <> Express Lane (HOV) |  |  |  |  |  |  |  |  |  |  |
| Name | Psto St | Jsto L St | Lston-Ramp | 1 Sto Richaras Esivd | Beween Richars Esve Rams | Richars Sivd to Garenen Huy | Beameen Gareen Huy Ramp |  | W. El Camino Ave to:80 | 1.80 off |
| Calculate Operations tor Exiting GP Lanes |  |  |  |  |  |  |  |  |  |  |
| Fow (poph) | 6.370 |  |  | 6.662 |  | 6.886 |  | 6,371 |  | 4,357 |
| Lanes | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 4 |
| Capacily (peph) | ${ }^{9,400}$ |  |  | 9,400 |  | 9,400 |  | 9,400 |  | 9,400 |
| V/cratio | ${ }^{0.68}$ |  |  | ${ }^{0.71}$ |  | ${ }^{0.71}$ |  | ${ }^{0.68}$ |  | 0.46 |
|  | ${ }^{1.593}$ |  |  | 1,666 64.0 |  | ${ }_{\text {1,671 }}{ }_{64,}$ |  | 1,593 <br> 645 |  | 1,089 65.0 |
| Density (cophp) | ${ }_{24} 2.7$ |  |  | 26.0 |  | ${ }_{26.1}$ |  | ${ }_{24.7}$ |  | ${ }_{16.8}^{16.0}$ |
| Los | c |  |  | - |  | - |  | c |  | в |


 Key
Kxperss
ane (HOV)


 $\stackrel{\text { Key }}{ }$

| Name | Psto Jst | Jstio Lst | Lston.Ramp | 1 Stio Richards Elvd | Beemen Riciands Eva Rams | Richars Budt o Garien H my | Beeween Garden Hmp Rampe |  | W. El C Camino Ave to 1 : 80 | 1.80 Off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate off Ramp Flow Rate |  |  |  |  |  |  |  |  |  |  |
| Volume (yph) | 1,197 |  |  | 828 |  | 608 |  | 787 |  | 1,751 |
| PHF | 0.86 |  |  | 0.87 |  | 0.94 |  | 0.93 |  | 0.94 |
| Lanes | 2 |  |  | + |  | 1 |  | 2 |  | 2 |
| Terain | Level |  |  | Level |  | Level |  | Level |  | Level |
| Grade \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  | 0.0\% |
| Grade Length (mi) | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  | 0.00 |
| Tuck \& Bus \% | 3.0\% |  |  | 3.0\% |  | 3.0\% |  | 3.0\% |  | 10.0\% |
| Rv\% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  | 0.0\% |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  | 1.5 |
| $\mathrm{EF}_{\mathrm{r}}$ | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  | 1.2 |
| ${ }_{\text {fuv }}$ | 0.985 |  |  | 0.985 |  | 0.985 |  | 0.985 |  | 0.952 |
| $t_{0}$ | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  | 1.00 |
| Fow (poph) | 1,413 |  |  | 966 |  | 657 |  | 859 |  | 1,956 |
| Fow Rate (Pophnp) | 706 |  |  | 966 |  | 657 |  | 429 |  | 978 |
| oadway Operations |  |  |  |  |  |  |  |  |  |  |
| Ramp type | Right |  |  | Right |  | Right |  | Right |  | Maior |
| Ramp Speed | 45 |  |  | 45 |  | 45 |  | 45 |  | 60 |
| Ramp Capacity (pcph) Ramp v/c ratio | $\begin{gathered} 4,200 \\ 0.34 \end{gathered}$ |  |  | $\begin{gathered} 2,100 \\ 0.46 \end{gathered}$ |  | $\begin{gathered} 2,100 \\ 0.31 \end{gathered}$ |  | $\begin{gathered} 4,200 \\ 0.20 \end{gathered}$ |  | $\begin{aligned} & 4,600 \\ & 0.43 \end{aligned}$ |
| Determine Adijacent Ramp for Three-Lane Maininin Segments with one-Lane Ramps |  |  |  |  |  |  |  |  |  |  |
| Up Type <br> Up Distance |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $\underbrace{}_{\substack{\text { Up Fow (poph) } \\ \text { Down Tyee }}}$ |  |  |  |  |  |  |  |  |  |  |
| Down Type Down istance |  |  |  |  |  |  |  |  |  |  |
| Down Fown (poph) |  |  |  |  |  |  |  |  |  |  |
| Calculate Merge influence Area Operations |  |  |  |  |  |  |  |  |  |  |
| Effective $v_{\sim}$ (poph) |  |  | 6.380 |  |  |  |  |  |  |  |
| Up Ramp $L_{E Q}$ Down Ramp $\mathrm{L}_{\mathrm{EQ}}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $P_{\text {FM }}$ (Eqn 13-3) <br> $P_{\text {FM }}$ (Eqn 13-4) |  |  | 0.589 |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{P}_{\mathrm{FM}}($ Eqn 13-4) $\left.\mathrm{P}_{\mathrm{FM}(\mathrm{Eqn}} 13.5\right)$ |  |  |  |  |  |  |  |  |  |  |
| ${ }_{V_{1}(2(p o p h)}^{P_{m}}$ |  |  | $\begin{aligned} & 0.141 \\ & 898 \end{aligned}$ |  |  |  |  |  |  |  |
| $\underbrace{\text { a }}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 5,482 |  |  |  |  |  |  |  |
|  |  |  | 2.552 |  |  |  |  |  |  |  |
| $\mathrm{V}_{\text {R12a }}$ (pcph) Speed Index |  |  | ${ }^{3.168}$ |  |  |  |  |  |  |  |
| Area Speed |  |  | 0.38 56.4 |  |  |  |  |  |  |  |
| ${ }_{\text {ctea }}^{\text {Alea Speed }}$ |  |  | 1.914 |  |  |  |  |  |  |  |
| Ouer Lanes S Speed |  |  | 59.9 |  |  |  |  |  |  |  |
| Segment Speed v/c ratio |  |  | 58.3 |  |  |  |  |  |  |  |
| DensityLos |  |  | $\begin{aligned} & 0.69 \\ & 27.2 \end{aligned}$ |  |  |  |  |  |  |  |
|  |  |  | $\begin{gathered} 27.2 \\ c \end{gathered}$ |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |



| кеу |
| :--- |
|  |


| Name | Pstio Stt | Jstio LSt | Lston-Ramp | 1 Sto Richards Evid | Beamen Richars Evad Ramps | Richars Svad to Garden Hivy | Beemen Garden Hyy Ramse |  | W. El C amino Ave to 1 : 80 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Diverse Iffuence Area operations |  |  |  |  |  |  |  |  |  |  |
| Effective $\mathrm{v}_{\mathrm{P}}$ (pcph) Up Ramp LEQ |  |  |  |  |  |  |  |  |  |  |
| Down Ramp Leo |  |  |  |  |  |  |  |  |  |  |
| $P_{\text {Pro }}($ Eqn 13.9$)$ |  |  |  |  |  |  |  |  |  |  |
| $P_{\text {Pro }}($ Eqn 13.10$)$ |  |  |  |  |  |  |  |  |  |  |
| $\operatorname{Prof}^{(E G n 13-11)}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $v_{3(10 p h t)}$ |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Speed Index Area Speed |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Outerelanes SpeedSegment Speed |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| v/c ratio |  |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { Density } \\ & \text { oos } \end{aligned}$ |  |  |  |  |  |  |  |  |  | $\stackrel{22.1}{c}$ |
|  | \| |  |  |  |  |  |  |  |  |  |
| Cacculate on Ramp to off Ramp Fow Rate for Weave Segments |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Terain Level |  |  |  | Level |  | Level |  | Level |  |  |
| Grade \% <br> Grade Lengh (mi) |  |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
|  |  |  |  | 0.00 3006 |  | 0.00 3006 |  | 0.00 |  |  |
| Truck \& Bus\% 3.0\% |  | Rv\% 0.0\% |  | $\begin{aligned} & 3.0 \% \\ & 0.0 \% \\ & \hline \end{aligned}$ |  | $\begin{aligned} & 3.0 \% \\ & 0.0 \% \\ & 0 \end{aligned}$ |  | $\begin{aligned} & 3.0 \% \\ & 0.0 \% \end{aligned}$ |  |  |
| $\begin{array}{ll}\mathrm{E}_{\mathrm{T}} & 1.5\end{array}$ |  |  |  | 1.5 |  | 1.5 |  | 1.5 |  |  |
| $\mathrm{E}_{\mathrm{r}}$ | 1.2 |  |  | 1.2 |  | ${ }^{1.2}$ |  | ${ }^{1.2}$ |  |  |
| ${ }_{\text {tive }}^{\text {for }}$ | 0.985 |  |  | 0.985 |  | ${ }^{0.985}$ |  | 0.985 |  |  |
|  | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  |  |
| On to Off Flow (pcph) |  |  |  |  |  |  |  |  |  |  |
| Calculate on Ramp to Mainine flow Rate for Weave Segments |  |  |  |  |  |  |  |  |  |  |
| OntomL Volume (vph) |  |  |  |  |  |  |  |  |  |  |
| PHF 0.95 |  |  |  | 0.95 |  | 0.95 |  | 0.95 |  |  |
| Terain <br> Grade \% | Level |  |  | Level |  | Level |  | Level |  |  |
|  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade Lenght (mi) | 0.00 |  |  | 0.00 3006 |  | 0.00 |  | 0.00 |  |  |
| Truck \& Bus \% | 3.0\% 0.0\% |  |  | 3.0\% |  | 3.0\% |  | 3.0\% |  |  |
| $E_{\text {T }}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  |  |
| $\mathrm{E}_{\mathrm{n}}$ | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  |  |
| ${ }_{\text {tow }}^{\text {tow }}$ | 0.985 |  |  | 0.985 |  | 0.985 |  | 0.985 |  |  |
| Onto ML Flow (poph) | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |


$\stackrel{\text { Key }}{\text { Kxpess }}$

| Name | Psto S St | Jsto Lst | Lston-Ramp | 1 Sto Richards Elvd | Bewmen Richars Evid Rampe | Richars Sivd to Garden Hum | Beameen Gaden H Hy Famp |  | W. El Camino Ave to I. 80 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Mainine to off Ramp Flow rate for Weave Segments |  |  |  |  |  |  |  |  |  |  |
| MLL 0 ofl Volume (vph) PHF | ${ }_{0} .95$ |  |  |  |  |  |  |  |  |  |
| Terain | ${ }_{\text {Level }}$ |  |  | ${ }^{0.95}$ |  | ${ }^{0.95}$ |  | 0.95 |  |  |
| Grade \% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade Lengt (mi) | 0.00 |  |  | 0.00 |  | 0.00 |  | 0.00 |  |  |
| Truck \& Bus | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
| Rv\% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 |  |  | 1.5 |  | 1.5 |  | 1.5 |  |  |
| $E_{\text {r }}$ | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |  |  |
| ${ }_{\text {tuv }}$ | 0.971 |  |  | 0.971 |  | 0.971 |  | 0.971 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Calculate Eeneral Purpose Lanes to ceneral Purpose Lanes Flow Rate for weave Segments |  |  |  |  |  |  |  |  |  |  |
| GP to GP Volume (vph) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Terain | Level |  |  | Level |  | Level |  | Level |  |  |
| $\underset{\substack{\text { Grade } \% \\ \text { Grade enght (in) }}}{\text { ( }}$ | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
|  | ${ }^{0.00}$ |  |  | ${ }^{0.00}$ |  | 0.00 |  | ${ }^{0.00}$ |  |  |
| Tuck \& Bus \% | 6.0\% |  |  | 6.0\% |  | 6.0\% |  | 6.0\% |  |  |
| Rv\% | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| $\mathrm{E}_{\mathrm{T}}$ |  |  |  |  |  | $\begin{aligned} & 1.5 \\ & 1.5 \end{aligned}$ |  |  |  |  |
| $E_{\text {en }}$ | $\begin{aligned} & 1.2 \\ & 0.0771 \end{aligned}$ |  |  | $\begin{gathered} 1.2 \\ 0.971 \end{gathered}$ |  | $\begin{aligned} & 1.2 \\ & 0.0771 \end{aligned}$ |  | $\begin{gathered} 1.2 \\ 0.971 \end{gathered}$ |  |  |
| ${ }_{\text {two }}$ | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |  |  |
| GP to GP Flow (ochn) |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |


 Key

Kxposs Lane (HOO

| Name | Psto J St | Jstolost | Lston-Ramp | 1 Sto Richards Evvd | Beamen Richars Bud Rampo | Riehars Sivd to Garden Hwy | Beameen Garden Hmy famps | Saren Huy tow El Camino ate | W. El C amino Ave to 180 | 1.80 of |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Weave Segme | ations |  |  |  |  |  |  |  |  |  |
| Type |  |  |  |  |  |  |  |  |  |  |
| Lengh |  |  |  |  |  |  |  |  |  |  |
| Segment Lanes |  |  |  |  |  |  |  |  |  |  |
| Weave Fow (poph) |  |  |  |  |  |  |  |  |  |  |
| Non-Weave Flow |  |  |  |  |  |  |  |  |  |  |
| Max Weave Length |  |  |  |  |  |  |  |  |  |  |
| Max Eeave Length |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\text {deal Weave Capacty }}$ |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\text {tiv }}$ |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{t}_{\mathrm{p}}$ |  |  |  |  |  |  |  |  |  |  |
| Capacity Condition 1 |  |  |  |  |  |  |  |  |  |  |
| Capacily Condition 2 |  |  |  |  |  |  |  |  |  |  |
| Interchange Eensity |  |  |  |  |  |  |  |  |  |  |
| Lane Changes On to ML |  |  |  |  |  |  |  |  |  |  |
| Lane Charges MLLTo Off |  |  |  |  |  |  |  |  |  |  |
| Lane Changes Onto oft |  |  |  |  |  |  |  |  |  |  |
| Min Lane Change Rate Weave LC Rate |  |  |  |  |  |  |  |  |  |  |
| Non-Weave LCC Rate 1 |  |  |  |  |  |  |  |  |  |  |
| Non-Weave LC Rate 2 |  |  |  |  |  |  |  |  |  |  |
| Non-Weave LC Rate 3 <br> Segment LC Rate |  |  |  |  |  |  |  |  |  |  |
| Weave Intensity Factor |  |  |  |  |  |  |  |  |  |  |
| Weave Speed |  |  |  |  |  |  |  |  |  |  |
| Non-Weave Speed |  |  |  |  |  |  |  |  |  |  |
| Segment Speed |  |  |  |  |  |  |  |  |  |  |
| (ensity |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Summarie Segment |  |  |  |  |  |  |  |  |  |  |
| Segment vc craio |  | ${ }^{0.68}$ | ${ }^{0.69}$ |  | ${ }^{0.71}$ |  | ${ }^{0.70}$ |  | ${ }^{0.67}$ |  |
| Segment Density |  | ${ }^{24.7}$ | ${ }^{27.2}$ |  | ${ }^{26.1}$ |  | ${ }^{25.6}$ |  | ${ }^{24.4}$ | ${ }^{22.1}$ |
| Segment LOS Over Capacity |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Type | Weave | Basic | Merge | Weave | Basic | Weave | Basic | Weave | Basic | Diverge |
| Report | Weave | Basic | Merse | Weave | Basic | Weave | Basic | Weave | Basic | ${ }^{\text {Diverge }}$ |



Fenr 8 Peers






\begin{tabular}{|c|c|c|c|c|c|c|c|c|}
\hline Name \& 1.800 O.Ramp \& W. El Camino Ave WB On \& W. El C Camino Ave EB 0 \& Garden Hwy Off \& Beween Garden Hwy Ramse \& Garden HMyto Richards Evod \& Beween Richars bsve Ramps \& Richards Evd to 0 S \\
\hline \multicolumn{2}{|l|}{Calculate Diverge influence Area Operations} \& \& \& \& \& \& \& \\
\hline \begin{tabular}{l}
Effective \(\mathrm{v}_{\mathrm{p}}(\mathrm{pcph})\) \\
Up Ramp \(\mathrm{L}_{\text {EQ }}\) Down Ramp \(\mathrm{L}_{\text {EQ }}\) \(P_{\text {fo }}\) (Eqn 13-9) \(P_{\text {FD }}\) (Eqn 13-10) \(P_{\text {FD }}\) (Eqn 13-11) \(\mathrm{P}_{\mathrm{fd}}\) \(\mathrm{v}_{12}\) (pcph) \(\mathrm{v}_{3}\) (pcph) \(v_{34}\) (pcph) \(\mathrm{v}_{12 \mathrm{a}}\) (pcph) Speed Index Area Speed Outer Lanes Volume Outer Lanes Speed Segment Speed v/c ratio Density OS
\end{tabular} \& \& \& \& 4,739

0.626

0.436
2,254
2,485
2,254
0.33
57.5
1,243
70.4
63.6
0.51
16.9
$B$ \& \& \& \& <br>
\hline \multicolumn{3}{|l|}{Calculate on Ramp to off Ramp Fow Rate for Weave Segments} \& \& \& \& \& \& <br>

\hline | On to Off Volume (vph) |
| :--- |
| PHF |
| Terrain |
| Grade \% |
| Grade Length (mi) |
| Truck \& Bus \% |
| RV \% | \& \& \& \& \& \& 0.95

Level
L.0\%
0.00
a.0\%

$0.0 \%$ \& \& $$
\begin{aligned}
& 0.95 \\
& \begin{array}{l}
\text { Leve } \\
0.0 \% \\
0.00 \\
\text { 3.0\% } \\
0.0 \%
\end{array}
\end{aligned}
$$ <br>

\hline $$
\begin{gathered}
E_{T} \\
E_{\mathrm{F}} \\
\mathrm{f}_{\mathrm{Hv}}
\end{gathered}
$$ \& \& \& \& \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$

\] \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.955
\end{aligned}
$$
\] <br>

\hline $t$ \& \& \& \& \& \& 1.00 \& \& 1.00 <br>
\hline Onto off fiow (paph) \& \& \& \& \& \& \& \& <br>
\hline \multicolumn{3}{|l|}{Calculate On Ramp to Maininine Flow Rate for Weave Segments} \& \& \& \& \& \& <br>

\hline \multirow[t]{3}{*}{} \& \& \& \& \& \& $$
\begin{aligned}
& 0.95 \\
& \text { eneve } \\
& 0.0 \% \\
& 0.00 \\
& \text { a.0\% } \\
& 0.0 \%
\end{aligned}
$$ \& \& \[

$$
\begin{aligned}
& 0.95 \\
& \text { Level } \\
& 0.0 \% \\
& 0.00 \\
& \begin{array}{l}
0.0
\end{array} \\
& 0.0 \%
\end{aligned}
$$
\] <br>

\hline \& \& \& \& \& \& $$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.995
\end{aligned}
$$ \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$
\] <br>

\hline \& \& \& \& \& \& 1.00 \& \& 1.00 <br>
\hline LFIow (pop) \& \& \& \& \& \& \& \& <br>
\hline
\end{tabular}






$\underset{>\text { Express Lane (HOV) }}{\text { Key }}$

| Name | Northate Blvd Of:-Ramp | Nortrate Evd it ode Pase iva | Del Paso Elva to Leisiure Ln |
| :---: | :---: | :---: | :---: |
| Operations tor Exiting | nes |  |  |
| Fow (opat) | 2,134 | 1.747 |  |
| Lanes | 3 | 2 |  |
| Capacit (poph) | 7.050 | 4.800 |  |
| v/cratio | 0.30 | ${ }_{0} .36$ |  |
| Fiow Rate (caphpl) | 711 | ${ }^{873}$ |  |
| Speed (mph) | 65.0 | 70.0 |  |
| Density (pochpo) | 10.9 | ${ }^{12.5}$ |  |
| tos | A | в |  |


$\underset{\text { Sxposs Lane (HOV) }}{\text { Key }}$



| Name | Northate Bud Off-Ramp |  | Del Paso Blvd to Leisure Ln |
| :---: | :---: | :---: | :---: |
| Diverge influence Area Operations |  |  |  |
|  |  |  |  |
|  |  |  |  |
| Down Ramp Leo |  |  |  |
| ${ }^{\text {Prof (Ean } 13.9}{ }_{\text {Pro (Gq 13-10) }}$ |  |  |  |
|  |  |  |  |
| $P_{\text {P00 }}(\operatorname{Ean} 13111)$ |  |  |  |
| $P_{\text {Pro }}$ | 0.689 |  |  |
| $v_{12}($ Poph $)$ | 1,723 |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
| Speed ndex 0.32 |  |  |  |
| Area Speed |  |  |  |
| Ouler Lanes Voume ${ }^{664}$ |  |  |  |
| Outer Lanes Speed | 71.3 |  |  |
| Segment Speed | 60.9 |  |  |
| v/cratio | 0.39 |  |  |
| Density | 17.7 |  |  |
|  | в |  |  |
| Ramp to off Ramp | ate for Weave Segme |  |  |
| Ramp to Mainine | R Rate for Weave Segmers |  |  |

 $\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

[^52]| Location | 1 | 2 | 3 |
| :--- | :--- | :--- | :--- | :--- |



| Key |
| :---: |
| Expess Lane (HOV) |


| Name | Northgate Elvd Off-Ramp | Paso | Del Paso Evid to Leisure $L$ Ln |
| :---: | :---: | :---: | :---: |
| Weave Segment Operations |  |  |  |
| marize Se | ons |  |  |
| Segment IV cratio | ${ }^{0.39}$ | ${ }^{0.30}$ | ${ }^{0.36}$ |
| Segment Density | 17.7 | 10.2 | 12.5 |
| Segment Los | в | A | в |



$\underset{\substack{\text { Kepress Lane (HOV) }}}{\text { K. }}$

| Name | North of Del Paso Blvd | Del Paso Elvd On.Ramp |  |
| :---: | :---: | :---: | :---: |
| perations ore Exiting cp Lanes |  |  |  |
|  |  |  |  |
|  |  |  |  |
| $\begin{aligned} & \text { pacity (pcph } \\ & \text { v/c ratio } \end{aligned}$ |  |  |  |
| Flow Rate (pcphpl) Speed (mph) |  |  |  |
|  |  |  |  |
| Density (pcphpl) |  |  |  |
|  |  |  |  |


| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | North of Def Pasa Blvd | Del Paso Blvd On-Ramp |  | Nortgate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Flow Rate in Express Lanes Operations in Express Lane |  |  |  |  |
|  |  |  |  |  |
| Operations in Express Lanes On Ramp Flow Rate |  |  |  |  |
| Volume (pph) |  | ${ }^{246}$ |  | ${ }^{416}$ |
| PHF |  | 0.77 |  | 0.77 |
| Lanes |  | 1 |  | 1 |
| Terain |  | Level |  | Level |
| Grade \% |  | 0.0\% |  | 0.0\% |
| Grade Lengt (mi) |  | 0.00 |  | 0.00 |
| Tuek \& Bus \% |  | 3.0\% |  | 3.0\% |
| Rv\% |  | 0.0\% |  | 0.0\% |
| $\mathrm{ET}_{\text {T }}$ |  | 1.5 |  | 1.5 |
| $\mathrm{En}_{\square}$ |  | 1.2 |  | 1.2 |
| ${ }_{\text {tuv }}$ |  | 0.985 |  | 0.985 |
| to |  | 1.00 |  | 1.00 |
| Foow (poph) |  | ${ }^{324}$ |  | 548 |
| Fow Faie (pophpl) |  | 324 |  | 548 |
|  |  |  |  |  |
| On Ramp Roaiway Operations |  |  |  |  |
| Ramp Type Ramp Speed (mph) |  | ${ }_{\text {R }}^{\text {Right }}$ |  | 45 |
| Ramp Capacily (poph) |  | 2.100 |  | 2.100 |
| Ramp V $V$ craio |  | 0.15 |  | 0.26 |
|  |  |  |  |  |


$\underset{\substack{\text { Key } \\ \text { Kxpess Lane (HOV) }}}{\text {. }}$

| Name | Northof Del Paso Blvd | Del Paso Blvd On-Ramp | Eva | did |
| :---: | :---: | :---: | :---: | :---: |
| Offramp flow Rate |  |  |  |  |
| Off Ramp Roadway | rations |  |  |  |
| Adiacent Ramp for Three.Lane Mainine Segmens with one-Lane Ramps |  |  |  |  |
| Uptype |  |  |  | No |
|  |  |  |  |  |
| Up Fow (poph) |  |  |  |  |
| Down Type |  |  |  | No |
| Down Distance |  |  |  |  |
| Down Flow (poph) |  |  |  |  |
| Merge infuence Area operations |  |  |  |  |
| Eftective $v_{\mathrm{p}}($ (poph $)$ |  | 3,990 |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $P_{\text {fal }}($ Ean 13:3) |  | 0.599 |  |  |
| $\mathrm{P}_{\text {Pm }}(\underline{E q n} 13.4)$ |  |  |  |  |
| $P_{\text {Pm }}($ Eqn 13.5$)$ |  |  |  |  |
| $P_{\text {Pum }}$ |  | 1.000 |  |  |
| $v_{12}($ Pcon $)$ |  | 3,990 |  |  |
| $v_{s}($ poph $)$ |  |  |  |  |
| $v_{3}($ Poph $)$ |  |  |  |  |
| $\mathrm{V}_{\text {va }}($ (poch $)$ |  | 3,690 |  |  |
| $v^{\text {varat (opht) }}$ |  | 4.014 |  |  |
| ${ }^{\text {Speed Index }}$ |  | $\begin{aligned} & 0.47 \\ & 542 \end{aligned}$ |  |  |
| Area Speed Outer Lanes Volume |  | 54.2 |  |  |
| Outer Lanes Speed |  |  |  |  |
| Segment Speed |  | 54.2 |  |  |
| ve ratio |  | 0.87 |  |  |
| ${ }^{\text {Density }}$ |  | ${ }^{31.9}$ |  |  |
| Los |  | D |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | Notht of del Pasa Blvd | Del Paso Bud On-Ramp |  | Northate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Diverge infuence Area Operations |  |  |  |  |
| Eteceive $v_{p}$ (poph) |  |  |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $\left.{ }^{\text {Prof (Ean }} 13.9\right)$ |  |  |  |  |
| Pro (Eap 13-11) |  |  |  |  |
| Pro |  |  |  |  |
| $v_{12}($ Poph $)$ |  |  |  |  |
| $v_{3}$ (poph) |  |  |  |  |
|  |  |  |  |  |
| $v^{\text {vasempoph }}$ |  |  |  |  |
| Speed Index |  |  |  |  |
| Area Speed |  |  |  |  |
| Outer Lanes Volume |  |  |  |  |
| Outer Lanes Speed <br> Segment Speed |  |  |  |  |
|  |  |  |  |  |
| Segment Speed v/c ratio |  |  |  |  |
| Density |  |  |  |  |
|  |  |  |  |  |
| Ramp to off Ramp | Rate for weave Segr |  |  |  |
| amp to Mainine | ate for Weave Seg |  |  |  |


| Loation | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$


| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- | :--- |


$\underset{\substack{\text { Kepress Lane (HOV) }}}{\text { K. }}$

| Name | North of del Paso Elvd | Dal Paso Blvd On.Ramp | Dei Paso blutio Nootrgate evod | Northate Evd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Weave Segment Operations |  |  |  |  |
|  |  |  |  |  |
| Segment V/ cratio | 0.82 | ${ }^{0.87}$ | ${ }^{0.85}$ | ${ }^{0.65}$ |
| Segment Density | ${ }^{33.6}$ | 31.9 | ${ }^{33.6}$ | 23.5 |
| SegmentLos | D | - | D | c |

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 6,676 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 6,996 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 578 |
| :---: |
| $4 \%$ |
| 1.5 |
| 590 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

Total Weaving Section (V)

n-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 568 |
| :---: |
| $4 \%$ |
| 1.5 |
| 579 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

Total Weaving Section (V)

n-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 481 |
| :---: |
| $4 \%$ |
| 1.5 |
| 491 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{1,175}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |  |
| :--- | :---: | :---: |
| Scenario | Baseline Plus MLS Stadium Pre-Event Peak Hour |  |
| Freeway | I-5 NB |  |
| On-ramp | Garden Highway |  |
| Off-ramp | El Camino Ave |  |
|  |  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 6,188 |
|  |  |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 6,485 |
|  |  |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 570 | Volume (vph)* | 787 |
| :---: | :--- | :---: |
| $4 \%$ | Truck Percentage | $4 \%$ |
| 1.5 | PCE for Trucks | 1.5 |
| 581 | Volume (pcph) | 803 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\mathrm{N}_{\mathrm{b}} \frac{4}{\frac{5}{2}} \frac{2,000}{}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline Plus MLS Stadium Pre-Event Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Garden Highway |
| Off-ramp | Richards Blvd |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 4,829 |
|  |  |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) |  |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 541 |
| :---: |
| $4 \%$ |
| 1.5 |
| 552 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 905 |
| :---: |
| $4 \%$ |
| 1.5 |
| 923 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $N_{b}$ | 4 |
| :---: | :---: |
| $N$ | $\frac{5}{2,300}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :--- |
| Scenario | Baseline Plus MLS Stadium Pre-Event Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Richards Blvd |
| Off-ramp | J Street |
|  |  |

Total Weaving Section (V)
Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 3,880 |  |
| :---: | :---: |
| $10 \%$ |  |
| 1.5 |  |
| 4,066 |  |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 322 |
| :---: |
| $4 \%$ |
| 1.5 |
| 328 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Daily VMT - MLS Stadium Trips with Game
Base Year Plus Stadium

| Daily VMT for MLS Stadium |  |  |  |
| :---: | :---: | :---: | :---: |
| Speed Bin |  |  | Project VMT |
| 1 | >0 | <=5 | 41 |
| 2 | >5 | <=10 | 474 |
| 3 | >10 | <=15 | 2,185 |
| 4 | >15 | <=20 | 26,020 |
| 5 | >20 | <=25 | 15,325 |
| 6 | >25 | <=30 | 7,925 |
| 7 | >30 | <=35 | 12,459 |
| 8 | >35 | <=40 | 18,172 |
| 9 | >40 | <=45 | 27,263 |
| 10 | >45 | <=50 | 16,044 |
| 11 | $>50$ | <=55 | 42,332 |
| 12 | $>55$ | <=60 | 54,140 |
| 13 | $>60$ | <=65 | 18,414 |
| 14 | >65 | <=70 | 2,054 |
| 15 | >70 | <=75 | 0 |
| 16 | >75 |  | 0 |
| MLS Stadium VMT Within SACMET Model Boundary |  |  | 242,848 |
| MLS Stadium VMT Beyond SACMET Model Boundary |  |  | 5,349 |
| Total MLS Stadium VMT |  |  | 248,197 |
| Total MLS Stadium External Vehicle Trips |  |  | 21,110 |
| Average MLS Stadium VMT Per Trip |  |  | 11.8 |

Notes:
Trips include attendees and employees
Trip lengths include distances beyond SACMET model boundary
Inbound trips loaded on top of background PM 3 hour peak period assignment
Outbound trips loaded on top of background evening period assignment

APPENDIX J.1.14:
Cumulative No Project Level of Service (LOS) Calculations

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
AM Peak Hour

Intersection $1 \quad$ I 5 SB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 1,523 | 1,416 | 92.9\% | 53.0 | 14.1 | D |
|  | Through | 12 | 7 | 60.0\% | 47.3 | 32.5 | D |
|  | Right Turn | 285 | 281 | 98.5\% | 27.1 | 10.2 | C |
|  | Subtotal | 1,820 | 1,704 | 93.6\% | 48.8 | 13.3 | D |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 282 | 288 | 102.0\% | 29.8 | 10.3 | C |
|  | Right Turn | 59 | 57 | 96.9\% | 4.2 | 2.5 | A |
|  | Subtotal | 341 | 345 | 101.1\% | 25.5 | 8.3 | C |
| WB | Left Turn | 472 | 414 | 87.7\% | 13.5 | 2.1 | B |
|  | Through Right Turn | 158 | 135 | 85.6\% | 8.3 | 1.3 | A |
|  | Subtotal | 630 | 549 | 87.2\% | 12.2 | 1.8 | B |
| Total |  | 2,791 | 2,598 | 93.1\% | 37.9 | 8.9 | D |

Intersection 2 I 5 NB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 63 | 54 | 85.1\% | 86.9 | 42.2 | F |
|  | Through | 8 | 4 | 45.0\% | 151.3 | 81.7 | F |
|  | Right Turn | 1,145 | 936 | 81.7\% | 121.8 | 45.5 | F |
|  | Subtotal | 1,216 | 993 | 81.6\% | 120.0 | 45.1 | F |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 135 | 118 | 87.4\% | 19.0 | 6.5 | B |
|  | Through Right Turn | 1,670 | 1,504 | 90.1\% | 27.7 | 9.4 | C |
|  | Subtotal | 1,805 | 1,622 | 89.9\% | 27.0 | 9.0 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 567 | 493 | 87.0\% | 25.6 | 2.8 | C |
|  | Right Turn | 556 | 510 | 91.7\% | 13.3 | 2.1 | B |
|  | Subtotal | 1,123 | 1,003 | 89.3\% | 19.4 | 2.4 | B |
| Total |  | 4,144 | 3,618 | 87.3\% | 49.9 | 13.7 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
AM Peak Hour

Intersection 3 Bercut Dr/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 125 | 108 | 86.1\% | 47.8 | 26.5 | D |
|  | Through | 55 | 58 | 105.5\% | 42.9 | 22.7 | D |
|  | Right Turn | 19 | 22 | 117.9\% | 11.5 | 5.9 | B |
|  | Subtotal | 199 | 188 | 94.5\% | 42.2 | 22.5 | D |
| SB | Left Turn | 38 | 34 | 90.5\% | 41.3 | 21.6 | D |
|  | Through | 20 | 23 | 114.0\% | 43.4 | 25.2 | D |
|  | Right Turn | 27 | 25 | 93.3\% | 6.0 | 3.2 | A |
|  | Subtotal | 85 | 82 | 96.9\% | 30.9 | 13.9 | C |
| EB | Left Turn | 356 | 286 | 80.3\% | 36.1 | 6.1 | D |
|  | Through | 1,760 | 1,541 | 87.5\% | 30.7 | 3.9 | C |
|  | Right Turn | 699 | 641 | 91.7\% | 6.3 | 0.8 | A |
|  | Subtotal | 2,815 | 2,468 | 87.7\% | 25.0 | 2.6 | C |
| WB | Left Turn | 114 | 95 | 83.5\% | 54.6 | 13.6 | D |
|  | Through | 971 | 914 | 94.1\% | 38.8 | 12.0 | D |
|  | Right Turn | 36 | 38 | 104.4\% | 33.6 | 15.4 | C |
|  | Subtotal | 1,121 | 1,046 | 93.3\% | 40.1 | 12.1 | D |
| Total |  | 4,220 | 3,784 | 89.7\% | 30.2 | 5.6 | C |

Intersection 4 N 3rd St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 38 | 43 | 113.7\% | 38.9 | 9.1 | D |
|  | Through | 50 | 44 | 88.8\% | 32.9 | 9.1 | C |
|  | Right Turn | 14 | 10 | 74.3\% | 5.7 | 5.5 | A |
|  | Subtotal | 102 | 98 | 96.1\% | 33.3 | 5.6 | C |
| SB | Left Turn | 5 | 7 | 136.0\% | 31.0 | 20.5 | C |
|  | Through | 6 | 5 | 80.0\% | 23.8 | 21.9 | C |
|  | Right Turn | 197 | 190 | 96.6\% | 10.0 | 2.0 | A |
|  | Subtotal | 208 | 202 | 97.1\% | 11.3 | 1.7 | B |
| EB | Left Turn | 140 | 124 | 88.9\% | 45.4 | 5.9 | D |
|  | Through | 1,397 | 1,207 | 86.4\% | 24.7 | 7.5 | C |
|  | Right Turn | 280 | 247 | 88.1\% | 24.2 | 7.4 | C |
|  | Subtotal | 1,817 | 1,578 | 86.9\% | 26.3 | 7.3 | C |
| WB | Left Turn | 21 | 18 | 87.6\% | 36.2 | 16.8 | D |
|  | Through | 886 | 822 | 92.8\% | 16.0 | 4.7 | B |
|  | Right Turn | 78 | 69 | 88.7\% | 13.5 | 3.9 | B |
|  | Subtotal | 985 | 910 | 92.3\% | 16.1 | 4.7 | B |
| Total |  | 3,112 | 2,788 | 89.6\% | 22.1 | 5.5 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative No Project
AM Peak Hour

| Intersection 5 |  | Sequoia Pacific Blvd/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 249 | 238 | 95.4\% | 28.5 | 2.5 | C |
|  | Through | 208 | 210 | 100.8\% | 28.9 | 2.2 | C |
|  | Right Turn | 10 | 10 | 104.0\% | 24.1 | 16.7 | C |
|  | Subtotal | 467 | 458 | 98.0\% | 28.7 | 1.4 | C |
| SB | Left Turn | 110 | 70 | 63.6\% | 238.8 | 62.9 | F |
|  | Through | 481 | 307 | 63.8\% | 241.4 | 41.7 | F |
|  | Right Turn | 38 | 27 | 70.5\% | 245.9 | 60.5 | F |
|  | Subtotal | 629 | 404 | 64.2\% | 241.0 | 44.9 | F |
| EB | Left Turn | 86 | 80 | 93.0\% | 48.8 | 8.0 | D |
|  | Through | 1,218 | 1,000 | 82.1\% | 33.1 | 4.1 | C |
|  | Right Turn | 75 | 61 | 81.6\% | 29.7 | 8.4 | C |
|  | Subtotal | 1,379 | 1,141 | 82.8\% | 34.0 | 4.3 | C |
| WB | Left Turn | 30 | 27 | 89.3\% | 46.0 | 11.3 | D |
|  | Through | 803 | 742 | 92.5\% | 31.0 | 5.9 | C |
|  | Right Turn | 153 | 132 | 86.0\% | 34.1 | 9.8 | C |
|  | Subtotal | 986 | 901 | 91.4\% | 31.9 | 6.1 | C |
| Total |  | 3,461 | 2,903 | 83.9\% | 61.4 | 7.4 | E |

Intersection $6 \quad$ N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 21 | 22 | 104.8\% | 27.9 | 6.2 | C |
|  | Through | 120 | 120 | 100.3\% | 28.0 | 3.2 | C |
|  | Right Turn | 71 | 70 | 98.6\% | 12.0 | 3.7 | B |
|  | Subtotal | 212 | 212 | 100.2\% | 22.9 | 3.0 | C |
| SB | Left Turn | 44 | 40 | 90.0\% | 24.8 | 5.5 | C |
|  | Through | 143 | 153 | 107.1\% | 24.7 | 3.4 | C |
|  | Right Turn | 75 | 72 | 95.5\% | 11.3 | 3.3 | B |
|  | Subtotal | 262 | 264 | 100.9\% | 21.2 | 2.8 | C |
| EB | Left Turn | 25 | 18 | 72.0\% | 45.1 | 13.7 | D |
|  | Through | 1,290 | 1,061 | 82.3\% | 26.6 | 2.4 | C |
|  | Right Turn | 23 | 18 | 80.0\% | 26.4 | 7.5 | C |
|  | Subtotal | 1,338 | 1,098 | 82.0\% | 26.9 | 2.2 | C |
| WB | Left Turn | 143 | 142 | 99.3\% | 42.9 | 5.4 | D |
|  | Through | 890 | 844 | 94.8\% | 14.3 | 1.9 | B |
|  | Right Turn | 55 | 52 | 94.5\% | 13.4 | 4.5 | B |
|  | Subtotal | 1,088 | 1,038 | 95.4\% | 18.1 | 2.2 | B |
| Total |  | 2,900 | 2,612 | 90.1\% | 22.5 | 1.0 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
AM Peak Hour

Intersection $7 \quad \mathrm{~N}$ 7th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 99 | 107 | 107.9\% | 43.7 | 8.5 | D |
|  | Through | 200 | 230 | 115.2\% | 30.8 | 6.8 | C |
|  | Right Turn | 5 | 5 | 96.0\% | 19.7 | 20.6 | B |
|  | Subtotal | 304 | 342 | 112.5\% | 35.0 | 6.3 | C |
| SB | Left Turn | 13 | 11 | 86.2\% | 46.7 | 20.6 | D |
|  | Through | 183 | 185 | 101.0\% | 41.3 | 5.6 | D |
|  | Right Turn | 20 | 23 | 116.0\% | 33.4 | 14.1 | C |
|  | Subtotal | 216 | 219 | 101.5\% | 40.9 | 5.0 | D |
| EB | Left Turn | 147 | 108 | 73.7\% | 54.7 | 19.5 | D |
|  | Through | 1,106 | 858 | 77.5\% | 46.2 | 16.4 | D |
|  | Right Turn | 152 | 117 | 76.8\% | 44.0 | 18.8 | D |
|  | Subtotal | 1,405 | 1,083 | 77.1\% | 46.9 | 16.7 | D |
| WB | Left Turn | 245 | 234 | 95.3\% | 61.5 | 14.8 | E |
|  | Through | 971 | 926 | 95.4\% | 37.4 | 11.3 | D |
|  | Right Turn | 51 | 42 | 81.6\% | 32.0 | 10.6 | C |
|  | Subtotal | 1,267 | 1,202 | 94.8\% | 41.9 | 11.8 | D |
| Total |  | 3,192 | 2,846 | 89.1\% | 42.8 | 11.6 | D |

Intersection 8 N 10th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 88.0\% | 18.3 | 15.6 | B |
|  | Through | 63 | 64 | 101.0\% | 25.5 | 5.5 | C |
|  | Right Turn | 267 | 268 | 100.2\% | 10.2 | 1.7 | B |
|  | Subtotal | 335 | 336 | 100.2\% | 13.4 | 1.8 | B |
| SB | Left Turn | 165 | 168 | 102.1\% | 36.4 | 6.2 | D |
|  | Through | 20 | 14 | 68.0\% | 28.5 | 14.5 | C |
|  | Right Turn | 38 | 33 | 87.4\% | 17.3 | 6.9 | B |
|  | Subtotal | 223 | 215 | 96.5\% | 33.3 | 5.7 | C |
| EB | Left Turn | 122 | 90 | 73.8\% | 41.6 | 6.0 | D |
|  | Through | 910 | 660 | 72.6\% | 23.8 | 2.9 | C |
|  | Right Turn | 10 | 9 | 92.0\% | 9.5 | 7.0 | A |
|  | Subtotal | 1,042 | 760 | 72.9\% | 25.7 | 2.1 | C |
| WB | Left Turn | 298 | 289 | 97.0\% | 51.4 | 8.8 | D |
|  | Through | 1,379 | 1,322 | 95.9\% | 31.0 | 7.1 | C |
|  | Right Turn | 82 | 90 | 109.3\% | 29.8 | 10.6 | C |
|  | Subtotal | 1,759 | 1,701 | 96.7\% | 34.4 | 6.8 | C |
| Total |  | 3,359 | 3,011 | 89.6\% | 29.8 | 4.1 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
AM Peak Hour

Intersection 9 Dos Rios St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 40 | 35 | 88.0\% | 34.0 | 6.4 | C |
|  | Through | 15 | 14 | 96.0\% | 32.6 | 18.2 | C |
|  | Right Turn | 22 | 20 | 92.7\% | 16.5 | 8.1 | B |
|  | Subtotal | 77 | 70 | 90.9\% | 28.4 | 5.2 | C |
| SB | Left Turn | 41 | 38 | 92.7\% | 30.4 | 9.4 | C |
|  | Through | 5 | 7 | 136.0\% | 20.0 | 16.8 | B |
|  | Right Turn | 63 | 68 | 107.3\% | 22.7 | 3.4 | C |
|  | Subtotal | 109 | 112 | 103.1\% | 26.1 | 5.2 | C |
| EB | Left Turn | 46 | 39 | 84.3\% | 39.5 | 8.2 | D |
|  | Through | 1,258 | 1,018 | 80.9\% | 17.6 | 3.3 | B |
|  | Right Turn | 38 | 31 | 81.1\% | 17.3 | 5.5 | B |
|  | Subtotal | 1,342 | 1,088 | 81.0\% | 18.4 | 3.1 | B |
| WB | Left Turn | 79 | 76 | 96.2\% | 47.3 | 5.3 | D |
|  | Through | 1,656 | 1,647 | 99.5\% | 23.4 | 7.9 | C |
|  | Right Turn | 5 | 5 | 96.0\% | 15.3 | 18.5 | B |
|  | Subtotal | 1,740 | 1,728 | 99.3\% | 24.5 | 7.7 | C |
| Total |  | 3,268 | 2,998 | 91.7\% | 22.4 | 5.1 | C |

Intersection 11
Bercut Dr/Bannon St
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 | 92 | 77 | 83.9\% | 10.5 | 2.7 | B |
|  | Right Turn | 109 | 104 | 95.8\% | 7.1 | 1.9 | A |
|  | Subtotal | 201 | 182 | 90.3\% | 8.6 | 1.7 | A |
| SB | Left Turn | 320 | 287 | 89.6\% | 7.9 | 0.6 | A |
|  | Through | 428 | 400 | 93.5\% | 7.8 | 0.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 748 | 687 | 91.8\% | 7.8 | 0.6 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 21 | 21 | 99.0\% | 14.4 | 5.4 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 49 | 47 | 96.3\% | 5.3 | 2.2 | A |
|  | Subtotal | 70 | 68 | 97.1\% | 8.0 | 3.5 | A |
| Total |  | 1,019 | 936 | 91.9\% | 8.0 | 0.8 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project AM Peak Hour

Intersection 12
Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 57 | 57 | 100.4\% | 8.3 | 2.0 | A |
|  | Through | 338 | 327 | 96.7\% | 11.2 | 3.2 | B |
|  | Right Turn | 8 | 10 | 130.0\% | 6.0 | 3.5 | A |
|  | Subtotal | 403 | 394 | 97.9\% | 10.6 | 2.9 | B |
| SB | Left Turn | 79 | 60 | 75.4\% | 9.2 | 1.0 | A |
|  | Through | 482 | 326 | 67.6\% | 17.9 | 1.4 | C |
|  | Right Turn | 25 | 20 | 80.0\% | 9.9 | 4.3 | A |
|  | Subtotal | 586 | 406 | 69.2\% | 16.2 | 1.1 | C |
| EB | Left Turn | 13 | 12 | 89.2\% | 8.6 | 4.3 | A |
|  | Through | 101 | 90 | 88.7\% | 10.9 | 1.2 | B |
|  | Right Turn | 355 | 315 | 88.7\% | 9.4 | 0.9 | A |
|  | Subtotal | 469 | 416 | 88.7\% | 9.7 | 0.8 | A |
| WB | Left Turn | 2 | 2 | 100.0\% | 3.9 | 5.5 | A |
|  | Through | 23 | 25 | 109.6\% | 7.8 | 1.2 | A |
|  | Right Turn | 116 | 111 | 95.9\% | 4.3 | 0.7 | A |
|  | Subtotal | 141 | 138 | 98.2\% | 5.0 | 0.8 | A |
| Total |  | 1,599 | 1,354 | 84.7\% | 11.5 | 1.1 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
AM Peak Hour

Intersection 18
7th St/F St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 7 | 3 | 45.7\% | 27.1 | 26.7 | C |
|  | Through | 240 | 194 | 81.0\% | 32.1 | 3.3 | C |
|  | Right Turn | 86 | 80 | 93.0\% | 20.9 | 4.5 | C |
|  | Subtotal | 333 | 278 | 83.4\% | 28.9 | 2.8 | C |
| SB | Left Turn | 675 | 605 | 89.7\% | 67.5 | 28.6 | E |
|  | Through | 549 | 525 | 95.6\% | 11.9 | 8.2 | B |
|  | Right Turn | 29 | 27 | 92.4\% | 10.9 | 9.3 | B |
|  | Subtotal | 1,253 | 1,157 | 92.3\% | 40.9 | 18.5 | D |
| EB | Left Turn | 3 | 2 | 80.0\% | 28.2 | 70.1 | C |
|  | Through | 3 | 3 | 106.7\% | 21.4 | 29.6 | C |
|  | Right Turn | 4 | 5 | 130.0\% | 5.9 | 5.3 | A |
|  | Subtotal | 10 | 11 | 108.0\% | 24.3 | 32.4 | C |
| WB | Left Turn | 53 | 46 | 87.5\% | 31.3 | 7.0 | C |
|  | Through | 13 | 16 | 123.1\% | 33.2 | 10.1 | C |
|  | Right Turn | 416 | 409 | 98.4\% | 15.3 | 3.5 | B |
|  | Subtotal | 482 | 472 | 97.8\% | 17.5 | 3.4 | B |
| Total |  | 2,078 | 1,917 | 92.2\% | 33.3 | 11.6 | C |

Intersection 19
8th St/F St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 130 | 128 | 98.8\% | 12.1 | 2.3 | B |
|  | Through | 177 | 168 | 95.1\% | 9.1 | 0.7 | A |
|  | Right Turn | 2 | 4 | 200.0\% | 4.1 | 2.9 | A |
|  | Subtotal | 309 | 301 | 97.3\% | 10.3 | 1.1 | B |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 84 | 74 | 87.6\% | 21.9 | 2.5 | C |
|  | Through Right Turn | 578 | 516 | 89.3\% | 22.0 | 1.8 | C |
|  | Subtotal | 662 | 590 | 89.1\% | 22.0 | 1.8 | C |
| WB | Left Turn <br> Through | $393$ | 396 | 100.7\% | 12.8 | 3.4 | B |
|  | Right Turn | 13 | 14 | 107.7\% | 7.9 | 5.8 | A |
|  | Subtotal | 406 | 410 | 100.9\% | 12.6 | 3.5 | B |
| Total |  | 1,377 | 1,300 | 94.4\% | 16.4 | 1.7 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
AM Peak Hour

Intersection 21
7th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 6 | 2 | 33.3\% | 4.7 | 6.1 | A |
|  | Through Right Turn | 198 | 129 | 65.3\% | 7.9 | 2.0 | A |
|  | Subtotal | 204 | 131 | 64.3\% | 7.9 | 2.0 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 572 | 542 | 94.8\% | 22.4 | 15.0 | C |
|  | Right Turn | 5 | 2 | 48.0\% | 12.7 | 17.3 | B |
|  | Subtotal | 577 | 545 | 94.4\% | 22.4 | 15.0 | C |
| EB | Left Turn | 183 | 159 | 86.8\% | 28.6 | 3.4 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 397 | 341 | 85.9\% | 8.4 | 1.2 | A |
|  | Subtotal | 580 | 500 | 86.2\% | 14.8 | 1.8 | B |
| WB | Left Turn | 5 | 4 | 72.0\% | 17.8 | 15.6 | B |
|  | Through | 401 | 384 | 95.9\% | 12.5 | 4.2 | B |
|  | Right Turn | 176 | 176 | 100.2\% | 6.9 | 1.5 | A |
|  | Subtotal | 582 | 564 | 97.0\% | 10.8 | 3.2 | B |
| Total |  | 1,943 | 1,740 | 89.6\% | 15.3 | 4.9 | B |

Intersection 22 5th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 13 | 11 | 86.2\% | 82.0 | 31.8 | F |
|  | Through | 695 | 568 | 81.7\% | 55.6 | 7.8 | E |
|  | Right Turn | 204 | 150 | 73.7\% | 55.2 | 33.4 | E |
|  | Subtotal | 912 | 730 | 80.0\% | 55.7 | 9.9 | E |
| SB | Left Turn | 136 | 102 | 75.0\% | 83.1 | 57.5 | F |
|  | Through | 540 | 464 | 86.0\% | 31.4 | 15.1 | C |
|  | Right Turn | 15 | 14 | 90.7\% | 34.3 | 28.4 | C |
|  | Subtotal | 691 | 580 | 83.9\% | 40.1 | 19.5 | D |
| EB | Left Turn | 5 | 6 | 120.0\% | 54.6 | 48.6 | D |
|  | Through | 39 | 46 | 119.0\% | 47.7 | 38.8 | D |
|  | Right Turn | 5 | 4 | 88.0\% | 16.1 | 26.5 | B |
|  | Subtotal | 49 | 57 | 115.9\% | 47.9 | 38.4 | D |
| WB | Left Turn | 187 | 171 | 91.6\% | 49.1 | 15.5 | D |
|  | Through | 5 | 7 | 136.0\% | 26.1 | 29.1 | C |
|  | Right Turn | 16 | 18 | 115.0\% | 43.8 | 18.7 | D |
|  | Subtotal | 208 | 196 | 94.4\% | 48.8 | 14.6 | D |
| Total |  | 1,860 | 1,563 | 84.0\% | 48.4 | 11.5 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
AM Peak Hour

Intersection 23 6th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 3 | 64.0\% | 17.0 | 20.5 | B |
|  | Through | 426 | 291 | 68.4\% | 25.5 | 3.8 | C |
|  | Right Turn | 288 | 181 | 62.8\% | 48.9 | 63.1 | D |
|  | Subtotal | 719 | 475 | 66.1\% | 31.9 | 19.6 | C |
| SB | Left Turn | 18 | 11 | 60.0\% | 113.7 | 132.7 | F |
|  | Through | 502 | 450 | 89.6\% | 29.8 | 5.0 | C |
|  | Right Turn | 5 | 4 | 80.0\% | 19.9 | 12.0 | B |
|  | Subtotal | 525 | 464 | 88.5\% | 30.7 | 4.4 | C |
| EB | Left Turn | 109 | 85 | 77.8\% | 54.2 | 64.2 | D |
|  | Through | 232 | 170 | 73.4\% | 48.2 | 52.5 | D |
|  | Right Turn | 38 | 32 | 83.2\% | 49.2 | 55.6 | D |
|  | Subtotal | 379 | 287 | 75.7\% | 49.5 | 53.8 | D |
| WB | Left Turn | 5 | 5 | 96.0\% | 6.2 | 11.2 | A |
|  | Through | 198 | 186 | 93.9\% | 3.3 | 0.7 | A |
|  | Right Turn | 5 | 4 | 88.0\% | 1.1 | 1.0 | A |
|  | Subtotal | 208 | 195 | 93.8\% | 3.3 | 0.8 | A |
| Total |  | 1,831 | 1,422 | 77.6\% | 29.6 | 14.6 | C |

Intersection 24 7th St/H St 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 | 401 | 345 | 86.0\% | 21.6 | 10.8 | C |
|  | Through | 471 | 431 | 91.5\% | 13.5 | 5.8 | B |
|  | Right Turn | 7 | 6 | 80.0\% | 9.7 | 7.2 | A |
|  | Subtotal | 879 | 782 | 88.9\% | 17.2 | 8.2 | B |
| EB | Left Turn | 199 | 126 | 63.5\% | 75.2 | 54.9 | E |
|  | Through | 259 | 167 | 64.6\% | 79.0 | 51.4 | E |
|  | Right Turn | 80 | 55 | 68.5\% | 64.7 | 40.7 | E |
|  | Subtotal | 538 | 348 | 64.8\% | 75.7 | 51.0 | E |
| WB | Left Turn | 19 | 17 | 88.4\% | 32.5 | 5.2 | C |
|  | Through | 201 | 189 | 94.1\% | 30.0 | 1.3 | C |
|  | Right Turn | 5 | 6 | 120.0\% | 22.5 | 9.1 | C |
|  | Subtotal | 225 | 212 | 94.2\% | 30.1 | 1.3 | C |
| Total |  | 1,642 | 1,342 | 81.7\% | 32.8 | 13.8 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
AM Peak Hour

Intersection 25 8th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 6 | 4 | 73.3\% | 4.1 | 4.1 | A |
|  | Through | 632 | 642 | 101.6\% | 9.3 | 1.1 | A |
|  | Right Turn | 226 | 225 | 99.6\% | 10.1 | 1.5 | B |
|  | Subtotal | 864 | 872 | 100.9\% | 9.5 | 1.2 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 337 | 251 | 74.5\% | 39.0 | 11.2 | D |
|  | Through Right Turn | 218 | 166 | 76.1\% | 42.1 | 12.5 | D |
|  | Subtotal | 555 | 417 | 75.2\% | 40.2 | 11.6 | D |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 219 | 205 | 93.5\% | 12.6 | 3.9 | B |
|  | Right Turn | 37 | 33 | 88.6\% | 9.0 | 4.3 | A |
|  | Subtotal | 256 | 238 | 92.8\% | 12.2 | 3.5 | B |
| Total |  | 1,675 | 1,527 | 91.2\% | 18.2 | 3.1 | B |

Intersection 27
5th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 372 | 305 | 82.0\% | 29.3 | 5.1 | C |
|  | Through Right Turn | 913 | 743 | 81.4\% | 58.6 | 16.6 | E |
|  | Subtotal | 1,285 | 1,048 | 81.6\% | 49.8 | 10.0 | D |
| SB | Left Turn <br> Through <br> Right Turn | 697 | 613 | 88.0\% | 19.8 | 3.7 | B |
|  | Subtotal | 697 | 613 | 88.0\% | 19.8 | 3.7 | B |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 940 \\ 72 \end{gathered}$ | $\begin{gathered} 637 \\ 46 \end{gathered}$ | $\begin{aligned} & 67.8 \% \\ & 64.4 \% \end{aligned}$ | $\begin{gathered} 91.4 \\ 118.3 \end{gathered}$ | $\begin{aligned} & 60.0 \\ & 83.0 \end{aligned}$ | $\begin{aligned} & F \\ & F \end{aligned}$ |
|  | Subtotal | 1,012 | 684 | 67.5\% | 93.6 | 62.4 | F |
| Total |  | 2,994 | 2,345 | 78.3\% | 51.3 | 14.8 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
AM Peak Hour

Intersection 28
6th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 196 | 130 | 66.3\% | 114.9 | 10.8 | F |
|  | Through Right Turn | 654 | 430 | 65.8\% | 82.9 | 14.5 | F |
|  | Subtotal | 850 | 560 | 65.9\% | 90.0 | 13.1 | F |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 487 | 442 | 90.8\% | 17.9 | 2.0 | B |
|  | Right Turn | 58 | 40 | 68.3\% | 16.0 | 8.9 | B |
|  | Subtotal | 545 | 482 | 88.4\% | 17.8 | 1.9 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 61 | 55 | 89.8\% | 50.5 | 39.2 | D |
|  | Through | 758 | 625 | 82.4\% | 69.3 | 32.5 | E |
|  | Right Turn | 65 | 52 | 80.0\% | 75.1 | 35.6 | E |
|  | Subtotal | 884 | 732 | 82.8\% | 67.6 | 31.3 | E |
| Total |  | 2,279 | 1,774 | 77.8\% | 60.3 | 10.3 | E |

Intersection 29
7th St/I St
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 <br> Through Right Turn | $\begin{gathered} 485 \\ 85 \end{gathered}$ | $\begin{gathered} 420 \\ 79 \end{gathered}$ | $\begin{aligned} & 86.6 \% \\ & 93.2 \% \end{aligned}$ | $\begin{gathered} 8.0 \\ 14.4 \end{gathered}$ | $\begin{gathered} 2.8 \\ 16.1 \end{gathered}$ | $\begin{aligned} & \text { A } \\ & \text { B } \end{aligned}$ |
|  | Subtotal | 570 | 499 | 87.6\% | 8.8 | 3.0 | A |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through Right Turn | $\begin{aligned} & 379 \\ & 799 \end{aligned}$ | $\begin{aligned} & 358 \\ & 709 \end{aligned}$ | $\begin{aligned} & \hline 94.6 \% \\ & 88.8 \% \end{aligned}$ | $\begin{aligned} & 19.0 \\ & 24.2 \end{aligned}$ | $\begin{aligned} & 11.0 \\ & 20.0 \end{aligned}$ | B |
|  | Subtotal | 1,178 | 1,068 | 90.6\% | 22.5 | 16.6 | C |
| Total |  | 1,748 | 1,567 | 89.6\% | 17.4 | 10.0 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
AM Peak Hour

Intersection 30
8th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 259 | 248 | 95.9\% | 13.1 | 6.2 | B |
|  | Through Right Turn | 749 | 772 | 103.0\% | 10.8 | 1.4 | B |
|  | Subtotal | 1,008 | 1,020 | 101.2\% | 11.4 | 2.4 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 919 \\ & 115 \end{aligned}$ | $\begin{gathered} 864 \\ 94 \end{gathered}$ | $\begin{aligned} & 94.0 \% \\ & 82.1 \% \end{aligned}$ | $\begin{aligned} & 14.4 \\ & 12.4 \end{aligned}$ | $\begin{aligned} & 8.1 \\ & 8.3 \end{aligned}$ | $\begin{aligned} & \mathrm{B} \\ & \mathrm{~B} \end{aligned}$ |
|  | Subtotal | 1,034 | 958 | 92.6\% | 14.2 | 8.1 | B |
| Total |  | 2,042 | 1,978 | 96.9\% | 12.6 | 4.7 | B |

Intersection 31
3rd St-I 5 NB Off Ramp/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 5 | 4 | 72.0\% | 91.2 | 57.9 | F |
|  | Through | 1,859 | 1,513 | 81.4\% | 90.8 | 20.1 | F |
|  | Right Turn | 227 | 179 | 78.9\% | 71.2 | 13.6 | E |
|  | Subtotal | 2,091 | 1,696 | 81.1\% | 88.8 | 19.3 | F |
| SB | Left Turn | 80 | 78 | 97.5\% | 56.7 | 20.7 | E |
|  | Through | 123 | 129 | 104.7\% | 68.9 | 30.5 | E |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 203 | 207 | 101.9\% | 65.0 | 26.1 | E |
| EB | Left Turn | 5 | 4 | 80.0\% | 61.4 | 48.5 | E |
|  | Through | 1,197 | 1,028 | 85.8\% | 104.9 | 37.7 | F |
|  | Right Turn | 830 | 702 | 84.5\% | 137.3 | 29.0 | F |
|  | Subtotal | 2,032 | 1,733 | 85.3\% | 117.7 | 33.0 | F |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 58 | 50 | 86.9\% | 62.8 | 37.2 | E |
|  | Subtotal | 58 | 50 | 86.9\% | 62.8 | 37.2 | E |
| Total |  | 4,384 | 3,686 | 84.1\% | 100.8 | 23.9 | F |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
AM Peak Hour

Intersection 32 5th St/J St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 465 | 450 | 96.8\% | 40.7 | 12.9 | D |
|  | Right Turn | 474 | 444 | 93.8\% | 30.4 | 7.4 | C |
|  | Subtotal | 939 | 894 | 95.3\% | 35.4 | 9.3 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 820 | 630 | 76.8\% | 32.5 | 11.4 | C |
|  | Through | 2,249 | 1,839 | 81.8\% | 30.4 | 17.7 | C |
|  | Right Turn | 125 | 107 | 85.4\% | 20.2 | 7.0 | C |
|  | Subtotal | 3,194 | 2,576 | 80.7\% | 30.4 | 14.3 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 4,133 | 3,470 | 84.0\% | 31.3 | 10.3 | C |

Intersection 33
7th St/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 154 | 143 | 92.7\% | 21.7 | 3.6 | C |
|  | Through Right Turn | 710 | 623 | 87.7\% | 26.2 | 2.9 | C |
|  | Subtotal | 864 | 766 | 88.6\% | 25.4 | 2.7 | C |
| EB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 1,976 \\ 331 \end{gathered}$ | $\begin{gathered} 1,713 \\ 292 \end{gathered}$ | $\begin{aligned} & 86.7 \% \\ & 88.2 \% \end{aligned}$ | $\begin{aligned} & 9.5 \\ & 8 \end{aligned}$ | $\begin{aligned} & 0.8 \\ & 0 \end{aligned}$ | A |
|  | Right Turn | 331 | 292 | 88.2\% | 8.3 | 0.7 | A |
|  | Subtotal | 2,307 | 2,005 | 86.9\% | 9.3 | 0.7 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 3,171 | 2,771 | 87.4\% | 13.7 | 1.2 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
AM Peak Hour

Intersection 64
5th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 550 | 436 | 79.3\% | 35.6 | 4.9 | D |
|  | Right Turn | 166 | 130 | 78.1\% | 30.8 | 5.2 | C |
|  | Subtotal | 716 | 566 | 79.0\% | 34.5 | 4.8 | C |
| SB | Left Turn | 288 | 254 | 88.2\% | 81.2 | 28.9 | F |
|  | Through Right Turn | 471 | 396 | 84.2\% | 53.7 | 31.1 | D |
|  | Subtotal | 759 | 650 | 85.7\% | 64.7 | 30.4 | E |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 220 | 200 | 90.9\% | 50.4 | 35.1 | D |
|  | Through <br> Right Turn | 90 | 95 | 105.3\% | 17.9 | 12.8 | B |
|  | Subtotal | 310 | 295 | 95.1\% | 39.3 | 25.6 | D |
| Total |  | 1,785 | 1,511 | 84.6\% | 47.7 | 16.3 | D |

Intersection 65 6th St/G St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 18 | 75.0\% | 21.5 | 12.4 | C |
|  | Through | 269 | 194 | 72.0\% | 10.8 | 2.2 | B |
|  | Right Turn | 148 | 107 | 72.2\% | 7.1 | 2.0 | A |
|  | Subtotal | 441 | 318 | 72.2\% | 10.3 | 1.7 | B |
| SB | Left Turn | 169 | 167 | 98.7\% | 36.3 | 18.6 | D |
|  | Through | 361 | 340 | 94.2\% | 23.7 | 22.2 | C |
|  | Right Turn | 46 | 58 | 126.1\% | 22.6 | 25.1 | C |
|  | Subtotal | 576 | 565 | 98.1\% | 27.3 | 21.1 | C |
| EB | Left Turn | 15 | 12 | 82.7\% | 12.7 | 5.7 | B |
|  | Through | 263 | 221 | 84.0\% | 12.9 | 5.7 | B |
|  | Right Turn | 176 | 151 | 85.7\% | 11.9 | 7.3 | B |
|  | Subtotal | 454 | 384 | 84.6\% | 12.6 | 6.1 | B |
| WB | Left Turn | 39 | 31 | 80.0\% | 49.6 | 56.6 | D |
|  | Through | 240 | 229 | 95.5\% | 18.4 | 24.5 | B |
|  | Right Turn | 133 | 123 | 92.3\% | 12.8 | 17.1 | B |
|  | Subtotal | 412 | 383 | 93.0\% | 19.4 | 23.8 | B |
| Total |  | 1,883 | 1,650 | 87.6\% | 18.2 | 10.7 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
AM Peak Hour

Intersection 36 5th St/Tower Bridge Gateway
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 5 | 104.0\% | 38.4 | 36.9 | D |
|  | Through | 571 | 584 | 102.2\% | 28.2 | 2.6 | C |
|  | Right Turn | 164 | 169 | 102.9\% | 9.7 | 1.7 | A |
|  | Subtotal | 740 | 758 | 102.4\% | 24.3 | 1.8 | C |
| SB | Left Turn | 180 | 166 | 92.2\% | 41.3 | 5.7 | D |
|  | Through | 367 | 363 | 99.0\% | 16.9 | 3.6 | B |
|  | Right Turn | 472 | 486 | 103.1\% | 14.9 | 2.5 | B |
|  | Subtotal | 1,019 | 1,016 | 99.7\% | 19.9 | 2.1 | B |
| EB | Left Turn | 326 | 324 | 99.5\% | 53.6 | 7.3 | D |
|  | Through | 381 | 367 | 96.4\% | 30.5 | 2.7 | C |
|  | Right Turn | 5 | 4 | 80.0\% | 17.8 | 20.7 | B |
|  | Subtotal | 712 | 696 | 97.7\% | 41.2 | 4.3 | D |
| WB | Left Turn | 55 | 48 | 87.3\% | 53.9 | 13.2 | D |
|  | Through | 178 | 173 | 97.3\% | 35.1 | 8.6 | D |
|  | Right Turn | 85 | 76 | 89.4\% | 12.5 | 2.9 | B |
|  | Subtotal | 318 | 297 | 93.5\% | 32.4 | 4.6 | C |
| Total |  | 2,789 | 2,766 | 99.2\% | 27.8 | 1.4 | C |

Intersection 37 3rd St-Riverfront St/Tower Bridge Gateway Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 2 | 0 | 20.0\% | 0.2 | 0.6 | A |
|  | Through | 317 | 315 | 99.4\% | 39.4 | 4.3 | D |
|  | Right Turn | 5 | 4 | 80.0\% | 10.3 | 12.4 | B |
|  | Subtotal | 324 | 320 | 98.6\% | 39.0 | 4.2 | D |
| SB | Left Turn | 121 | 132 | 108.8\% | 33.8 | 5.2 | C |
|  | Through | 205 | 215 | 105.0\% | 35.8 | 5.7 | D |
|  | Right Turn | 62 | 57 | 92.3\% | 16.4 | 5.9 | B |
|  | Subtotal | 388 | 404 | 104.1\% | 32.3 | 3.2 | C |
| EB | Left Turn | 287 | 276 | 96.3\% | 64.6 | 17.0 | E |
|  | Through | 437 | 425 | 97.2\% | 31.9 | 5.0 | C |
|  | Right Turn | 1 | 1 | 80.0\% | 2.8 | 7.8 | A |
|  | Subtotal | 725 | 702 | 96.8\% | 44.9 | 6.9 | D |
| WB | Left Turn | 176 | 160 | 90.7\% | 46.8 | 5.6 | D |
|  | Through | 254 | 245 | 96.4\% | 34.7 | 5.0 | C |
|  | Right Turn | 165 | 165 | 99.9\% | 24.4 | 2.7 | C |
|  | Subtotal | 595 | 569 | 95.7\% | 35.1 | 2.7 | D |
| Total |  | 2,032 | 1,995 | 98.2\% | 38.6 | 3.1 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
AM Peak Hour

Intersection 17 12th St/E St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 150 | 148 | 98.9\% | 10.0 | 1.2 | A |
|  | Through | 1,636 | 1,601 | 97.8\% | 8.2 | 0.8 | A |
|  | Right Turn | 25 | 25 | 99.2\% | 4.7 | 1.2 | A |
|  | Subtotal | 1,811 | 1,774 | 98.0\% | 8.3 | 0.8 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 174 | 182 | 104.4\% | 16.5 | 2.1 | B |
|  | Right Turn | 14 | 16 | 111.4\% | 11.0 | 4.8 | B |
|  | Subtotal | 188 | 197 | 104.9\% | 16.1 | 2.2 | B |
| WB | Left Turn | 13 | 11 | 83.1\% | 20.7 | 9.6 | C |
|  | Through Right Turn | 60 | 62 | 104.0\% | 15.1 | 4.3 | B |
|  | Subtotal | 73 | 73 | 100.3\% | 15.8 | 3.1 | B |
| Total |  | 2,072 | 2,044 | 98.7\% | 9.3 | 0.6 | A |

Intersection 20

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 205 | 192 | 93.9\% | 12.1 | 1.5 | B |
|  | Through | 1,433 | 1,413 | 98.6\% | 12.9 | 0.9 | B |
|  | Right Turn | 25 | 22 | 89.6\% | 11.0 | 4.4 | B |
|  | Subtotal | 1,663 | 1,628 | 97.9\% | 12.7 | 0.9 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 65 | 70 | 108.3\% | 14.8 | 2.7 | B |
|  | Right Turn | 170 | 161 | 94.6\% | 9.2 | 1.0 | A |
|  | Subtotal | 235 | 231 | 98.4\% | 10.9 | 1.1 | B |
| WB | Left Turn | 4 | 2 | 40.0\% | 3.0 | 4.4 | A |
|  | Through | 273 | 271 | 99.3\% | 16.9 | 2.8 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 277 | 273 | 98.5\% | 16.8 | 2.8 | B |
| Total |  | 2,175 | 2,132 | 98.0\% | 13.1 | 0.6 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

| Intersection 13 |  | 7th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 133 | 121 | 90.8\% | 22.3 | 5.3 | C |
|  | Right Turn | 472 | 409 | 86.7\% | 21.1 | 5.1 | C |
|  | Subtotal | 605 | 530 | 87.6\% | 21.3 | 4.8 | C |
| SB | Left Turn | 99 | 96 | 96.6\% | 33.8 | 4.4 | C |
|  | Through | 489 | 478 | 97.8\% | 11.8 | 1.2 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 588 | 574 | 97.6\% | 15.4 | 1.3 | B |
| EB | Left Turn | 154 | 138 | 89.9\% | 19.2 | 2.9 | B |
|  | Through | 839 | 780 | 93.0\% | 17.6 | 1.7 | B |
|  | Right Turn | 222 | 189 | 85.0\% | 16.5 | 3.2 | B |
|  | Subtotal | 1,215 | 1,108 | 91.2\% | 17.6 | 1.6 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,408 | 2,212 | 91.8\% | 17.9 | 1.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour


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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour


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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

| Intersection 38 |  | 5th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 395 | 359 | 90.9\% | 29.2 | 3.4 | C |
|  | Through | 229 | 195 | 85.1\% | 18.0 | 1.8 | B |
|  | Right Turn | 36 | 35 | 97.8\% | 12.3 | 3.3 | B |
|  | Subtotal | 660 | 589 | 89.3\% | 24.5 | 2.3 | C |
| SB | Left Turn | 116 | 115 | 99.0\% | 33.0 | 5.6 | C |
|  | Through | 162 | 174 | 107.2\% | 29.2 | 5.1 | C |
|  | Right Turn | 100 | 96 | 96.4\% | 20.2 | 4.5 | C |
|  | Subtotal | 378 | 385 | 101.8\% | 28.1 | 4.2 | C |
| EB | Left Turn | 10 | 6 | 64.0\% | 42.3 | 32.7 | D |
|  | Through | 678 | 664 | 97.9\% | 55.7 | 19.9 | E |
|  | Right Turn | 185 | 169 | 91.5\% | 54.0 | 21.5 | D |
|  | Subtotal | 873 | 840 | 96.2\% | 55.4 | 20.0 | E |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,911 | 1,814 | 94.9\% | 39.7 | 8.8 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

Intersection 39
6th St/N B St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 533 | 446 | 83.8\% | 31.8 | 17.0 | D |
|  | Subtotal | 533 | 446 | 83.8\% | 31.8 | 17.0 | D |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through Right Turn | $\begin{aligned} & 682 \\ & 151 \end{aligned}$ | $\begin{aligned} & 672 \\ & 141 \end{aligned}$ | $\begin{aligned} & 98.5 \% \\ & 93.5 \% \end{aligned}$ | $\begin{aligned} & 1.3 \\ & 1.3 \end{aligned}$ | $\begin{aligned} & 0.2 \\ & 0.4 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 833 | 813 | 97.6\% | 1.3 | 0.2 | A |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,366 | 1,260 | 92.2\% | 12.0 | 6.0 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

Side-street Stop

Intersection 40
8th St/N B St

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 5 | 2 | 48.0\% | 2.7 | 4.6 | A |
|  | Subtotal | 5 | 2 | 48.0\% | 2.7 | 4.6 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 1,405 \\ 5 \end{gathered}$ | $\begin{gathered} 1,287 \\ 6 \end{gathered}$ | $\begin{gathered} \text { 91.6\% } \\ \text { 128.0\% } \end{gathered}$ | $\begin{aligned} & 1.6 \\ & 1.5 \end{aligned}$ | $\begin{aligned} & 0.3 \\ & 1.0 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 1,410 | 1,293 | 91.7\% | 1.6 | 0.3 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,415 | 1,296 | 91.6\% | 1.6 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

| Intersection 41 |  | 10th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 38 | 33 | 87.4\% | 15.3 | 4.5 | B |
|  | Right Turn | 77 | 80 | 104.4\% | 9.0 | 3.3 | A |
|  | Subtotal | 115 | 114 | 98.8\% | 10.5 | 3.0 | B |
| SB | Left Turn | 26 | 22 | 86.2\% | 32.0 | 5.4 | C |
|  | Through | 417 | 422 | 101.3\% | 13.2 | 1.4 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 443 | 445 | 100.4\% | 14.2 | 1.4 | B |
| EB | Left Turn | 252 | 231 | 91.6\% | 13.2 | 1.7 | B |
|  | Through | 1,160 | 1,054 | 90.9\% | 11.0 | 0.7 | B |
|  | Right Turn | 21 | 22 | 104.8\% | 6.9 | 3.8 | A |
|  | Subtotal | 1,433 | 1,307 | 91.2\% | 11.3 | 0.7 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,991 | 1,865 | 93.7\% | 12.0 | 0.7 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

| Intersection 42 |  | Bercut Dr/South Park St |  |  | All-way Stop |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | $\begin{array}{\|c\|} \text { Demand } \\ \text { Volume (vph) } \end{array}$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 304 | 210 | 69.2\% | 15.7 | 2.4 | C |
|  | Right Turn | 261 | 182 | 69.9\% | 11.0 | 1.8 | B |
|  | Subtotal | 565 | 393 | 69.5\% | 13.5 | 1.7 | B |
| SB | Left Turn | 91 | 96 | 105.5\% | 7.9 | 0.8 | A |
|  | Through Right Turn | 218 | 240 | 109.9\% | 9.2 | 1.2 | A |
|  | Subtotal | 309 | 336 | 108.6\% | 8.8 | 1.0 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 10 | 10 | 104.0\% | 8.6 | 4.1 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 138 | 130 | 94.5\% | 6.5 | 1.0 | A |
|  | Subtotal | 148 | 141 | 95.1\% | 6.6 | 0.9 | A |
| Total |  | 1,022 | 869 | 85.0\% | 10.6 | 1.0 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour


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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

Intersection 44
Judah St/South Park St
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 | 22 | 17 | 76.4\% | 6.9 | 1.5 | A |
|  | Right Turn | 18 | 21 | 115.6\% | 4.5 | 1.6 | A |
|  | Subtotal | 40 | 38 | 94.0\% | 5.5 | 1.5 | A |
| SB | Left Turn | 5 | 5 | 104.0\% | 4.0 | 3.8 | A |
|  | Through | 11 | 12 | 105.5\% | 6.6 | 1.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 16 | 17 | 105.0\% | 6.4 | 1.4 | A |
| EB | Left Turn | 16 | 16 | 102.5\% | 3.2 | 1.0 | A |
|  | Through | 193 | 162 | 83.7\% | 1.8 | 0.3 | A |
|  | Right Turn | 20 | 11 | 54.0\% | 1.3 | 1.0 | A |
|  | Subtotal | 229 | 189 | 82.4\% | 1.9 | 0.4 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 285 | 243 | 85.3\% | 2.8 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

Side-street Stop


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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

| Intersection 46 |  | 7th St/South Park St |  |  | nal |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Demand | Served V | me (vph) |  | elay (sec/ |  |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 543 | 474 | 87.4\% | 14.0 | 1.8 | B |
|  | Right Turn | 54 | 48 | 88.1\% | 15.7 | 3.5 | B |
|  | Subtotal | 597 | 522 | 87.4\% | 14.2 | 1.8 | B |
| SB | Left Turn | 46 | 56 | 122.6\% | 47.7 | 4.8 | D |
|  | Through | 554 | 511 | 92.3\% | 3.7 | 1.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 600 | 568 | 94.6\% | 8.2 | 1.6 | A |
| EB | Left Turn | 72 | 64 | 89.4\% | 22.7 | 3.1 | C |
|  | Through | 26 | 22 | 86.2\% | 24.3 | 5.4 | C |
|  | Right Turn | 3 | 3 | 106.7\% | 10.6 | 13.6 | B |
|  | Subtotal | 101 | 90 | 89.1\% | 22.9 | 3.0 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,298 | 1,180 | 90.9\% | 12.0 | 1.4 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour


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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

| Intersection 48 |  | Bercut Dr/Railyards Blvd |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  |  |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
|  | Left Turn | 39 | 44 | 111.8\% | 59.2 | 11.4 | E |
| NB | Through | 55 | 49 | 88.7\% | 28.1 | 6.8 | C |
| NB | Right Turn | 10 | 10 | 104.0\% | 17.1 | 10.3 | B |
|  | Subtotal | 104 | 103 | 98.8\% | 40.2 | 6.6 | D |
|  | Left Turn | 25 | 23 | 91.2\% | 95.4 | 36.8 | F |
| SB | Through | 40 | 38 | 96.0\% | 106.8 | 38.1 | F |
| SB | Right Turn | 163 | 146 | 89.6\% | 110.3 | 39.6 | F |
|  | Subtotal | 228 | 207 | 90.9\% | 108.6 | 37.4 | F |
|  | Left Turn | 542 | 323 | 59.6\% | 60.3 | 6.3 | E |
| EB | Through | 846 | 585 | 69.2\% | 21.4 | 1.4 | C |
|  | Right Turn | 289 | 190 | 65.6\% | 17.4 | 3.2 | B |
|  | Subtotal | 1,677 | 1,098 | 65.5\% | 32.3 | 3.0 | C |
|  | Left Turn | 10 | 8 | 80.0\% | 97.5 | 29.9 | F |
| WB | Through | 807 | 631 | 78.2\% | 65.4 | 15.6 | E |
|  | Right Turn | 37 | 30 | 81.1\% | 29.8 | 9.2 | C |
|  | Subtotal | 854 | 669 | 78.4\% | 64.3 | 15.4 | E |
|  | Total | 2,863 | 2,077 | 72.6\% | 50.3 | 6.4 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

| Intersection 49 |  | Huntington St/Railyards Blvd |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand Volume (vph) | Served Volume (vph) |  |  |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 35 | 28 | 78.9\% | 55.5 | 16.9 | E |
|  | Through | 35 | 31 | 88.0\% | 33.9 | 9.2 | C |
|  | Right Turn | 30 | 27 | 90.7\% | 19.0 | 10.6 | B |
|  | Subtotal | 100 | 86 | 85.6\% | 35.7 | 9.5 | D |
| SB | Left Turn | 27 | 18 | 66.7\% | 49.2 | 27.2 | D |
|  | Through | 20 | 13 | 64.0\% | 32.5 | 6.1 | C |
|  | Subtotal | 47 | 31 | 65.5\% | 40.3 | 11.1 | D |
| EB | Left Turn | 28 | 16 | 57.1\% | 73.6 | 14.7 | E |
|  | Through | 797 | 575 | 72.2\% | 8.5 | 1.9 | A |
|  | Right Turn | 56 | 42 | 75.7\% | 4.7 | 2.1 | A |
|  | Subtotal | 881 | 634 | 71.9\% | 9.8 | 2.3 | A |
| WB | Left Turn | 57 | 37 | 64.6\% | 97.3 | 35.2 | F |
|  | Through | 744 | 637 | 85.6\% | 50.2 | 34.5 | D |
|  | Right Turn | 65 | 69 | 106.5\% | 28.2 | 20.5 | C |
|  | Subtotal | 866 | 743 | 85.8\% | 50.4 | 32.7 | D |
| Total |  | 1,894 | 1,493 | 78.8\% | 31.6 | 15.6 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour


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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

| Intersection 51 |  | 5th St/Railyards Blvd |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand | Served Volume (vph) |  |  |  |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 125 | 124 | 99.2\% | 65.9 | 8.8 | E |
|  | Through | 201 | 190 | 94.7\% | 38.3 | 5.9 | D |
|  | Right Turn | 84 | 85 | 101.0\% | 31.5 | 9.2 | C |
|  | Subtotal | 410 | 399 | 97.4\% | 45.3 | 5.7 | D |
| SB | Left Turn | 29 | 26 | 91.0\% | 93.6 | 14.1 | F |
|  | Through | 186 | 168 | 90.1\% | 65.2 | 18.2 | E |
|  | Right Turn | 137 | 124 | 90.2\% | 54.7 | 22.7 | D |
|  | Subtotal | 352 | 318 | 90.2\% | 63.7 | 18.8 | E |
| EB | Left Turn | 96 | 56 | 58.3\% | 73.0 | 7.0 | E |
|  | Through | 642 | 460 | 71.6\% | 20.3 | 5.3 | C |
|  | Right Turn | 118 | 86 | 72.5\% | 19.4 | 7.3 | B |
|  | Subtotal | 856 | 601 | 70.2\% | 25.3 | 4.6 | C |
| WB | Left Turn | 29 | 24 | 84.1\% | 65.6 | 8.5 | E |
|  | Through | 714 | 701 | 98.2\% | 11.8 | 2.3 | B |
|  | Right Turn | 170 | 167 | 98.1\% | 9.0 | 3.0 | A |
|  | Subtotal | 913 | 892 | 97.7\% | 12.8 | 2.1 | B |
| Total |  | 2,531 | 2,210 | 87.3\% | 29.5 | 4.2 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

Side-street Stop

| Direction | Movement | $\begin{array}{\|c\|} \text { Demand } \\ \text { Volume (vph) } \\ \hline \end{array}$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through Right Turn | 23 | 17 | 73.0\% | 8.5 | 5.3 | A |
|  | Subtotal | 23 | 17 | 73.0\% | 8.5 | 5.3 | A |
| EB | Left Turn <br> Through <br> Right Turn | 755 | 581 | 77.0\% | 10.1 | 6.0 | B |
|  | Subtotal | 755 | 581 | 77.0\% | 10.1 | 6.0 | B |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 890 \\ 33 \end{gathered}$ | $\begin{gathered} 889 \\ 29 \end{gathered}$ | $\begin{aligned} & 99.9 \% \\ & 87.3 \% \end{aligned}$ | $\begin{aligned} & 2.0 \\ & 1.4 \end{aligned}$ | $\begin{aligned} & 0.2 \\ & 0.5 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 923 | 918 | 99.4\% | 2.0 | 0.2 | A |
| Total |  | 1,701 | 1,516 | 89.1\% | 5.2 | 2.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

| Intersection 53 |  | 6th St/Railyards Blvd |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand | Served Volume (vph) |  |  |  |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 17 | 17 | 101.2\% | 58.0 | 25.4 | E |
|  | Through | 200 | 199 | 99.4\% | 46.2 | 8.6 | D |
|  | Right Turn | 72 | 53 | 73.9\% | 38.2 | 11.1 | D |
|  | Subtotal | 289 | 269 | 93.1\% | 45.7 | 8.3 | D |
| SB | Left Turn | 111 | 90 | 80.7\% | 150.2 | 106.1 | F |
|  | Through | 69 | 64 | 92.2\% | 59.9 | 48.5 | E |
|  | Right Turn | 46 | 38 | 83.5\% | 52.7 | 52.1 | D |
|  | Subtotal | 226 | 192 | 84.8\% | 98.0 | 67.1 | F |
| EB | Left Turn | 245 | 162 | 66.1\% | 69.6 | 8.7 | E |
|  | Through | 496 | 393 | 79.2\% | 56.9 | 16.1 | E |
|  | Right Turn | 14 | 12 | 85.7\% | 54.8 | 22.1 | D |
|  | Subtotal | 755 | 567 | 75.1\% | 60.7 | 13.8 | E |
| WB | Left Turn | 474 | 372 | 78.5\% | 39.4 | 6.9 | D |
|  | Through | 860 | 843 | 98.0\% | 15.1 | 2.3 | B |
|  | Right Turn | 15 | 18 | 117.3\% | 15.6 | 9.6 | B |
|  | Subtotal | 1,349 | 1,232 | 91.4\% | 22.5 | 3.3 | C |
| Total |  | 2,619 | 2,260 | 86.3\% | 40.9 | 8.2 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

| Intersection 54 |  | 7th St/Railyards Blvd |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  |  |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 324 | 317 | 97.8\% | 84.2 | 37.3 | F |
|  | Through Right Turn | 335 | 366 | 109.4\% | 20.7 | 2.3 | C |
|  | Subtotal | 659 | 683 | 103.7\% | 50.3 | 18.0 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 328 | 313 | 95.5\% | 44.8 | 8.0 | D |
|  | Right Turn | 229 | 225 | 98.2\% | 52.5 | 17.0 | D |
|  | Subtotal | 557 | 538 | 96.6\% | 48.1 | 11.7 | D |
| EB | Left Turn | 258 | 181 | 70.2\% | 37.0 | 3.6 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 421 | 309 | 73.4\% | 23.4 | 2.9 | C |
|  | Subtotal | 679 | 490 | 72.2\% | 28.4 | 2.4 | C |
| WB | Left Turn | 504 | 444 | 88.0\% | 110.0 | 19.9 | F |
|  | Through | 796 | 659 | 82.8\% | 122.5 | 18.1 | F |
|  | Right Turn | 4 | 4 | 100.0\% | 80.8 | 19.1 | F |
|  | Subtotal | 1,304 | 1,107 | 84.9\% | 117.5 | 18.4 | F |
| Total |  | 3,199 | 2,818 | 88.1\% | 72.7 | 8.5 | E |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

Side-street Stop

8th St/Railyards Blvd
sec/veh)

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 12 | 1 | 6.7\% | 343.2 | 163.1 | F |
|  | Subtotal | 12 | 1 | 6.7\% | 69.0 | 162.8 | F |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 1,287 \\ 5 \end{gathered}$ | $\begin{gathered} 1,187 \\ 2 \end{gathered}$ | $\begin{aligned} & 92.2 \% \\ & 40.0 \% \end{aligned}$ | $\begin{aligned} & 31.8 \\ & 13.4 \end{aligned}$ | $\begin{gathered} 13.3 \\ 7.9 \end{gathered}$ | $\begin{aligned} & \text { D } \\ & \text { B } \end{aligned}$ |
|  | Subtotal | 1,292 | 1,189 | 92.0\% | 31.8 | 13.3 | D |
| Total |  | 1,304 | 1,190 | 91.2\% | 31.7 | 13.2 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

| Intersection 56 |  | 10th St/Railyards Blvd |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  |  |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through Right Turn | 386 | 378 | 98.0\% | 20.5 | 19.1 | C |
|  | Subtotal | 386 | 378 | 98.0\% | 20.5 | 19.1 | C |
| EB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through Right Turn | $\begin{gathered} 896 \\ 16 \end{gathered}$ | $\begin{gathered} 878 \\ 18 \end{gathered}$ | $\begin{gathered} \text { 98.0\% } \\ \text { 110.0\% } \end{gathered}$ | $\begin{aligned} & 15.5 \\ & 13.5 \end{aligned}$ | $\begin{aligned} & 10.5 \\ & 15.6 \end{aligned}$ | $\begin{aligned} & \mathrm{B} \\ & \mathrm{~B} \end{aligned}$ |
|  | Subtotal | 912 | 896 | 98.2\% | 15.5 | 10.6 | B |
| Total |  | 1,298 | 1,274 | 98.2\% | 16.9 | 12.7 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

| Intersection 57 |  | Bercut Dr/Camille Ln |  |  | Total Delay (sec/veh) ${ }^{\text {Signal }}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  |  |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 2 | 48.0\% | 13.9 | 16.5 | B |
|  | Through | 94 | 95 | 100.9\% | 13.5 | 2.6 | B |
|  | Right Turn | 123 | 130 | 105.4\% | 7.0 | 1.6 | A |
|  | Subtotal | 222 | 227 | 102.2\% | 9.9 | 1.6 | A |
| SB | Left Turn | 177 | 126 | 71.4\% | 21.9 | 4.1 | C |
|  | Through | 84 | 59 | 70.5\% | 7.1 | 3.0 | A |
|  | Right Turn | 5 | 4 | 80.0\% | 4.1 | 3.9 | A |
|  | Subtotal | 266 | 190 | 71.3\% | 17.0 | 2.7 | B |
| EB | Left Turn | 5 | 2 | 32.0\% | 4.9 | 11.5 | A |
|  | Through | 208 | 138 | 66.3\% | 11.9 | 1.8 | B |
|  | Right Turn | 52 | 41 | 79.2\% | 7.1 | 3.0 | A |
|  | Subtotal | 265 | 181 | 68.2\% | 10.8 | 1.6 | B |
| WB | Left Turn | 128 | 101 | 78.8\% | 18.6 | 1.9 | B |
|  | Through | 78 | 71 | 90.8\% | 16.2 | 2.9 | B |
|  | Right Turn | 5 | 4 | 72.0\% | 7.2 | 7.0 | A |
|  | Subtotal | 211 | 175 | 83.0\% | 17.4 | 2.0 | B |
| Total |  | 964 | 772 | 80.1\% | 13.6 | 1.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

Intersection 58 Huntington St/Camille Ln All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 77 | 53 | 69.1\% | 5.8 | 0.8 | A |
|  | Right Turn | 24 | 19 | 78.3\% | 4.2 | 0.6 | A |
|  | Subtotal | 101 | 72 | 71.3\% | 5.4 | 0.7 | A |
| EB | Left Turn | 6 | 3 | 53.3\% | 4.7 | 4.1 | A |
|  | Through | 509 | 406 | 79.7\% | 8.9 | 0.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 515 | 409 | 79.4\% | 8.9 | 0.9 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 175 | 151 | 86.2\% | 8.4 | 0.4 | A |
|  | Right Turn | 68 | 60 | 87.6\% | 5.6 | 0.4 | A |
|  | Subtotal | 243 | 210 | 86.6\% | 7.6 | 0.4 | A |
| Total |  | 859 | 691 | 80.5\% | 8.1 | 0.6 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

Intersection 59 Stanford St/Camille Ln All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 34 | 28 | 83.5\% | 6.0 | 1.2 | A |
|  | Right Turn | 20 | 14 | 70.0\% | 3.6 | 1.0 | A |
|  | Subtotal | 54 | 42 | 78.5\% | 5.3 | 1.1 | A |
| EB | Left Turn | 5 | 3 | 56.0\% | 6.5 | 3.8 | A |
|  | Through | 565 | 446 | 79.0\% | 11.3 | 3.6 | B |
|  | Subtotal | 570 | 449 | 78.8\% | 11.3 | 3.6 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 262 | 232 | 88.4\% | 8.5 | 0.3 | A |
|  | Right Turn | 31 | 30 | 98.1\% | 6.0 | 1.0 | A |
|  | Subtotal | 293 | 262 | 89.4\% | 8.2 | 0.3 | A |
| Total |  | 917 | 754 | 82.2\% | 9.9 | 2.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

| Intersection 60 |  | 5th St/Camille Ln |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand Volume (vph) | Served Volume (vph) |  |  |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 18 | 136 | 753.3\% | 36.2 | 4.3 | D |
|  | Through | 124 | 301 | 242.6\% | 22.7 | 3.6 | C |
|  | Right Turn | 112 | 80 | 71.8\% | 19.5 | 5.0 | B |
|  | Subtotal | 254 | 517 | 203.5\% | 25.7 | 3.2 | C |
| SB | Left Turn | 76 | 64 | 84.2\% | 38.0 | 7.6 | D |
|  | Through | 207 | 172 | 83.3\% | 18.4 | 2.1 | B |
|  | Right Turn | 21 | 19 | 91.4\% | 9.1 | 4.7 | A |
|  | Subtotal | 304 | 256 | 84.1\% | 22.8 | 3.5 | C |
| EB | Left Turn | 22 | 18 | 81.8\% | 44.6 | 12.8 | D |
|  | Through | 276 | 230 | 83.2\% | 26.8 | 4.5 | C |
|  | Right Turn | 301 | 230 | 76.3\% | 19.7 | 4.0 | B |
|  | Subtotal | 599 | 477 | 79.7\% | 24.1 | 4.5 | C |
| WB | Left Turn | 18 | 14 | 75.6\% | 36.9 | 14.3 | D |
|  | Through | 124 | 104 | 84.2\% | 18.4 | 6.4 | B |
|  | Right Turn | 112 | 111 | 98.9\% | 14.6 | 5.6 | B |
|  | Subtotal | 254 | 229 | 90.1\% | 17.9 | 5.2 | B |
| Total |  | 1,411 | 1,478 | 104.8\% | 23.6 | 2.4 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour


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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

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 | 495 | 501 | 101.2\% | 5.9 | 2.0 | A |
|  | Right Turn | 39 | 41 | 105.6\% | 4.6 | 1.8 | A |
|  | Subtotal | 534 | 542 | 101.5\% | 5.8 | 1.9 | A |
| SB | Left Turn | 10 | 6 | 60.0\% | 5.2 | 3.3 | A |
|  | Through | 516 | 410 | 79.5\% | 2.0 | 0.3 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 526 | 416 | 79.2\% | 2.0 | 0.3 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 171 | 155 | 90.8\% | 26.0 | 8.1 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 28 | 20 | 70.0\% | 21.9 | 12.5 | C |
|  | Subtotal | 199 | 175 | 87.8\% | 25.4 | 8.4 | D |
| Total |  | 1,259 | 1,133 | 90.0\% | 7.5 | 2.4 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

## Intersection 63

6th St/Stevens St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 44 | 42 | 96.4\% | 10.4 | 2.2 | B |
|  | Through Right Turn | 343 | 336 | 98.0\% | 2.2 | 0.4 | A |
|  | Subtotal | 387 | 378 | 97.8\% | 3.1 | 0.5 | A |
| SB | Left Turn Through | 529 | 464 | 87.6\% | 5.6 | 1.4 | A |
|  | Right Turn | 176 | 147 | 83.6\% | 4.0 | 1.6 | A |
|  | Subtotal | 705 | 611 | 86.6\% | 5.2 | 1.4 | A |
| EB | Left Turn <br> Through Right Turn | 47 | 44 | 94.5\% | 10.2 | 4.4 | B |
|  | Subtotal | 47 | 44 | 94.5\% | 10.2 | 4.4 | B |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,139 | 1,034 | 90.7\% | 4.7 | 0.8 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour

| Intersection 34 |  | 5th St/C St (West Sacramento) |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand | Served V | me (vph) |  |  |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 101 | 83 | 82.0\% | 55.0 | 12.5 | D |
|  | Through | 187 | 182 | 97.1\% | 34.0 | 5.8 | C |
|  | Right Turn | 427 | 327 | 76.5\% | 106.2 | 61.4 | F |
|  | Subtotal | 715 | 591 | 82.7\% | 76.3 | 36.9 | E |
| SB | Left Turn | 157 | 103 | 65.5\% | 130.1 | 66.1 | F |
|  | Through | 368 | 345 | 93.8\% | 27.4 | 2.5 | C |
|  | Right Turn | 9 | 9 | 102.2\% | 15.8 | 19.6 | B |
|  | Subtotal | 534 | 457 | 85.6\% | 49.4 | 14.5 | D |
| EB | Left Turn | 9 | 7 | 80.0\% | 112.6 | 103.5 | F |
|  | Through | 306 | 227 | 74.2\% | 86.3 | 46.2 | F |
|  | Right Turn | 170 | 144 | 84.9\% | 9.5 | 4.4 | A |
|  | Subtotal | 485 | 379 | 78.1\% | 58.5 | 33.2 | E |
| WB | Left Turn | 409 | 302 | 73.9\% | 105.3 | 41.4 | F |
|  | Through | 205 | 142 | 69.1\% | 61.2 | 34.0 | E |
|  | Right Turn | 100 | 67 | 66.8\% | 44.9 | 37.6 | D |
|  | Subtotal | 714 | 511 | 71.5\% | 85.6 | 41.6 | F |
| Total |  | 2,448 | 1,938 | 79.2\% | 67.2 | 20.0 | E |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
AM Peak Hour


SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs Cumulative No Project
Queue Length

Intersection 15 SB Ramps/Richards Blvd Signal

Intersection 215 NB Ramps/Richards Blvd Signal


SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Medical Center / Stadium / Railyards SP EIR Cumulative No Project AM Peak Hour

Intersection 31
3rd St-I 5 NB Off Ramp/J St
Signal

| Direction | Lane Group | Storage (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left/Through | 1,584 | 569 | 178 | 1,037 | 273 | 1,159 | 269 | 0\% | 1\% |
|  | Through | 1,584 | 640 | 187 | 1,134 | 275 | 1,225 | 273 | 0\% | 1\% |
|  | Through/Right | 589 | 540 | 59 | 681 | 45 | 638 | 22 | 0\% | 17\% |
|  | Right Turn | 589 | 536 | 64 | 660 | 40 | 633 | 26 | 0\% | 11\% |
| NB | Right Turn | 1,067 | 16 | 13 | 37 | 26 | 38 | 30 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| NE | Shared | 3,001 | 1,299 | 367 | 1,852 | 501 | 1,979 | 468 | 0\% | 2\% |
|  | Right Turn | 3,001 | 356 | 342 | 842 | 490 | 967 | 475 | 0\% | 0\% |
|  | Right Turn | 3,001 | 356 | 342 | 842 | 490 | 967 | 475 | 0\% | 0\% |
|  | Right Turns | 330 | 310 | 20 | 383 | 14 | 355 | 1 | 5\% | 0\% |
| SB | Left Turn | 298 | 0 | 0 | 0 | 0 | 0 | 0 | 0\% | 0\% |
|  | Left/Through | 298 | 0 | 0 | 0 | 0 | 0 | 0 | 0\% | 0\% |
|  | Left/Through | 298 | 0 | 0 | 0 | 0 | 0 | 0 | 0\% | 0\% |











| Name | PSto JSt | JStio Lst | LSton-Ramp | 1 Sto Richards Blvd | Bercut P On Ramp | Bwn Bercut Richards | Richars Sudx to Garden Huy | Beween Garden Hwy Rampe | Sardontwrow.ECamino Ale | W. EIC amino Ave to 1.80 | 1.800 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Mainine to off Ramp Fow Rate for Weave Segments |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| PHF | 0.95 |  |  | 0.95 |  |  | 0.95 |  | 0.95 |  |  |
| Grade \% | Level |  |  | Level |  |  | Level |  | Level |  |  |
|  | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
| Grade Length (mi) | 0.00 |  |  | 0.00 |  |  | 0.00 |  | 0.00 |  |  |
| Truck 8 Bus \% | 6.0\% |  |  | 6.0\% |  |  | 6.0\% |  | 6.0\% |  |  |
| Rv\% | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 |  |  | 1.5 |  |  | 1.5 |  | 1.5 |  |  |
| $\mathrm{E}_{\mathrm{R}}$ | 1.2 |  |  | 1.2 |  |  | 1.2 |  | 1.2 |  |  |
| ${ }_{\text {tuv }}$ | 0.971 |  |  | 0.971 |  |  | 0.971 |  | 0.971 |  |  |
| $f_{p}$ ML to Off Flow (pcph) | 1.00 |  |  | 1.00 |  |  | 1.00 |  | 1.00 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { PHF } \\ & \text { Teran } \end{aligned}$ | 0.95 |  |  | 0.95 |  |  | 0.95 |  | 0.95 |  |  |
|  | Level |  |  | Level |  |  | Level |  | Level |  |  |
| Terrain Grade \% | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
| Grade engit (mi) | 0.00 |  |  | 0.00 |  |  | 0.00 |  | 0.00 |  |  |
| Tuck\& Bus \% Rv\% | 6.0\% |  |  | 6.0\% |  |  | 6.0\% |  | 6.0\% |  |  |
| Rv\% | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
| $E_{T}$ | 1.5 |  |  | 1.5 |  |  | 1.5 |  | 1.5 |  |  |
|  | 1.2 |  |  | 1.2 |  |  | 1.2 |  | 1.2 |  |  |
|  | 0.971 |  |  | 0.971 |  |  | 0.971 |  | 0.971 |  |  |
|  | 1.00 |  |  | 1.00 |  |  | 1.00 |  | 1.00 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |


 кеу $\geqslant \rightarrow$ -



[^53]







| Name | Northate Elvd Oftr-Ramp |  | Del Paso Blva to Leisure Ln |
| :---: | :---: | :---: | :---: |
| erations or Exting GP Lanes |  |  |  |
| Fow (poph) | 3.165 | 2.510 |  |
| Lanes | 3 | 2 |  |
| Capaity (poph) | 7.050 | 4,800 |  |
| Vcratio | 0.45 | 0.52 |  |
| Fow Raie (pechpl) | 1.055 | ${ }_{1,255}$ |  |
| Speed (mph) | 65.0 | 70.0 |  |
| Density (cochp) | 16.2 | 17.9 |  |
| tos | в | B |  |



$\stackrel{\text { Key }}{<>}$ Kxpess Lane (HOV)



| Name | Nothgate Bivd oftr-Ramp | Nortrgate evid to ofe Pese ive |  |
| :---: | :---: | :---: | :---: |
| Diverge Infuence Area operations |  |  |  |
| Eflective $v_{p}($ (poph $)$ | ${ }^{3.638}$ |  |  |
| Up Ramp Leo |  |  |  |
| ${ }_{\text {dome }}^{\text {Down Ramp Leo }}$ |  |  |  |
| ${ }^{\text {Propo (Ean } 13.9)}$ | 0.647 |  |  |
|  |  |  |  |
| $P_{\text {fo }}$ | 0.647 |  |  |
| $v_{12}($ Poph $)$ | 2,522 |  |  |
| $v_{s}($ peph $)$ | 1.116 |  |  |
| $v_{34}($ poch $)$ |  |  |  |
| $v_{\text {vas (foph }}$ | 2.522 |  |  |
| Speed Index | ${ }^{0.34}$ |  |  |
| Area Speed | 57.2 |  |  |
| Outer Lanes Voume | 1,116 |  |  |
| Outer Lanes Speed | 70.9 |  |  |
| Segment Speed | 60.8 |  |  |
| vcratio | 0.57 |  |  |
| Density | 24.6 |  |  |
| Los | c |  |  |
| On Ramp to off Ramp Flow Rate for Weave SegmentsOn Ramp to Mainine Fow Rate for Weave Segments |  |  |  |
|  |  |  |  |

 $\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

[^54]


| Key |
| :---: |
| Expess Lane (HOV) |


| Name | Northate Elvd Offramp | Nortrate Evitio oel Pase Evid | Paso Blvd to Leisure |
| :---: | :---: | :---: | :---: |
| Weave Segment Operations |  |  |  |
| Segmenty caio |  |  |  |
| Segmentv raio | ${ }_{24} 2.6$ | 15.1 | 17.92 17 |
| Segment Los | c | в | в |
| Over Capacity |  |  |  |



$\underset{\substack{\text { Kepress Lane (HOV) }}}{\text { K. }}$

| Name | North of Def Pasa Blvd | Del Paso Evid On.Ramp |  |
| :---: | :---: | :---: | :---: |
| Operations ore Exting GP Lanes |  |  |  |
| Fow |  |  |  |
| $\underset{\substack{\text { Capacity (pocph) }}}{\substack{\text { ches }}}$ |  |  |  |
|  |  |  |  |
| Flow Rate (pcphpl) Speed (mph) |  |  |  |
|  |  |  |  |
| Density (coctpo) |  |  |  |
| Los |  |  |  |


| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- | :--- |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | North of Del Paso Elivd | Del Paso Blvd On-Ramp |  | Northate Elvid On-Ram |
| :---: | :---: | :---: | :---: | :---: |
| Flow Rate in Express Lanes Operations in Express Lane |  |  |  |  |
|  |  |  |  |  |
| On Ramp Flow Rate |  |  |  |  |
| $\underset{\substack{\text { Volume (vph) } \\ \text { PHF }}}{\text { a }}$ |  | ${ }^{656}$ |  | ${ }^{457}$ |
|  |  | 0.92 |  | 0.92 |
| Lanes |  |  |  | 1 |
| Terain |  | Level |  | Level |
| Grade \% |  | 0.0\% |  | 0.0\% |
| Grade Length (mi) |  | 0.00 |  | 0.00 |
| Truck \& Bus \% <br> RV \% |  | 3.0\% |  | 3.0\% |
|  |  | 0.0\% |  | 0.0\% |
| $\mathrm{E}_{\mathrm{T}}$ |  | 1.5 |  | 1.5 |
| $E_{\text {r }}$ |  | 1.2 |  | 1.2 |
| ${ }_{\text {fov }}$ |  | 0.985 |  | 0.985 |
| to |  | 1.00 |  | 1.00 |
| Flow (pcph)Flow Rate (pcphpl) |  | ${ }^{24}$ |  | 504 |
|  |  | ${ }^{24}$ |  | 504 |
| On Ramp Roaiway Operations |  |  |  |  |
| Ramp Type <br> Ramp Speed (mph) |  | Right |  | Right |
|  |  | 45 |  | 45 |
| Ramp Capacity (pcph) Ramp v/c ratio |  | 2.100 |  | 2,100 |
|  |  |  |  |  |


| Name | North of Pel Paso Blvd | Del Paso Bud On-Ramp | Evito Notryate elva | Northate Bud On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Off Ramp Flow Rate |  |  |  |  |
| Adijacent Reamp oro Three-lane Mainine Segments with One-Lane Ramps |  |  |  |  |
|  |  |  |  |  |
| Up Type |  |  |  | No |
| Up istance |  |  |  |  |
| Up Fow (poph) |  |  |  |  |
| Down Type |  |  |  | No |
| Down Distance |  |  |  |  |
| Down Fow (poph) |  |  |  |  |
| Merge infuence Area Operations |  |  |  |  |
| Effecive $v_{p}($ (caph $)$ |  | 3,528 |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp teo |  |  |  |  |
|  |  | 0.599 |  |  |
| $\mathrm{P}_{\text {Pn }}(\operatorname{Eqn} 13 \cdot 4)$ |  |  |  |  |
| $\mathrm{P}_{\text {Pm }}(\mathrm{Eqn} 13.5)$ |  |  |  |  |
| $\mathrm{P}_{\text {fum }}$ |  | 1.000 |  |  |
| $v_{12}($ Poph $)$ |  | 3,528 |  |  |
| $v_{s}($ Peph $)$ |  |  |  |  |
| $v_{34}($ Peph $)$ |  |  |  |  |
| $\mathrm{V}_{\text {vas }}($ (poph $)$ |  | ${ }^{3,528}$ |  |  |
| $V_{\text {araza (oph) }}$ |  | 4,252 <br> 0.53 |  |  |
| Speed Index |  | $\begin{aligned} & 0.53 \\ & 529 \\ & 529 \end{aligned}$ |  |  |
| Outer Lanes Soume |  |  |  |  |
| Ouer Lanes Speed |  |  |  |  |
| Segment Speed |  | 52.9 |  |  |
| V/cratio |  | 0.92 |  |  |
| ${ }_{\substack{\text { Density } \\ \text { Los }}}$ |  | ${ }^{33.6}$ |  |  |
|  |  |  |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | Notht of del Pasa Blvd | Del Paso Bud On-Ramp |  | Northate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Diverge infuence Area Operations |  |  |  |  |
| Eteceive $v_{p}$ (poph) |  |  |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $\left.{ }^{\text {Prof (Ean }} 13.9\right)$ |  |  |  |  |
| Pro (Eap 13-11) |  |  |  |  |
| Pro |  |  |  |  |
| $v_{12}($ Poph $)$ |  |  |  |  |
| $v_{3}$ (poph) |  |  |  |  |
|  |  |  |  |  |
| $v^{\text {vasempoph }}$ |  |  |  |  |
| Speed Index |  |  |  |  |
| Area Speed |  |  |  |  |
| Outer Lanes Volume |  |  |  |  |
| Outer Lanes Speed <br> Segment Speed |  |  |  |  |
|  |  |  |  |  |
| Segment Speed v/c ratio |  |  |  |  |
| Density |  |  |  |  |
|  |  |  |  |  |
| Ramp to off Ramp | Rate for weave Segr |  |  |  |
| amp to Mainine | ate for Weave Seg |  |  |  |



$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$


| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- | :--- |


$\underset{\substack{\text { Kepress Lane (HOV) }}}{\text { K. }}$

| Name | North of Pel Paso Blvd | Dal Paso Blvd On.Ramp | Dal Pase ivid it Notrfate Eval | Northate Evvd On. Pamp |
| :---: | :---: | :---: | :---: | :---: |
| Weave Segment operations |  |  |  |  |
| Summarize Segment | erations |  |  |  |
| Segment VV/ raio | ${ }^{0.78}$ | ${ }^{0.92}$ | 0.90 | ${ }^{0.67}$ |
| Segment Density | ${ }^{32.1}$ | ${ }^{33.6}$ | ${ }^{37.0}$ | ${ }^{24.6}$ |
| Segment Los | D | D | E | c |
| Over Capacity |  |  |  |  |

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume $(\mathrm{vph})^{*}$ | 8,408 |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume $(\mathrm{pcph})$ | 8,812 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 330 |
| :---: |
| $4 \%$ |
| 1.5 |
| 337 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
|  | $\frac{5}{1,700}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :--- |
| Scenario | Cumulative No Project AM Pk Hour |
| Freeway | I-5 NB |
| On-ramp | I Street |
| Off-ramp | Richards Blvd |
|  |  |


| Volume (vph)* | 8,215 |
| :---: | :---: |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 8,609 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 980 | Volume (vph)* | 1,216 |
| :---: | :---: | :---: |
| 4\% | Truck Percentage | 4\% |
| 1.5 | PCE for Trucks | 1.5 |
| 1,000 | Volume (pcph) | 1,240 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\begin{array}{cc}\mathrm{N}_{\mathrm{b}} & 4 \\ \mathrm{~N} & \frac{5}{1,500} \\ \mathrm{~L} & \end{array}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Cumulative No Project AM Pk Hour |
| Freeway | I-5 NB |
| On-ramp | Richards Blvd |
| Off-ramp | Garden Highway |
|  |  |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections , Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\frac{4}{5}$ |
| :---: |
| $\frac{5}{1,175}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Cumulative No Project AM Pk Hour |
| Freeway |  |
| On-ramp | I-5 NB |
| Off-ramp | Garden Highway |
|  | El Camino Ave |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 7,635 |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 8,001 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 534 |
| :---: |
| $4 \%$ |
| 1.5 |
| 545 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 1,131 |
| :---: |
| $4 \%$ |
| 1.5 |
| 1,154 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
|  | $\frac{5}{2,000}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Cumulative No Project AM Pk Hour |
| Freeway | I-5 SB |
| On-ramp | Garden Highway |
| Off-ramp | Richards Blvd |
|  |  |


| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 8,011 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 8,396 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 635 | Volume (vph)* | 1,674 |
| :---: | :--- | :---: |
| $4 \%$ | Truck Percentage | $4 \%$ |
| 1.5 | PCE for Trucks | 1.5 <br> 647 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections , Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $N_{b}$ | 4 |
| :---: | :---: |
|  | $\frac{5}{2,300}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Cumulative No Project AM Pk Hour |
| Freeway | I-5 SB |
| On-ramp | Richards Blvd |
| Off-ramp | J Street |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 6,308 |
|  |  |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) |  |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 521 |
| :---: | :---: |
| $4 \%$ |
| 1.5 |
| 532 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 1,199 |
| :---: |
| $4 \%$ |
| 1.5 |
| 1,223 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
PM Peak Hour

Intersection $1 \quad$ I 5 SB Ramps/Richards Blvd Signal

| Direction | Movement | $\begin{array}{\|c\|} \text { Demand } \\ \text { Volume (vph) } \\ \hline \end{array}$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 920 | 914 | 99.4\% | 27.5 | 1.9 | C |
|  | Through | 69 | 81 | 117.7\% | 30.5 | 6.9 | C |
|  | Right Turn | 168 | 164 | 97.9\% | 7.7 | 1.0 | A |
|  | Subtotal | 1,157 | 1,160 | 100.3\% | 24.9 | 2.2 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 663 | 548 | 82.7\% | 137.3 | 44.9 | F |
|  | Right Turn | 107 | 77 | 72.1\% | 99.2 | 45.3 | F |
|  | Subtotal | 770 | 625 | 81.2\% | 132.7 | 44.8 | F |
| WB | Left Turn | 760 | 522 | 68.7\% | 13.8 | 3.8 | B |
|  | Through Right Turn | 278 | 231 | 83.2\% | 5.3 | 1.7 | A |
|  | Subtotal | 1,038 | 754 | 72.6\% | 11.2 | 3.2 | B |
| Total |  | 2,965 | 2,539 | 85.6\% | 47.0 | 10.1 | D |

Intersection $2 \quad 15$ NB Ramps/Richards Blvd-I-80 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 | 68 | 74 | 108.8\% | 25.3 | 6.2 | C |
|  | Through | 10 | 13 | 128.0\% | 43.0 | 35.3 | D |
|  | Right Turn | 507 | 512 | 100.9\% | 23.2 | 14.7 | C |
|  | Subtotal | 585 | 598 | 102.3\% | 24.0 | 13.2 | C |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 499 | 382 | 76.6\% | 58.7 | 2.8 | E |
|  | Through Right Turn | 1,084 | 1,059 | 97.7\% | 5.8 | 2.4 | A |
|  | Subtotal | 1,583 | 1,441 | 91.0\% | 19.9 | 1.8 | B |
| WB | Left Turn <br> Through | 970 | $667$ | 68.8\% | 31.0 | 4.8 | C |
|  | Right Turn | 1,049 | 724 | 69.1\% | 17.7 | 1.5 | B |
|  | Subtotal | 2,019 | 1,392 | 68.9\% | 24.1 | 3.2 | C |
| Total |  | 4,187 | 3,431 | 81.9\% | 22.3 | 3.6 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
PM Peak Hour

Intersection 3 Bercut Dr/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 248 | 205 | 82.6\% | 72.8 | 40.9 | E |
|  | Through | 40 | 30 | 74.0\% | 67.3 | 46.6 | E |
|  | Right Turn | 111 | 102 | 91.5\% | 20.3 | 18.5 | C |
|  | Subtotal | 399 | 336 | 84.2\% | 56.5 | 34.7 | E |
| SB | Left Turn | 43 | 38 | 89.3\% | 38.7 | 11.5 | D |
|  | Through | 64 | 67 | 104.4\% | 42.6 | 10.3 | D |
|  | Right Turn | 106 | 111 | 104.9\% | 20.3 | 6.1 | C |
|  | Subtotal | 213 | 216 | 101.6\% | 31.0 | 7.4 | C |
| EB | Left Turn | 22 | 16 | 70.9\% | 39.1 | 18.3 | D |
|  | Through | 1,145 | 1,145 | 100.0\% | 30.8 | 8.1 | C |
|  | Right Turn | 424 | 427 | 100.8\% | 5.3 | 1.1 | A |
|  | Subtotal | 1,591 | 1,588 | 99.8\% | 24.0 | 6.2 | C |
| WB | Left Turn | 105 | 77 | 73.1\% | 86.1 | 9.0 | F |
|  | Through | 1,665 | 1,128 | 67.8\% | 73.2 | 14.6 | E |
|  | Right Turn | 14 | 12 | 88.6\% | 61.6 | 21.6 | E |
|  | Subtotal | 1,784 | 1,218 | 68.3\% | 73.9 | 14.3 | E |
| Total |  | 3,987 | 3,358 | 84.2\% | 45.5 | 8.9 | D |

Intersection 4 N 3rd St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 135 | 116 | 86.2\% | 61.4 | 30.4 | E |
|  | Through | 6 | 6 | 93.3\% | 20.3 | 16.0 | C |
|  | Right Turn | 30 | 27 | 90.7\% | 17.1 | 12.7 | B |
|  | Subtotal | 171 | 149 | 87.3\% | 52.7 | 27.3 | D |
| SB | Left Turn | 63 | 62 | 97.8\% | 31.3 | 6.4 | C |
|  | Through | 18 | 19 | 106.7\% | 47.8 | 30.8 | D |
|  | Right Turn | 208 | 192 | 92.3\% | 26.8 | 17.0 | C |
|  | Subtotal | 289 | 273 | 94.4\% | 29.1 | 14.0 | C |
| EB | Left Turn | 220 | 204 | 92.9\% | 51.2 | 8.2 | D |
|  | Through | 969 | 939 | 96.9\% | 19.4 | 6.0 | B |
|  | Right Turn | 110 | 110 | 100.0\% | 18.7 | 7.0 | B |
|  | Subtotal | 1,299 | 1,254 | 96.5\% | 24.5 | 5.9 | C |
| WB | Left Turn | 15 | 14 | 96.0\% | 45.3 | 18.2 | D |
|  | Through | 1,441 | 947 | 65.7\% | 57.3 | 20.1 | E |
|  | Right Turn | 20 | 13 | 66.0\% | 50.6 | 29.9 | D |
|  | Subtotal | 1,476 | 975 | 66.0\% | 57.2 | 20.0 | E |
| Total |  | 3,235 | 2,650 | 81.9\% | 38.6 | 10.6 | D |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative No Project
PM Peak Hour

| Direction | Movement | Sequoia Pacific Blvd/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 289 | 299 | 103.5\% | 40.8 | 5.8 | D |
|  | Through | 391 | 398 | 101.7\% | 45.7 | 5.9 | D |
|  | Right Turn | 20 | 26 | 132.0\% | 39.6 | 7.5 | D |
|  | Subtotal | 700 | 723 | 103.3\% | 43.5 | 5.5 | D |
| SB | Left Turn | 164 | 104 | 63.2\% | 281.0 | 53.2 | F |
|  | Through | 495 | 294 | 59.3\% | 270.2 | 36.6 | F |
|  | Right Turn | 69 | 42 | 60.3\% | 267.0 | 31.7 | F |
|  | Subtotal | 728 | 439 | 60.3\% | 272.1 | 39.0 | F |
| EB | Left Turn | 39 | 43 | 110.8\% | 53.6 | 10.9 | D |
|  | Through | 934 | 894 | 95.8\% | 34.6 | 5.8 | C |
|  | Right Turn | 194 | 184 | 94.6\% | 35.5 | 6.9 | D |
|  | Subtotal | 1,167 | 1,121 | 96.1\% | 35.5 | 5.8 | D |
| WB | Left Turn | 15 | 8 | 53.3\% | 101.2 | 35.3 | F |
|  | Through | 1,229 | 811 | 66.0\% | 110.7 | 11.6 | F |
|  | Right Turn | 216 | 140 | 64.6\% | 120.8 | 18.6 | F |
|  | Subtotal | 1,460 | 958 | 65.6\% | 112.1 | 12.3 | F |
| Total |  | 4,055 | 3,242 | 79.9\% | 91.7 | 5.4 | F |

Intersection $6 \quad$ N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 15 | 17 | 112.0\% | 29.0 | 11.1 | C |
|  | Through | 128 | 121 | 94.7\% | 27.6 | 5.7 | C |
|  | Right Turn | 68 | 66 | 97.1\% | 9.1 | 2.3 | A |
|  | Subtotal | 211 | 204 | 96.7\% | 21.9 | 5.0 | C |
| SB | Left Turn | 5 | 4 | 72.0\% | 17.7 | 24.4 | B |
|  | Through | 148 | 150 | 101.4\% | 24.7 | 2.8 | C |
|  | Right Turn | 127 | 129 | 101.4\% | 28.7 | 4.0 | C |
|  | Subtotal | 280 | 282 | 100.9\% | 26.6 | 2.8 | C |
| EB | Left Turn | 95 | 74 | 77.9\% | 39.6 | 7.8 | D |
|  | Through | 991 | 928 | 93.6\% | 25.2 | 2.2 | C |
|  | Right Turn | 32 | 30 | 92.5\% | 21.1 | 4.6 | C |
|  | Subtotal | 1,118 | 1,032 | 92.3\% | 26.1 | 2.2 | C |
| WB | Left Turn | 140 | 94 | 66.9\% | 91.6 | 14.7 | F |
|  | Through | 1,318 | 951 | 72.2\% | 83.6 | 21.6 | F |
|  | Right Turn | 15 | 12 | 80.0\% | 71.1 | 48.7 | E |
|  | Subtotal | 1,473 | 1,057 | 71.7\% | 84.2 | 20.8 | F |
| Total |  | 3,082 | 2,575 | 83.5\% | 49.2 | 7.8 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
PM Peak Hour

Intersection $7 \quad \mathrm{~N}$ 7th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 258 | 251 | 97.4\% | 57.9 | 10.1 | E |
|  | Through | 169 | 165 | 97.5\% | 41.0 | 5.9 | D |
|  | Right Turn | 105 | 101 | 96.0\% | 28.8 | 7.7 | C |
|  | Subtotal | 532 | 517 | 97.1\% | 46.6 | 5.1 | D |
| SB | Left Turn | 33 | 32 | 98.2\% | 59.0 | 23.2 | E |
|  | Through | 218 | 213 | 97.8\% | 51.1 | 13.3 | D |
|  | Right Turn | 68 | 63 | 92.9\% | 47.9 | 11.7 | D |
|  | Subtotal | 319 | 309 | 96.8\% | 51.8 | 9.6 | D |
| EB | Left Turn | 40 | 34 | 84.0\% | 78.0 | 22.9 | E |
|  | Through | 891 | 739 | 82.9\% | 71.7 | 14.8 | E |
|  | Right Turn | 133 | 100 | 75.2\% | 74.9 | 16.8 | E |
|  | Subtotal | 1,064 | 872 | 82.0\% | 72.2 | 14.7 | E |
| WB | Left Turn | 510 | 364 | 71.4\% | 156.9 | 21.5 | F |
|  | Through | 1,149 | 926 | 80.6\% | 77.2 | 14.6 | E |
|  | Right Turn | 5 | 4 | 88.0\% | 67.2 | 25.9 | E |
|  | Subtotal | 1,664 | 1,295 | 77.8\% | 99.7 | 16.4 | F |
| Total |  | 3,579 | 2,993 | 83.6\% | 77.4 | 8.1 | E |

Intersection 8 N 10th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 3 | 56.0\% | 34.6 | 48.8 | C |
|  | Through | 57 | 61 | 107.4\% | 26.9 | 8.5 | C |
|  | Right Turn | 251 | 241 | 96.1\% | 9.9 | 0.8 | A |
|  | Subtotal | 313 | 305 | 97.5\% | 13.5 | 2.0 | B |
| SB | Left Turn | 217 | 206 | 94.7\% | 33.8 | 4.7 | C |
|  | Through | 75 | 67 | 89.1\% | 23.1 | 6.3 | C |
|  | Right Turn | 149 | 136 | 91.5\% | 21.4 | 8.1 | C |
|  | Subtotal | 441 | 409 | 92.7\% | 28.1 | 4.7 | C |
| EB | Left Turn | 36 | 30 | 83.3\% | 42.3 | 12.2 | D |
|  | Through | 879 | 749 | 85.2\% | 32.7 | 4.6 | C |
|  | Right Turn | 57 | 45 | 79.3\% | 21.6 | 6.3 | C |
|  | Subtotal | 972 | 824 | 84.8\% | 32.3 | 4.7 | C |
| WB | Left Turn | 337 | 332 | 98.5\% | 59.3 | 9.4 | E |
|  | Through | 1,440 | 1,311 | 91.0\% | 40.6 | 11.8 | D |
|  | Right Turn | 5 | 6 | 112.0\% | 15.8 | 16.4 | B |
|  | Subtotal | 1,782 | 1,648 | 92.5\% | 44.4 | 10.7 | D |
| Total |  | 3,508 | 3,187 | 90.8\% | 36.1 | 5.6 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
PM Peak Hour

| Intersection 9 |  | Dos Rios St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 38 | 44 | 116.8\% | 35.7 | 6.1 | D |
|  | Through | 5 | 4 | 72.0\% | 25.1 | 31.8 | C |
|  | Right Turn | 18 | 15 | 84.4\% | 17.6 | 12.0 | B |
|  | Subtotal | 61 | 63 | 103.6\% | 31.8 | 7.5 | C |
| SB | Left Turn | 27 | 18 | 66.7\% | 29.7 | 8.1 | C |
|  | Through | 5 | 4 | 80.0\% | 30.0 | 22.6 | C |
|  | Right Turn | 58 | 55 | 94.5\% | 18.1 | 4.9 | B |
|  | Subtotal | 90 | 77 | 85.3\% | 22.1 | 5.2 | C |
| EB | Left Turn | 21 | 16 | 76.2\% | 37.3 | 11.9 | D |
|  | Through | 1,280 | 1,132 | 88.5\% | 18.3 | 3.0 | B |
|  | Right Turn | 46 | 43 | 93.0\% | 19.1 | 5.7 | B |
|  | Subtotal | 1,347 | 1,191 | 88.4\% | 18.6 | 3.1 | B |
| WB | Left Turn | 29 | 22 | 74.5\% | 55.3 | 15.8 | E |
|  | Through | 1,686 | 1,668 | 99.0\% | 30.6 | 12.4 | C |
|  | Right Turn | 5 | 6 | 120.0\% | 17.6 | 20.8 | B |
|  | Subtotal | 1,720 | 1,696 | 98.6\% | 30.9 | 12.4 | C |
| Total |  | 3,218 | 3,027 | 94.1\% | 25.9 | 7.7 | C |


|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 50 | 47 | 94.4\% | 11.8 | 11.8 | B |
|  | Right Turn | 46 | 44 | 95.7\% | 3.6 | 0.8 | A |
|  | Subtotal | 96 | 91 | 95.0\% | 7.5 | 5.7 | A |
| SB | Left Turn | 74 | 71 | 96.2\% | 9.0 | 0.6 | A |
|  | Through | 416 | 412 | 99.1\% | 9.2 | 0.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 490 | 484 | 98.7\% | 9.1 | 0.6 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 50 | 51 | 102.4\% | 22.0 | 22.6 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 297 | 264 | 89.0\% | 18.1 | 23.5 | C |
|  | Subtotal | 347 | 316 | 91.0\% | 18.7 | 23.1 | C |
| Total |  | 933 | 890 | 95.4\% | 12.3 | 8.7 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
PM Peak Hour

Intersection 12
Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 321 | 292 | 90.8\% | 36.1 | 22.2 | E |
|  | Through | 483 | 480 | 99.4\% | 46.2 | 26.0 | E |
|  | Right Turn | 12 | 12 | 103.3\% | 41.5 | 30.3 | E |
|  | Subtotal | 816 | 784 | 96.1\% | 42.4 | 24.6 | E |
| SB | Left Turn | 189 | 128 | 67.7\% | 10.9 | 1.0 | B |
|  | Through | 502 | 358 | 71.3\% | 18.0 | 2.0 | C |
|  | Right Turn | 13 | 10 | 80.0\% | 15.5 | 9.6 | C |
|  | Subtotal | 704 | 496 | 70.5\% | 16.2 | 1.5 | C |
| EB | Left Turn | 8 | 8 | 95.0\% | 9.0 | 5.1 | A |
|  | Through | 50 | 43 | 86.4\% | 11.6 | 1.4 | B |
|  | Right Turn | 165 | 162 | 98.2\% | 7.1 | 1.0 | A |
|  | Subtotal | 223 | 213 | 95.4\% | 8.2 | 0.7 | A |
| WB | Left Turn | 3 | 3 | 106.7\% | 6.0 | 5.5 | A |
|  | Through | 39 | 35 | 89.2\% | 9.7 | 0.7 | A |
|  | Right Turn | 209 | 206 | 98.6\% | 9.5 | 2.7 | A |
|  | Subtotal | 251 | 244 | 97.2\% | 9.6 | 2.3 | A |
| Total |  | 1,994 | 1,737 | 87.1\% | 26.1 | 11.1 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
PM Peak Hour

Intersection 18 7th St/F St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 531 | 369 | 69.5\% | 46.6 | 10.4 | D |
|  | Right Turn | 32 | 18 | 55.0\% | 42.3 | 21.6 | D |
|  | Subtotal | 563 | 386 | 68.6\% | 46.6 | 10.6 | D |
| SB | Left Turn | 623 | 434 | 69.7\% | 163.2 | 17.5 | F |
|  | Through | 671 | 489 | 72.9\% | 50.4 | 24.9 | D |
|  | Right Turn | 20 | 16 | 80.0\% | 58.4 | 48.1 | E |
|  | Subtotal | 1,314 | 940 | 71.5\% | 102.3 | 17.9 | F |
| EB | Left Turn | 40 | 40 | 101.0\% | 89.5 | 97.4 | F |
|  | Through | 9 | 6 | 66.7\% | 100.0 | 196.6 | F |
|  | Right Turn | 11 | 10 | 94.5\% | 67.2 | 85.4 | E |
|  | Subtotal | 60 | 57 | 94.7\% | 86.7 | 93.1 | F |
| WB | Left Turn | 83 | 95 | 114.7\% | 46.3 | 19.5 | D |
|  | Through | 3 | 4 | 120.0\% | 22.5 | 26.9 | C |
|  | Right Turn | 457 | 454 | 99.3\% | 16.7 | 3.0 | B |
|  | Subtotal | 543 | 552 | 101.7\% | 21.6 | 2.6 | C |
| Total |  | 2,480 | 1,935 | 78.0\% | 67.0 | 8.1 | E |

Intersection 19
8th St/F St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 146 | 127 | 86.8\% | 13.7 | 2.7 | B |
|  | Through | 382 | 340 | 89.0\% | 10.1 | 0.7 | B |
|  | Right Turn | 42 | 40 | 95.2\% | 7.4 | 2.8 | A |
|  | Subtotal | 570 | 507 | 88.9\% | 10.9 | 0.9 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 178 | 135 | 76.0\% | 39.5 | 5.0 | E |
|  | Through | 622 | 466 | 74.9\% | 38.8 | 4.4 | E |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 800 | 601 | 75.1\% | 38.9 | 4.5 | E |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 431 | 453 | 105.1\% | 20.1 | 11.0 | C |
|  | Right Turn | 6 | 8 | 126.7\% | 24.6 | 31.1 | C |
|  | Subtotal | 437 | 460 | 105.4\% | 20.1 | 11.3 | C |
| Total |  | 1,807 | 1,568 | 86.8\% | 24.4 | 4.2 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
PM Peak Hour

Intersection 21 7th St/G St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 2 | 40.0\% | 88.3 | 128.4 | F |
|  | Through Right Turn | 233 | 148 | 63.3\% | 16.8 | 10.3 | B |
|  | Subtotal | 238 | 150 | 62.9\% | 18.4 | 11.2 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 794 | 614 | 77.3\% | 41.3 | 20.9 | D |
|  | Right Turn | 8 | 6 | 75.0\% | 79.3 | 148.4 | E |
|  | Subtotal | 802 | 620 | 77.3\% | 41.8 | 21.8 | D |
| EB | Left Turn | 138 | 85 | 61.4\% | 69.2 | 35.5 | E |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 582 | 381 | 65.4\% | 31.0 | 9.5 | C |
|  | Subtotal | 720 | 466 | 64.7\% | 38.5 | 9.6 | D |
| WB | Left Turn | 105 | 64 | 61.0\% | 45.8 | 6.1 | D |
|  | Through | 676 | 332 | 49.1\% | 65.8 | 13.8 | E |
|  | Right Turn | 329 | 233 | 70.8\% | 44.5 | 18.3 | D |
|  | Subtotal | 1,110 | 628 | 56.6\% | 55.8 | 12.2 | E |
| Total |  | 2,870 | 1,863 | 64.9\% | 43.8 | 10.9 | D |

Intersection 22 5th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 17 | 12 | 68.2\% | 52.2 | 30.5 | D |
|  | Through | 674 | 535 | 79.3\% | 37.9 | 8.0 | D |
|  | Right Turn | 86 | 73 | 85.1\% | 14.6 | 3.1 | B |
|  | Subtotal | 777 | 620 | 79.7\% | 35.5 | 7.1 | D |
| SB | Left Turn | 63 | 41 | 65.4\% | 74.6 | 15.0 | E |
|  | Through | 718 | 472 | 65.8\% | 58.1 | 15.9 | E |
|  | Right Turn | 5 | 2 | 48.0\% | 17.8 | 30.0 | B |
|  | Subtotal | 786 | 516 | 65.6\% | 59.6 | 15.2 | E |
| EB | Left Turn | 5 | 3 | 56.0\% | 11.4 | 17.6 | B |
|  | Through | 35 | 32 | 90.3\% | 16.9 | 6.9 | B |
|  | Right Turn | 5 | 5 | 104.0\% | 20.2 | 21.5 | C |
|  | Subtotal | 45 | 40 | 88.0\% | 19.1 | 9.8 | B |
| WB | Left Turn | 212 | 94 | 44.5\% | 223.4 | 79.0 | F |
|  | Through | 5 | 3 | 56.0\% | 42.0 | 55.9 | D |
|  | Right Turn | 22 | 12 | 56.4\% | 191.8 | 72.0 | F |
|  | Subtotal | 239 | 110 | 45.9\% | 219.6 | 76.5 | F |
| Total |  | 1,847 | 1,285 | 69.6\% | 59.4 | 12.7 | E |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
PM Peak Hour

Intersection 23 6th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 3 | 64.0\% | 20.1 | 24.6 | C |
|  | Through | 560 | 339 | 60.6\% | 23.0 | 1.8 | C |
|  | Right Turn | 211 | 141 | 66.9\% | 12.3 | 8.4 | B |
|  | Subtotal | 776 | 484 | 62.3\% | 19.9 | 2.7 | B |
| SB | Left Turn | 41 | 22 | 54.6\% | 41.6 | 16.8 | D |
|  | Through | 661 | 369 | 55.8\% | 48.8 | 16.4 | D |
|  | Right Turn | 148 | 76 | 51.4\% | 60.7 | 26.0 | E |
|  | Subtotal | 850 | 467 | 55.0\% | 50.6 | 17.2 | D |
| EB | Left Turn | 42 | 29 | 69.5\% | 62.1 | 57.2 | E |
|  | Through | 82 | 63 | 77.1\% | 59.9 | 55.0 | E |
|  | Right Turn | 60 | 48 | 80.0\% | 45.9 | 54.4 | D |
|  | Subtotal | 184 | 140 | 76.3\% | 55.4 | 53.5 | E |
| WB | Left Turn | 5 | 3 | 64.0\% | 107.2 | 114.1 | F |
|  | Through | 86 | 53 | 61.4\% | 133.7 | 84.0 | F |
|  | Right Turn | 10 | 7 | 68.0\% | 102.3 | 148.7 | F |
|  | Subtotal | 101 | 63 | 62.2\% | 125.4 | 86.8 | F |
| Total |  | 1,911 | 1,154 | 60.4\% | 41.1 | 10.8 | D |

Intersection $24 \quad$ 7th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 491 | 342 | 69.6\% | 35.8 | 16.6 | D |
|  | Through | 1,041 | 764 | 73.4\% | 22.8 | 7.4 | C |
|  | Right Turn | 9 | 6 | 71.1\% | 19.7 | 16.0 | B |
|  | Subtotal | 1,541 | 1,112 | 72.1\% | 26.8 | 9.9 | C |
| EB | Left Turn | 236 | 145 | 61.4\% | 50.3 | 37.5 | D |
|  | Through | 62 | 42 | 67.1\% | 69.9 | 60.6 | E |
|  | Right Turn | 36 | 21 | 57.8\% | 43.3 | 35.6 | D |
|  | Subtotal | 334 | 207 | 62.0\% | 52.4 | 39.5 | D |
| WB | Left Turn | 215 | 196 | 91.0\% | 37.8 | 7.5 | D |
|  | Through | 92 | 82 | 89.1\% | 41.6 | 10.4 | D |
|  | Right Turn | 2 | 2 | 100.0\% | 17.9 | 13.2 | B |
|  | Subtotal | 309 | 280 | 90.5\% | 39.0 | 8.5 | D |
| Total |  | 2,184 | 1,598 | 73.2\% | 31.7 | 10.5 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
PM Peak Hour

Intersection 25 8th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 17 | 71.7\% | 68.2 | 80.0 | E |
|  | Through | 880 | 653 | 74.2\% | 42.3 | 15.6 | D |
|  | Right Turn | 185 | 171 | 92.3\% | 12.3 | 4.8 | B |
|  | Subtotal | 1,089 | 841 | 77.2\% | 36.4 | 12.0 | D |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 124 | 86 | 69.0\% | 59.7 | 26.5 | E |
|  | Through Right Turn | 429 | 280 | 65.4\% | 55.6 | 24.8 | E |
|  | Subtotal | 553 | 366 | 66.2\% | 56.4 | 24.9 | E |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 285 | 265 | 93.1\% | 26.2 | 21.7 | C |
|  | Right Turn | 30 | 26 | 88.0\% | 27.8 | 27.6 | C |
|  | Subtotal | 315 | 292 | 92.6\% | 26.5 | 22.4 | C |
| Total |  | 1,957 | 1,499 | 76.6\% | 38.9 | 14.8 | D |

Intersection 27 5th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 378 | 358 | 94.7\% | 50.2 | 13.2 | D |
|  | Through Right Turn | 713 | 580 | 81.3\% | 81.3 | 20.3 | F |
|  | Subtotal | 1,091 | 938 | 86.0\% | 69.4 | 9.3 | E |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 964 | 581 | 60.2\% | 49.4 | 6.1 | D |
|  | Subtotal | 964 | 581 | 60.2\% | 49.4 | 6.1 | D |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 2,603 | 2,093 | 80.4\% | 22.6 | 2.5 | C |
|  | Right Turn | 47 | 36 | 76.6\% | 25.2 | 15.9 | C |
|  | Subtotal | 2,650 | 2,129 | 80.3\% | 22.6 | 2.7 | C |
| Total |  | 4,705 | 3,648 | 77.5\% | 38.8 | 3.4 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
PM Peak Hour

Intersection 28 6th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 258 | 151 | 58.6\% | 93.5 | 16.9 | F |
|  | Through Right Turn | 680 | 400 | 58.9\% | 84.7 | 13.5 | F |
|  | Subtotal | 938 | 552 | 58.8\% | 87.1 | 14.1 | F |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 490 | 305 | 62.3\% | 57.7 | 8.4 | E |
|  | Right Turn | 236 | 147 | 62.2\% | 43.0 | 9.3 | D |
|  | Subtotal | 726 | 452 | 62.3\% | 53.2 | 8.1 | D |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 18 | 14 | 77.8\% | 54.0 | 11.5 | D |
|  | Through | 2,156 | 1,841 | 85.4\% | 52.3 | 2.8 | D |
|  | Right Turn | 96 | 86 | 89.6\% | 54.4 | 8.6 | D |
|  | Subtotal | 2,270 | 1,941 | 85.5\% | 52.4 | 2.8 | D |
| Total |  | 3,934 | 2,944 | 74.8\% | 59.0 | 3.2 | E |

Intersection 29 7th St/I St 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 <br> Through <br> Right Turn | $\begin{gathered} 1,014 \\ 278 \end{gathered}$ | $\begin{aligned} & 788 \\ & 206 \end{aligned}$ | $\begin{aligned} & 77.7 \% \\ & 74.0 \% \end{aligned}$ | $\begin{aligned} & 29.0 \\ & 30.2 \end{aligned}$ | $\begin{aligned} & 7.3 \\ & 6.3 \end{aligned}$ | C |
|  | Subtotal | 1,292 | 994 | 76.9\% | 29.4 | 6.0 | C |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn Through Right Turn | $\begin{gathered} 247 \\ 1,992 \end{gathered}$ | $\begin{gathered} 213 \\ 1,730 \end{gathered}$ | $\begin{aligned} & \hline 86.2 \% \\ & 86.8 \% \end{aligned}$ | $\begin{aligned} & 20.5 \\ & 28.1 \end{aligned}$ | $\begin{aligned} & 4.4 \\ & 4.8 \end{aligned}$ | C |
|  | Subtotal | 2,239 | 1,942 | 86.8\% | 27.3 | 4.5 | C |
| Total |  | 3,531 | 2,936 | 83.1\% | 28.0 | 4.3 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
PM Peak Hour

Intersection 30 8th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 524 | 371 | 70.8\% | 124.2 | 48.2 | F |
|  | Through Right Turn | 951 | 791 | 83.2\% | 65.8 | 17.0 | E |
|  | Subtotal | 1,475 | 1,162 | 78.8\% | 84.4 | 26.0 | F |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 1,715 \\ 138 \end{gathered}$ | $\begin{gathered} 1,536 \\ 110 \end{gathered}$ | $\begin{aligned} & 89.5 \% \\ & 80.0 \% \end{aligned}$ | $\begin{aligned} & 50.1 \\ & 66.0 \end{aligned}$ | $\begin{aligned} & 27.4 \\ & 30.7 \end{aligned}$ | $\begin{aligned} & \text { D } \\ & \text { E } \end{aligned}$ |
|  | Subtotal | 1,853 | 1,646 | 88.8\% | 51.0 | 27.6 | D |
| Total |  | 3,328 | 2,808 | 84.4\% | 64.3 | 17.5 | E |

Intersection 31
3rd St-I 5 NB Off Ramp/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 5 | 4 | 80.0\% | 29.6 | 47.4 | C |
|  | Through | 781 | 754 | 96.5\% | 50.1 | 15.2 | D |
|  | Right Turn | 26 | 23 | 89.2\% | 33.2 | 20.0 | C |
|  | Subtotal | 812 | 781 | 96.2\% | 49.5 | 14.7 | D |
| SB | Left Turn | 272 | 233 | 85.7\% | 56.3 | 15.0 | E |
|  | Through Right Turn | 334 | 308 | 92.3\% | 63.2 | 14.0 | E |
|  | Subtotal | 606 | 542 | 89.4\% | 60.3 | 14.1 | E |
| EB | Left Turn | 5 | 5 | 96.0\% | 22.6 | 16.4 | C |
|  | Through | 731 | 697 | 95.3\% | 54.8 | 19.9 | D |
|  | Right Turn | 575 | 574 | 99.8\% | 53.5 | 10.6 | D |
|  | Subtotal | 1,311 | 1,275 | 97.3\% | 54.2 | 15.3 | D |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 150 | 153 | 102.1\% | 10.6 | 3.2 | B |
|  | Subtotal | 150 | 153 | 102.1\% | 10.6 | 3.2 | B |
| Total |  | 2,879 | 2,751 | 95.6\% | 51.7 | 13.4 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
PM Peak Hour

Intersection 32 5th St/J St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 371 | 364 | 98.2\% | 30.6 | 13.4 | C |
|  | Right Turn | 452 | 449 | 99.3\% | 16.7 | 4.0 | B |
|  | Subtotal | 823 | 813 | 98.8\% | 23.1 | 8.6 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 720 | 607 | 84.3\% | 58.4 | 28.0 | E |
|  | Through | 1,226 | 1,167 | 95.2\% | 21.9 | 6.9 | C |
|  | Right Turn | 93 | 82 | 88.2\% | 21.6 | 8.0 | C |
|  | Subtotal | 2,039 | 1,856 | 91.0\% | 33.8 | 13.9 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,862 | 2,670 | 93.3\% | 30.5 | 11.0 | C |

Intersection 33 7th St/J St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 96 | 80 | 83.8\% | 11.5 | 1.2 | B |
|  | Through Right Turn | 1,165 | 957 | 82.2\% | 11.4 | 0.5 | B |
|  | Subtotal | 1,261 | 1,038 | 82.3\% | 11.4 | 0.5 | B |
| EB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 1,316 \\ 402 \end{gathered}$ | $\begin{gathered} 1,278 \\ 342 \end{gathered}$ | $\begin{aligned} & 97.1 \% \\ & 85.0 \% \end{aligned}$ | $11.2$ | $\begin{aligned} & 1.0 \\ & 1.2 \end{aligned}$ | B |
|  | Subtotal | 1,718 | 1,619 | 94.2\% | 11.1 | 1.0 | B |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,979 | 2,657 | 89.2\% | 11.2 | 0.6 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
PM Peak Hour

Intersection 64 5th St/G St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 536 | 405 | 75.6\% | 17.9 | 6.5 | B |
|  | Right Turn | 165 | 125 | 75.6\% | 14.1 | 9.0 | B |
|  | Subtotal | 701 | 530 | 75.6\% | 17.0 | 6.9 | B |
| SB | Left Turn | 268 | 207 | 77.3\% | 97.3 | 18.4 | F |
|  | Through | 516 | 421 | 81.6\% | 74.6 | 15.5 | E |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 784 | 628 | 80.1\% | 82.1 | 15.2 | F |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 270 | 122 | 45.3\% | 133.4 | 55.4 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 142 | 74 | 51.8\% | 45.5 | 24.3 | D |
|  | Subtotal | 412 | 196 | 47.6\% | 99.7 | 40.5 | F |
| Total |  | 1,897 | 1,354 | 71.4\% | 58.9 | 10.6 | E |

Intersection $65 \quad$ 6th St/G St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 58 | 34 | 58.6\% | 41.0 | 29.8 | D |
|  | Through | 396 | 248 | 62.7\% | 9.8 | 2.1 | A |
|  | Right Turn | 158 | 85 | 53.9\% | 6.7 | 2.9 | A |
|  | Subtotal | 612 | 368 | 60.1\% | 11.9 | 3.6 | B |
| SB | Left Turn | 294 | 192 | 65.3\% | 75.5 | 12.2 | E |
|  | Through | 476 | 294 | 61.8\% | 91.3 | 22.9 | F |
|  | Right Turn | 80 | 60 | 75.0\% | 93.1 | 33.1 | F |
|  | Subtotal | 850 | 546 | 64.3\% | 86.2 | 19.7 | F |
| EB | Left Turn | 8 | 4 | 50.0\% | 20.0 | 23.4 | C |
|  | Through | 268 | 193 | 71.9\% | 42.7 | 16.4 | D |
|  | Right Turn | 157 | 111 | 70.6\% | 46.7 | 25.2 | D |
|  | Subtotal | 433 | 308 | 71.0\% | 44.3 | 19.7 | D |
| WB | Left Turn | 217 | 87 | 40.0\% | 208.3 | 93.6 | F |
|  | Through | 274 | 126 | 46.0\% | 84.7 | 27.4 | F |
|  | Right Turn | 198 | 101 | 51.1\% | 77.3 | 35.0 | E |
|  | Subtotal | 689 | 314 | 45.6\% | 111.7 | 22.1 | F |
| Total |  | 2,584 | 1,536 | 59.4\% | 63.5 | 7.7 | E |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
PM Peak Hour

Intersection 36 5th St/Tower Bridge Gateway
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 5 | 96.0\% | 54.4 | 14.9 | D |
|  | Through | 469 | 471 | 100.5\% | 32.6 | 4.0 | C |
|  | Right Turn | 96 | 89 | 92.9\% | 6.8 | 1.7 | A |
|  | Subtotal | 570 | 565 | 99.2\% | 28.8 | 3.7 | C |
| SB | Left Turn | 161 | 161 | 100.1\% | 49.2 | 8.4 | D |
|  | Through | 416 | 406 | 97.7\% | 22.4 | 2.5 | C |
|  | Right Turn | 486 | 495 | 101.8\% | 19.2 | 4.4 | B |
|  | Subtotal | 1,063 | 1,062 | 99.9\% | 25.1 | 2.9 | C |
| EB | Left Turn | 368 | 352 | 95.8\% | 49.5 | 8.6 | D |
|  | Through | 102 | 100 | 98.0\% | 25.9 | 5.4 | C |
|  | Right Turn | 5 | 8 | 168.0\% | 5.5 | 5.6 | A |
|  | Subtotal | 475 | 461 | 97.0\% | 43.6 | 7.0 | D |
| WB | Left Turn | 205 | 197 | 96.0\% | 55.2 | 11.7 | E |
|  | Through | 417 | 405 | 97.2\% | 33.0 | 6.2 | C |
|  | Right Turn | 210 | 214 | 101.9\% | 15.5 | 5.5 | B |
|  | Subtotal | 832 | 816 | 98.1\% | 33.9 | 4.1 | C |
| Total |  | 2,940 | 2,904 | 98.8\% | 31.2 | 2.7 | C |

Intersection 37 3rd St-Riverfront St/Tower Bridge Gateway Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 1 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through | 331 | 359 | 108.4\% | 41.6 | 2.2 | D |
|  | Right Turn | 79 | 75 | 94.7\% | 25.0 | 7.2 | C |
|  | Subtotal | 411 | 434 | 105.5\% | 38.7 | 2.8 | D |
| SB | Left Turn | 248 | 257 | 103.7\% | 36.8 | 3.6 | D |
|  | Through | 472 | 479 | 101.4\% | 38.5 | 4.1 | D |
|  | Right Turn | 213 | 210 | 98.4\% | 31.9 | 5.0 | C |
|  | Subtotal | 933 | 946 | 101.4\% | 36.6 | 3.4 | D |
| EB | Left Turn | 59 | 61 | 103.7\% | 48.8 | 12.5 | D |
|  | Through | 295 | 281 | 95.3\% | 33.0 | 3.4 | C |
|  | Right Turn | 5 | 7 | 136.0\% | 23.7 | 21.2 | C |
|  | Subtotal | 359 | 349 | 97.3\% | 35.7 | 3.1 | D |
| WB | Left Turn | 76 | 82 | 107.4\% | 54.2 | 6.1 | D |
|  | Through | 618 | 608 | 98.4\% | 40.3 | 4.9 | D |
|  | Right Turn | 120 | 122 | 101.7\% | 34.0 | 10.4 | C |
|  | Subtotal | 814 | 812 | 99.7\% | 40.7 | 5.3 | D |
| Total |  | 2,517 | 2,540 | 100.9\% | 38.2 | 2.7 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
PM Peak Hour


Intersection 20
12th St/F St
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 | 200 | 188 | 94.0\% | 18.8 | 1.3 | B |
|  | Through | 1,079 | 1,065 | 98.7\% | 17.7 | 0.7 | B |
|  | Right Turn | 45 | 51 | 113.8\% | 13.4 | 3.2 | B |
|  | Subtotal | 1,324 | 1,304 | 98.5\% | 17.7 | 0.7 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 515 | 502 | 97.6\% | 31.6 | 6.8 | C |
|  | Right Turn | 137 | 141 | 102.8\% | 27.8 | 7.8 | C |
|  | Subtotal | 652 | 643 | 98.7\% | 30.7 | 6.9 | C |
| WB | Left Turn | 6 | 6 | 100.0\% | 24.8 | 17.4 | C |
|  | Through | 250 | 253 | 101.1\% | 12.3 | 3.9 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 256 | 259 | 101.1\% | 12.6 | 4.2 | B |
| Total |  | 2,232 | 2,206 | 98.8\% | 20.9 | 2.1 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

| Intersection 13 |  | 7th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 210 | 166 | 79.2\% | 17.1 | 3.5 | B |
|  | Right Turn | 787 | 640 | 81.3\% | 54.2 | 7.7 | D |
|  | Subtotal | 997 | 806 | 80.8\% | 46.7 | 6.6 | D |
| SB | Left Turn | 164 | 162 | 98.5\% | 33.2 | 5.3 | C |
|  | Through | 705 | 675 | 95.7\% | 11.4 | 1.1 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 869 | 836 | 96.2\% | 15.6 | 1.8 | B |
| EB | Left Turn | 168 | 130 | 77.4\% | 25.7 | 4.2 | C |
|  | Through | 968 | 792 | 81.8\% | 23.3 | 3.1 | C |
|  | Right Turn | 152 | 134 | 88.4\% | 21.2 | 3.9 | C |
|  | Subtotal | 1,288 | 1,056 | 82.0\% | 23.3 | 2.8 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 3,154 | 2,698 | 85.6\% | 27.9 | 2.0 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

| Intersection 14 |  | Dos Rios St/N B St-N 12th St |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand | Served Volume (vph) |  |  |  |  |
| Direction |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 94 | 90 | 95.7\% | 38.7 | 7.1 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 156 | 153 | 98.2\% | 37.5 | 4.6 | D |
|  | Subtotal | 250 | 243 | 97.3\% | 38.0 | 4.0 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,286 | 1,045 | 81.3\% | 53.7 | 12.6 | D |
|  | Right Turn | 548 | 432 | 78.8\% | 29.0 | 5.1 | C |
|  | Subtotal | 1,834 | 1,477 | 80.5\% | 46.4 | 9.6 | D |
| SW | Left Turn | 44 | 38 | 87.3\% | 46.6 | 12.9 | D |
|  | Through | 1,594 | 1,570 | 98.5\% | 42.3 | 7.0 | D |
|  | Right Turn | 5 | 5 | 96.0\% | 16.8 | 9.0 | B |
|  | Subtotal | 1,643 | 1,613 | 98.2\% | 42.4 | 7.2 | D |
| Total |  | 3,727 | 3,334 | 89.4\% | 43.9 | 6.4 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour


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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

| Intersection 38 |  | 5th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | $\begin{array}{\|c\|} \text { Demand } \\ \text { Volume (vph) } \end{array}$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 569 | 462 | 81.1\% | 33.2 | 4.5 | C |
|  | Through | 213 | 173 | 81.1\% | 21.1 | 3.4 | C |
|  | Right Turn | 21 | 18 | 87.6\% | 14.5 | 5.5 | B |
|  | Subtotal | 803 | 653 | 81.3\% | 29.5 | 3.3 | C |
| SB | Left Turn | 217 | 196 | 90.5\% | 93.0 | 41.0 | F |
|  | Through | 275 | 247 | 89.9\% | 98.7 | 42.6 | F |
|  | Right Turn | 110 | 98 | 89.5\% | 89.4 | 45.4 | F |
|  | Subtotal | 602 | 542 | 90.0\% | 95.0 | 42.4 | F |
| EB | Left Turn | 11 | 10 | 87.3\% | 62.4 | 28.1 | E |
|  | Through | 663 | 629 | 94.8\% | 72.0 | 21.7 | E |
|  | Right Turn | 171 | 154 | 89.8\% | 71.0 | 20.0 | E |
|  | Subtotal | 845 | 792 | 93.7\% | 71.7 | 21.0 | E |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,250 | 1,987 | 88.3\% | 64.0 | 17.5 | E |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

Intersection 39
6th St/N B St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 567 | 408 | 71.9\% | 25.1 | 8.6 | D |
|  | Subtotal | 567 | 408 | 71.9\% | 25.1 | 8.6 | D |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 721 \\ & 184 \end{aligned}$ | $\begin{aligned} & 661 \\ & 174 \end{aligned}$ | $\begin{aligned} & 91.7 \% \\ & 94.8 \% \end{aligned}$ | $\begin{aligned} & 1.4 \\ & 1.7 \end{aligned}$ | $\begin{aligned} & 0.3 \\ & 0.6 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 905 | 836 | 92.3\% | 1.5 | 0.4 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,472 | 1,243 | 84.5\% | 9.2 | 2.9 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

Intersection 40
8th St/N B St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 15 | 8 | 50.7\% | 5.4 | 3.4 | A |
|  | Subtotal | 15 | 8 | 50.7\% | 5.4 | 3.4 | A |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through Right Turn | $\begin{gathered} 1,914 \\ 5 \end{gathered}$ | $\begin{gathered} 1,586 \\ 4 \end{gathered}$ | $\begin{aligned} & 82.9 \% \\ & 80.0 \% \end{aligned}$ | $\begin{aligned} & 1.6 \\ & 1.3 \end{aligned}$ | $\begin{aligned} & 0.2 \\ & 1.8 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 1,919 | 1,590 | 82.9\% | 1.6 | 0.2 | A |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,934 | 1,598 | 82.6\% | 1.7 | 0.2 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

| Intersection 41 |  | 10th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 63 | 58 | 91.4\% | 16.3 | 4.4 | B |
|  | Right Turn | 152 | 136 | 89.2\% | 11.8 | 1.6 | B |
|  | Subtotal | 215 | 193 | 89.9\% | 13.0 | 1.4 | B |
| SB | Left Turn | 5 | 2 | 48.0\% | 21.7 | 24.2 | C |
|  | Through | 532 | 508 | 95.5\% | 20.5 | 6.9 | C |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 537 | 510 | 95.0\% | 20.5 | 6.8 | C |
| EB | Left Turn | 258 | 213 | 82.6\% | 17.9 | 7.9 | B |
|  | Through | 1,677 | 1,334 | 79.5\% | 18.5 | 8.4 | B |
|  | Right Turn | 24 | 24 | 98.3\% | 13.8 | 8.9 | B |
|  | Subtotal | 1,959 | 1,571 | 80.2\% | 18.4 | 8.3 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,711 | 2,274 | 83.9\% | 18.4 | 7.1 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

| Intersection 42 |  | Bercut Dr/South Park St |  |  | All-way Stop |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Demand | Served | me (vph) |  | elay (sec/ |  |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 293 | 226 | 77.3\% | 19.0 | 1.4 | C |
|  | Right Turn | 187 | 140 | 74.9\% | 9.8 | 1.9 | A |
|  | Subtotal | 480 | 366 | 76.3\% | 15.5 | 1.0 | C |
| SB | Left Turn | 130 | 126 | 96.6\% | 8.6 | 0.7 | A |
|  | Through | 240 | 239 | 99.7\% | 9.7 | 1.1 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 370 | 365 | 98.6\% | 9.3 | 0.8 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 1 | 0 | 0.0\% | 1.7 | 0.4 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 310 | 266 | 85.7\% | 9.4 | 1.9 | A |
|  | Subtotal | 311 | 266 | 85.4\% | 9.4 | 1.9 | A |
| Total |  | 1,161 | 997 | 85.9\% | 11.6 | 0.7 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

| Intersection 43 |  | 5th St/South Park St |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  |  |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 7 | 6 | 80.0\% | 36.0 | 39.5 | D |
|  | Through | 591 | 476 | 80.5\% | 21.7 | 7.1 | C |
|  | Right Turn | 30 | 22 | 74.7\% | 14.9 | 8.2 | B |
|  | Subtotal | 628 | 504 | 80.2\% | 21.6 | 7.2 | C |
| SB | Left Turn | 29 | 21 | 71.7\% | 27.4 | 12.2 | C |
|  | Through | 422 | 334 | 79.1\% | 20.0 | 8.5 | B |
|  | Right Turn | 65 | 50 | 76.9\% | 24.3 | 18.8 | C |
|  | Subtotal | 516 | 404 | 78.4\% | 20.7 | 8.6 | C |
| EB | Left Turn | 99 | 73 | 73.9\% | 35.7 | 19.6 | D |
|  | Through | 181 | 140 | 77.6\% | 23.8 | 10.1 | C |
|  | Right Turn | 5 | 4 | 72.0\% | 24.5 | 42.0 | C |
|  | Subtotal | 285 | 217 | 76.2\% | 27.5 | 12.2 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,429 | 1,125 | 78.7\% | 22.6 | 6.1 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

## Intersection 44

Judah St/South Park St
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 | 39 | 31 | 79.0\% | 6.0 | 1.1 | A |
|  | Right Turn | 23 | 24 | 106.1\% | 4.0 | 1.5 | A |
|  | Subtotal | 62 | 55 | 89.0\% | 5.2 | 1.0 | A |
| SB | Left Turn | 5 | 3 | 56.0\% | 2.3 | 2.2 | A |
|  | Through | 21 | 15 | 70.5\% | 7.4 | 2.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 26 | 18 | 67.7\% | 6.9 | 2.6 | A |
| EB | Left Turn | 23 | 21 | 90.4\% | 3.8 | 1.2 | A |
|  | Through | 187 | 136 | 72.7\% | 2.4 | 1.0 | A |
|  | Right Turn | 30 | 27 | 89.3\% | 1.3 | 0.6 | A |
|  | Subtotal | 240 | 184 | 76.5\% | 2.4 | 0.7 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 328 | 256 | 78.2\% | 3.3 | 0.7 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

Intersection 45
6th St/South Park St
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 | 503 | 350 | 69.5\% | 45.1 | 27.5 | E |
|  | Right Turn | 97 | 70 | 71.8\% | 44.3 | 30.0 | E |
|  | Subtotal | 600 | 419 | 69.9\% | 44.9 | 27.8 | E |
| SB | Left Turn | 14 | 12 | 85.7\% | 36.9 | 45.2 | E |
|  | Through | 340 | 314 | 92.5\% | 24.0 | 17.2 | C |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 354 | 326 | 92.2\% | 24.2 | 16.8 | C |
| EB | Left Turn | 107 | 83 | 77.8\% | 14.1 | 23.1 | B |
|  | Through | 103 | 76 | 74.2\% | 15.5 | 22.4 | C |
|  | Right Turn | 5 | 2 | 32.0\% | 5.9 | 11.0 | A |
|  | Subtotal | 215 | 161 | 75.0\% | 14.8 | 22.7 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,169 | 907 | 77.6\% | 31.4 | 16.5 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

| Intersection 46 |  | 7th St/South Park St |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | $\begin{array}{\|c\|} \text { Demand } \\ \text { Volume (vph) } \end{array}$ | Served Volume (vph) |  |  |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 816 | 686 | 84.0\% | 37.1 | 7.4 | D |
|  | Right Turn | 117 | 91 | 77.9\% | 47.2 | 10.5 | D |
|  | Subtotal | 933 | 777 | 83.3\% | 38.3 | 7.7 | D |
| SB | Left Turn | 96 | 81 | 84.2\% | 48.6 | 10.9 | D |
|  | Through | 561 | 550 | 98.0\% | 7.5 | 7.1 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 657 | 630 | 96.0\% | 12.8 | 7.2 | B |
| EB | Left Turn | 156 | 100 | 63.8\% | 126.9 | 58.7 | F |
|  | Through | 42 | 29 | 69.5\% | 102.1 | 66.2 | F |
|  | Right Turn | 16 | 8 | 47.5\% | 86.2 | 65.5 | F |
|  | Subtotal | 214 | 136 | 63.7\% | 118.2 | 54.6 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,804 | 1,544 | 85.6\% | 34.9 | 7.5 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour


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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

| Intersection 48 |  | Bercut Dr/Railyards Blvd |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand Volume (vph) | Served Volume (vph) |  |  |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 48 | 48 | 100.8\% | 60.9 | 16.4 | E |
|  | Through | 47 | 50 | 107.2\% | 30.7 | 6.0 | C |
|  | Right Turn | 5 | 4 | 88.0\% | 22.7 | 24.3 | C |
|  | Subtotal | 100 | 103 | 103.2\% | 44.6 | 5.8 | D |
| SB | Left Turn | 2 | 2 | 100.0\% | 41.0 | 64.5 | D |
|  | Through | 31 | 25 | 80.0\% | 100.0 | 31.7 | F |
|  | Right Turn | 208 | 188 | 90.4\% | 93.6 | 34.3 | F |
|  | Subtotal | 241 | 215 | 89.1\% | 94.9 | 32.7 | F |
| EB | Left Turn | 484 | 310 | 64.1\% | 61.3 | 9.9 | E |
|  | Through | 751 | 566 | 75.4\% | 22.8 | 3.7 | C |
|  | Right Turn | 327 | 263 | 80.5\% | 19.7 | 4.4 | B |
|  | Subtotal | 1,562 | 1,140 | 73.0\% | 32.6 | 4.5 | C |
| WB | Left Turn | 17 | 9 | 51.8\% | 104.0 | 18.6 | F |
|  | Through | 1,343 | 876 | 65.3\% | 57.2 | 3.8 | E |
|  | Right Turn | 37 | 27 | 73.5\% | 36.6 | 8.7 | D |
|  | Subtotal | 1,397 | 912 | 65.3\% | 57.0 | 3.7 | E |
| Total |  | 3,300 | 2,370 | 71.8\% | 48.0 | 5.2 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour


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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

| Intersection 50 |  | Stanford St/Railyards Blvd |  |  | al |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 36 | 27 | 74.4\% | 70.9 | 33.5 | E |
|  | Through | 19 | 13 | 67.4\% | 30.4 | 18.7 | C |
|  | Right Turn | 36 | 34 | 95.6\% | 22.1 | 21.7 | C |
|  | Subtotal | 91 | 74 | 81.3\% | 39.7 | 12.5 | D |
| SB | Left Turn | 17 | 10 | 61.2\% | 76.5 | 23.9 | E |
|  | Through | 16 | 15 | 95.0\% | 45.8 | 41.0 | D |
|  | Right Turn | 5 | 3 | 64.0\% | 34.0 | 55.8 | C |
|  | Subtotal | 38 | 29 | 75.8\% | 58.6 | 34.4 | E |
| EB | Left Turn | 10 | 8 | 84.0\% | 68.6 | 18.8 | E |
|  | Through | 699 | 528 | 75.5\% | 14.4 | 5.5 | B |
|  | Right Turn | 49 | 42 | 84.9\% | 15.4 | 13.0 | B |
|  | Subtotal | 758 | 578 | 76.2\% | 15.1 | 5.8 | B |
| WB | Left Turn | 30 | 18 | 60.0\% | 72.6 | 15.1 | E |
|  | Through | 1,179 | 884 | 74.9\% | 28.5 | 15.3 | C |
|  | Right Turn | 13 | 10 | 73.8\% | 13.4 | 12.4 | B |
|  | Subtotal | 1,222 | 911 | 74.6\% | 29.3 | 14.9 | C |
| Total |  | 2,109 | 1,592 | 75.5\% | 25.0 | 8.7 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

| Intersection 51 |  | 5th St/Railyards Blvd |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand Volume (vph) | Served Volume (vph) |  |  |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 173 | 137 | 79.3\% | 109.0 | 27.0 | F |
|  | Through | 297 | 231 | 77.8\% | 44.8 | 17.7 | D |
|  | Right Turn | 78 | 62 | 79.0\% | 47.4 | 33.9 | D |
|  | Subtotal | 548 | 430 | 78.5\% | 65.7 | 21.8 | E |
| SB | Left Turn | 32 | 22 | 67.5\% | 132.2 | 38.0 | F |
|  | Through | 245 | 171 | 69.7\% | 114.7 | 39.7 | F |
|  | Right Turn | 178 | 117 | 65.6\% | 104.3 | 40.1 | F |
|  | Subtotal | 455 | 309 | 68.0\% | 112.3 | 39.3 | F |
| EB | Left Turn | 85 | 58 | 67.8\% | 73.2 | 8.6 | E |
|  | Through | 575 | 436 | 75.8\% | 20.3 | 8.2 | C |
|  | Right Turn | 92 | 68 | 73.9\% | 14.8 | 5.7 | B |
|  | Subtotal | 752 | 562 | 74.7\% | 25.0 | 7.4 | C |
| WB | Left Turn | 24 | 16 | 68.3\% | 85.4 | 26.5 | F |
|  | Through | 871 | 698 | 80.1\% | 29.1 | 11.4 | C |
|  | Right Turn | 223 | 181 | 81.3\% | 25.0 | 10.0 | C |
|  | Subtotal | 1,118 | 896 | 80.1\% | 29.2 | 11.2 | C |
| Total |  | 2,873 | 2,196 | 76.4\% | 46.2 | 7.4 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

## Intersection 52

Judah St/Railyards Blvd
Side-street Stop

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through Right Turn | 34 | 20 | 60.0\% | 21.9 | 21.6 | C |
|  | Subtotal | 34 | 20 | 60.0\% | 21.9 | 21.6 | C |
| EB | Left Turn <br> Through <br> Right Turn | 685 | 520 | 75.9\% | 11.0 | 11.6 | B |
|  | Subtotal | 685 | 520 | 75.9\% | 11.0 | 11.6 | B |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 1,084 \\ 40 \end{gathered}$ | $\begin{gathered} 912 \\ 34 \end{gathered}$ | $\begin{aligned} & 84.1 \% \\ & 86.0 \% \end{aligned}$ | $\begin{aligned} & 4.7 \\ & 3.4 \end{aligned}$ | $\begin{aligned} & 4.3 \\ & 4.1 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 1,124 | 946 | 84.2\% | 4.6 | 4.2 | A |
| Total |  | 1,843 | 1,486 | 80.7\% | 7.0 | 4.0 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour


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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour


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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

## Intersection 55

8th St/Railyards Blvd
Side-street Stop

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through Right Turn | 36 | 2 | 5.6\% | 533.6 | 217.1 | F |
|  | Subtotal | 36 | 2 | 5.6\% | 116.3 | 192.1 | F |
| EB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through Right Turn | $\begin{gathered} 1,357 \\ 10 \end{gathered}$ | $\begin{gathered} 1,008 \\ 10 \end{gathered}$ | $\begin{gathered} 74.3 \% \\ 100.0 \% \end{gathered}$ | $\begin{aligned} & 85.1 \\ & 64.7 \end{aligned}$ | $\begin{aligned} & 16.7 \\ & 40.1 \end{aligned}$ | $\begin{aligned} & F \\ & F \end{aligned}$ |
|  | Subtotal | 1,367 | 1,018 | 74.5\% | 84.9 | 16.9 | F |
| Total |  | 1,403 | 1,020 | 72.7\% | 83.2 | 15.4 | F |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

| Intersection 56 |  | 10th St/Railyards Blvd |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  |  |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through Right Turn | 471 | 376 | 79.7\% | 46.0 | 22.7 | D |
|  | Subtotal | 471 | 376 | 79.7\% | 46.0 | 22.7 | D |
| EB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn Through Right Turn | $\begin{gathered} 887 \\ 22 \end{gathered}$ | $\begin{gathered} 774 \\ 19 \end{gathered}$ | $\begin{aligned} & 87.2 \% \\ & 85.5 \% \end{aligned}$ | $\begin{aligned} & 44.0 \\ & 49.7 \end{aligned}$ | $\begin{aligned} & 33.3 \\ & 33.4 \end{aligned}$ | $\begin{aligned} & D \\ & D \end{aligned}$ |
|  | Subtotal | 909 | 792 | 87.2\% | 44.1 | 33.2 | D |
| Total |  | 1,380 | 1,168 | 84.6\% | 44.8 | 27.9 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

| Intersection 57 |  | Bercut Dr/Camille Ln |  |  | Total Delay (sec/veh) ${ }^{\text {Signal }}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  |  |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 111 | 128 | 115.0\% | 27.6 | 3.6 | C |
|  | Through | 86 | 88 | 102.8\% | 17.1 | 3.0 | B |
|  | Right Turn | 204 | 212 | 103.7\% | 10.1 | 3.3 | B |
|  | Subtotal | 401 | 428 | 106.6\% | 16.8 | 2.2 | B |
| SB | Left Turn | 164 | 128 | 77.8\% | 28.5 | 6.8 | C |
|  | Through | 124 | 94 | 76.1\% | 13.8 | 2.9 | B |
|  | Right Turn | 5 | 4 | 80.0\% | 3.1 | 2.3 | A |
|  | Subtotal | 293 | 226 | 77.1\% | 21.7 | 4.7 | C |
| EB | Left Turn | 15 | 10 | 69.3\% | 11.0 | 10.2 | B |
|  | Through | 109 | 92 | 84.8\% | 13.7 | 3.9 | B |
|  | Right Turn | 40 | 38 | 95.0\% | 7.4 | 3.7 | A |
|  | Subtotal | 164 | 141 | 85.9\% | 12.0 | 3.1 | B |
| WB | Left Turn | 195 | 173 | 88.6\% | 20.6 | 2.2 | C |
|  | Through | 63 | 58 | 92.1\% | 18.0 | 4.1 | B |
|  | Right Turn | 5 | 6 | 120.0\% | 13.8 | 12.7 | B |
|  | Subtotal | 263 | 237 | 90.0\% | 19.8 | 2.5 | B |
| Total |  | 1,121 | 1,031 | 92.0\% | 18.0 | 1.3 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

Intersection 58 Huntington St/Camille Ln All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 120 | 72 | 60.3\% | 8.8 | 4.4 | A |
|  | Right Turn | 19 | 13 | 67.4\% | 3.8 | 1.3 | A |
|  | Subtotal | 139 | 85 | 61.3\% | 8.2 | 4.4 | A |
| EB | Left Turn | 25 | 18 | 70.4\% | 13.7 | 15.9 | B |
|  | Through | 417 | 369 | 88.5\% | 14.9 | 13.5 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 442 | 387 | 87.5\% | 14.8 | 13.5 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 291 | 264 | 90.9\% | 9.9 | 0.7 | A |
|  | Right Turn | 160 | 141 | 88.3\% | 7.1 | 0.7 | A |
|  | Subtotal | 451 | 406 | 89.9\% | 8.9 | 0.7 | A |
| Total |  | 1,032 | 878 | 85.0\% | 11.5 | 6.7 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

Intersection 59 Stanford St/Camille Ln All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 75 | 52 | 69.9\% | 20.6 | 14.8 | C |
|  | Through Right Turn | 20 | 17 | 84.0\% | 4.1 | 1.0 | A |
|  | Subtotal | 95 | 69 | 72.8\% | 16.1 | 9.1 | C |
| EB | Left Turn | 11 | 8 | 72.7\% | 40.3 | 17.8 | E |
|  | Through Right Turn | 742 | 484 | 65.3\% | 48.2 | 12.2 | E |
|  | Subtotal | 753 | 492 | 65.4\% | 48.1 | 12.2 | E |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 403 | 350 | 86.7\% | 11.3 | 0.9 | B |
|  | Right Turn | 80 | 64 | 79.5\% | 8.9 | 1.5 | A |
|  | Subtotal | 483 | 413 | 85.5\% | 11.0 | 0.9 | B |
| Total |  | 1,331 | 975 | 73.2\% | 29.9 | 5.8 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

| Intersection 60 |  | 5th St/Camille Ln |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand | Served Volume (vph) |  |  |  |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 205 | 661.9\% | 67.9 | 29.0 | E |
|  | Through | 229 | 235 | 102.5\% | 53.3 | 34.4 | D |
|  | Right Turn | 212 | 64 | 30.2\% | 47.2 | 33.7 | D |
|  | Subtotal | 472 | 504 | 106.8\% | 58.5 | 30.4 | E |
| SB | Left Turn | 41 | 25 | 60.5\% | 57.6 | 17.2 | E |
|  | Through | 339 | 266 | 78.3\% | 29.6 | 6.2 | C |
|  | Right Turn | 31 | 20 | 64.5\% | 15.5 | 9.1 | B |
|  | Subtotal | 411 | 310 | 75.5\% | 31.0 | 6.4 | C |
| EB | Left Turn | 85 | 58 | 68.2\% | 71.6 | 19.2 | E |
|  | Through | 398 | 253 | 63.6\% | 48.9 | 11.3 | D |
|  | Right Turn | 334 | 226 | 67.5\% | 37.8 | 6.5 | D |
|  | Subtotal | 817 | 537 | 65.7\% | 46.4 | 7.8 | D |
| WB | Left Turn | 31 | 20 | 64.5\% | 65.3 | 25.3 | E |
|  | Through | 229 | 178 | 77.7\% | 45.3 | 17.5 | D |
|  | Right Turn | 212 | 174 | 82.1\% | 41.0 | 16.7 | D |
|  | Subtotal | 472 | 372 | 78.8\% | 44.3 | 16.7 | D |
| Total |  | 2,172 | 1,723 | 79.3\% | 46.2 | 13.1 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour


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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

Intersection 62
5th St/Stevens St
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 | 493 | 479 | 97.2\% | 23.1 | 19.2 | C |
|  | Right Turn | 91 | 81 | 89.2\% | 20.7 | 16.1 | C |
|  | Subtotal | 584 | 560 | 96.0\% | 22.9 | 18.6 | C |
| SB | Left Turn | 30 | 26 | 85.3\% | 10.9 | 6.1 | B |
|  | Through | 674 | 481 | 71.4\% | 3.1 | 1.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 704 | 507 | 72.0\% | 3.5 | 1.4 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 89 | 66 | 74.2\% | 36.7 | 12.8 | E |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 60 | 39 | 64.7\% | 32.3 | 23.7 | D |
|  | Subtotal | 149 | 105 | 70.3\% | 34.7 | 15.6 | D |
| Total |  | 1,437 | 1,172 | 81.6\% | 15.2 | 9.1 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

Intersection 63
6th St/Stevens St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 76 | 62 | 82.1\% | 71.4 | 40.5 | F |
|  | Through Right Turn | 606 | 493 | 81.4\% | 78.1 | 42.8 | F |
|  | Subtotal | 682 | 556 | 81.5\% | 77.5 | 42.5 | F |
| SB | Left Turn Through | 680 | 488 | 71.8\% | 3.5 | 0.8 | A |
|  | Right Turn | 73 | 46 | 62.5\% | 3.2 | 1.4 | A |
|  | Subtotal | 753 | 534 | 70.9\% | 3.5 | 0.8 | A |
| EB | Left Turn <br> Through Right Turn | 108 | 105 | 97.4\% | 10.1 | 2.7 | B |
|  | Subtotal | 108 | 105 | 97.4\% | 10.1 | 2.7 | B |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,543 | 1,195 | 77.4\% | 38.4 | 19.6 | E |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour

| Intersection 34 |  | 5th St/C St (West Sacramento) |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand Volume (vph) | Served Volume (vph) |  |  |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 192 | 191 | 99.6\% | 61.6 | 20.1 | E |
|  | Through | 344 | 339 | 98.6\% | 37.2 | 7.4 | D |
|  | Right Turn | 433 | 356 | 82.2\% | 73.8 | 34.7 | E |
|  | Subtotal | 969 | 886 | 91.5\% | 57.2 | 19.1 | E |
| SB | Left Turn | 108 | 91 | 84.4\% | 81.4 | 64.2 | F |
|  | Through | 245 | 253 | 103.3\% | 31.3 | 4.0 | C |
|  | Right Turn | 21 | 25 | 118.1\% | 6.9 | 3.9 | A |
|  | Subtotal | 374 | 369 | 98.7\% | 40.1 | 11.9 | D |
| EB | Left Turn | 31 | 28 | 91.6\% | 80.1 | 37.2 | F |
|  | Through | 248 | 216 | 87.1\% | 52.9 | 21.1 | D |
|  | Right Turn | 161 | 164 | 101.9\% | 6.3 | 2.2 | A |
|  | Subtotal | 440 | 408 | 92.8\% | 35.1 | 12.8 | D |
| WB | Left Turn | 394 | 266 | 67.5\% | 72.7 | 12.5 | E |
|  | Through | 371 | 240 | 64.8\% | 34.4 | 8.1 | C |
|  | Right Turn | 171 | 114 | 66.7\% | 17.9 | 10.2 | B |
|  | Subtotal | 936 | 620 | 66.3\% | 47.9 | 11.4 | D |
| Total |  | 2,719 | 2,284 | 84.0\% | 47.9 | 11.8 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
PM Peak Hour


SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs Cumulative No Project
Queue Length

Intersection 15 SB Ramps/Richards Blvd Signal

Intersection 215 NB Ramps/Richards Blvd-I-80 EB On-ramp Signal


SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Medical Center / Stadium / Railyards SP EIR Cumulative No Project PM Peak Hour

Intersection 31
3rd St-I 5 NB Off Ramp/J St
Signal

| Direction | Lane Group | Storage$(\mathrm{ft})$ | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left/Through | 1,584 | 214 | 42 | 333 | 81 | 354 | 112 | 0\% | 0\% |
|  | Through | 583 | 216 | 41 | 321 | 83 | 336 | 112 | 0\% | 0\% |
|  | Through/Right | 583 | 278 | 38 | 374 | 56 | 396 | 81 | 0\% | 0\% |
|  | Right Turn | 583 | 279 | 35 | 379 | 43 | 402 | 75 | 0\% | 0\% |
| NB | Right Turn | 1,062 | 30 | 14 | 66 | 38 | 75 | 40 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| NE | Shared | 996 | 306 | 68 | 466 | 174 | 518 | 229 | 0\% | 0\% |
|  | Right Turn | 996 | 0 | 0 | 0 | 0 | 0 | 0 | 0\% | 0\% |
|  | Right Turn | 996 | 0 | 0 | 0 | 0 | 0 | 0 | 0\% | 0\% |
|  | Right Turns | 330 | 135 | 18 | 211 | 57 | 216 | 78 | 0\% | 0\% |
| SB | Left Turn | 298 | 0 | 0 | 0 | 0 | 0 | 0 | 0\% | 0\% |
|  | Left/Through | 298 | 0 | 0 | 0 | 0 | 0 | 0 | 0\% | 0\% |
|  | Left/Through | 298 | 0 | 0 | 0 | 0 | 0 | 0 | 0\% | 0\% |








 Key
Kxperss
ane (HOV)



кеу

| Name | Pstio St | Jstio St | LSton-Ramp | 1 Sto Richards Blvd | Bercut P On Ramp | Bwn Bercut Richards | Richars Sudx to Garden Huy | Beween Garden Hwy Rampe | Sardontwrow.ECamino Ale | W. EIC amino Ave to 1.80 | 1.800 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Maninine to off Ramp Fow Rate for Weave Segments |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  | 0.95 |  |  | 0.95 |  |  | 0.95 |  | 0.95 |  |  |
| Grade \% | Level |  |  | Level |  |  | Level |  | Level |  |  |
|  | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
| Grade Length (mi) Truck \& Bus \% | 0.00 |  |  | 0.00 |  |  | 0.00 |  | 0.00 |  |  |
|  | 6.0\% |  |  | 6.0\% |  |  | 6.0\% |  | 6.0\% |  |  |
| RV\% | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 |  |  | 1.5 |  |  | 1.5 |  | 1.5 |  |  |
| $E_{\text {r }}$ | 1.2 |  |  | 1.2 |  |  | 1.2 |  | 1.2 |  |  |
| ${ }_{\text {tiv }}$ | 0.971 |  |  | 0.971 |  |  | 0.971 |  | 0.971 |  |  |
| MLto off fiow (peph) | 1.00 |  |  | 1.00 |  |  | 1.00 |  | 1.00 |  |  |
|  |  |  |  |  |  |  | -113 |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Calculate Seneral Purpose Lanes to General Purpose Lanes Flow Rate for Weave Segments |  |  |  |  |  |  |  |  |  |  |  |
| GPto of Volume (pph) |  |  |  |  |  |  | 8.557 |  |  |  |  |
| PHFTerrainGrade \%Grade Length (mi)Truck \& Bus \%RV \% | 0.95 |  |  | 0.95 |  |  | 0.95 |  | 0.95 |  |  |
|  | Level |  |  | Level |  |  | Level |  | Level |  |  |
|  | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
|  | 0.00 |  |  | 0.00 |  |  | 0.00 |  | 0.00 |  |  |
|  | 6.0\% |  |  | 6.0\% |  |  | 6.0\% |  | 6.0\% |  |  |
|  | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
| $E_{T}$ | 1.5 |  |  | 1.5 |  |  | 1.5 |  | 1.5 |  |  |
| ${ }_{\substack{\text { En }}}^{\mathrm{f}_{\text {fuv }}}$ | 1.2 |  |  | 1.2 |  |  | 1.2 |  | 1.2 |  |  |
|  | 0.971 |  |  | 0.971 |  |  | 0.971 |  | 0.971 |  |  |
| $t_{t}$ $f_{p}$ | 1.00 |  |  | 1.00 |  |  | 1.00 9.278 |  | 1.00 |  |  |
| GP Po GP Fiow (poph) |  |  |  |  |  |  | 9.278 |  |  |  |  |




[^55]| Location |
| :--- |


| Location | 1 | $\square$ | ${ }^{3}$ | 4 | 5 | $1{ }^{6}$ | 7 | 8 | 9 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |
|  | ST- |  | ST-イ®- | --- | 2-®- - | - < - - ¢ - |  | - ¢ | - ¢ - |
|  | --- |  |  |  |  | - - - - - - - - |  |  |  |
|  |  |  |  |  |  |  |  |  | $\xrightarrow{\text { a }}$ |
| $\bigcirc$ Expeas Lane (Hov) |  |  |  |  |  |  |  |  |  |
| Name | 1.880 On.Ramp | W. El Camino Ave WB on | W. EIC Camino Ave EB On | Garden Hwy Off | Bewwen Garden Huy Ramos | Garden Huyt ofichars Bud | Jiboom Stofif ramp | Bun Jiboom and Richards | Richards Elvd to J St |
|  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | , |
| Terain | Level | Level | Level | Level | Level | Level | Level | Level | Level |
| Grade\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
| Grade Length (mi) Truck \& Bus \% | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 2.0\% | 20\% | 2.0\% | 2.0\% | 2.0\% | 2.0\% | 2.0\% | 2.0\% | 2.0\% |
|  | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| ${ }_{\text {E }}^{\text {E }}$ | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| ${ }_{\text {fruv }}$ | 0.990 | 0.990 | 0.990 | 0.990 | 0.990 | 0.990 | 0.990 | 0.990 | 0.990 |
| Foww (poph) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
|  | 890 | 1,237 | 1,300 | 1,396 | 1.288 | 1.288 | 1.244 | 1,190 | 1,190 |
|  | 890 | 1,237 | 1,300 | 1,396 | 1,288 | 1.288 | 1.244 | 1,190 | 1,190 |
| Calculate Operations in Express Lanes |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| $\begin{gathered} \text { FFS } \\ \text { Capacity (pcph) } \\ \text { v/c ratio } \end{gathered}$ | ${ }^{1,750}$ | 1,750 | 1,750 | 1,750 | 1,750 | 1,750 | 1,750 | 1,750 | 1,750 |
|  | 0.51 | 0.71 | 0.74 | 0.80 | 0.74 | 0.74 | 0.71 | ${ }_{0}$ | 0.68 |
| Calculate on Ramp Fow rate |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| PHF | ${ }_{0}^{2.93}$ | 0.9 | 0.9 |  |  | 079 |  |  | ${ }_{036} 0.9$ |
|  | 2 | 1 | 1 |  |  | 1 |  |  | 1 |
| Terain | Level | Level | Level |  |  | Level |  |  | Level |
| Grade\% | 0.0\% | 0.0\% | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |
| Grade Length (mi) | 0.00 | 0.00 | 0.00 |  |  | 0.00 |  |  | 0.00 |
| Tuck \& us \% | 10.0\% | 3.0\% | 3.0\% |  |  | 3.0\% |  |  | 3.0\% |
|  | 0.0\% | 0.0\% | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |
|  | 1.5 | 1.5 | 1.5 |  |  | 1.5 |  |  | 1.5 |
| E <br> $\mathrm{E}_{\mathrm{T}}$ | 1.22 | ${ }^{1.2}$ | ${ }^{1.2}$ |  |  | 1.2 0.95 |  |  | ${ }^{1.2}$ |
| ${ }_{\text {tivo }}$ | 0.952 | ${ }^{0.985}$ | ${ }^{0.985}$ |  |  | ${ }^{0.985}$ |  |  | ${ }^{0.985}$ |
| Flow (pcph)Flow Rate (pcphpl) | ${ }^{2} .4 .452$ | ${ }_{4} 445$ | 678 |  |  | 991 |  |  | +979 |
|  | 1,226 | 445 | 678 |  |  | 991 |  |  | 979 |
| Calculate On Ramp Roadway Operations |  |  |  |  |  |  |  |  |  |
| Ramp Type Ramp Speed (mph) | Maior | Right | Right |  |  | Right |  |  | Right |
|  | 60 | 45 | 45 | - |  | 45 |  |  | 45 |
| Ramp Capacity (pcph) Ramp v/c ratio | $\begin{gathered} 4,600 \\ 0.53 \end{gathered}$ | $\begin{gathered} 2,100 \\ 0.21 \end{gathered}$ | $\begin{gathered} 2,100 \\ 0.32 \end{gathered}$ |  |  | $\begin{aligned} & 2.100 \\ & 0.47 \\ & 0 \end{aligned}$ |  |  | $\begin{gathered} 2.100 \\ 0.47 \\ 0.47 \end{gathered}$ |
|  |  |  |  |  |  |  |  |  |  |







$\underset{>\text { Express Lane (HOV) }}{\text { Key }}$

| Name | Northate Blvd Of:-Ramp |  | Del Paso Elva to Leisiure Ln |
| :---: | :---: | :---: | :---: |
| Operations tor Exiting | nes |  |  |
| Fow (opat) | 5.903 | 4.771 |  |
| Lanes | 3 | 2 |  |
| Capacit (poph) | 7.050 | 4.800 |  |
| V/cratio | 0.84 | 0.98 |  |
| Fiow Rate (caphpl) | 1,968 | 2,355 |  |
| Speed (mph) | 60.4 | 54.5 |  |
| Density (pochpo) | ${ }^{32} 6$ | 43.2 |  |
| Los | D | E |  |



$\stackrel{\text { Key }}{\text { Kxpess Lane (HOV) }}$


| Location | 1 | 2 | 3 |
| :---: | :---: | :---: | :---: |
|  | - |  |  |
| Key |  |  |  |
| Name |  |  |  |
| Off Ramp Fow Rate |  |  |  |
| ${ }^{\text {Volume (vph) }}$ PHF | 627 | 1,116 |  |
|  | 0.95 | 0.95 |  |
| $\underset{\substack{\text { Lanes } \\ \text { Terain }}}{ }$ | 1 | 1 |  |
| $\underset{\substack{\text { Terain } \\ \text { Grade \% }}}{ }$ | Level | Level |  |
| Grade Length (mi) | 0.00 | 0.00 |  |
|  | 3.0\% | 3.0\% |  |
| Truck $\begin{aligned} & \text { Rvos \% \% }\end{aligned}$ | 0.0\% | 0.0\% |  |
| ${ }_{\text {E }}^{\text {T }}$ | 1.5 | 1.5 |  |
| $\mathrm{E}_{\mathrm{n}}$ | 1.2 0.955 | 1.2 <br> 0.985 <br> 0.0 |  |
| ${ }_{\text {tov }}^{\text {top }}$ | 0.985 | ${ }_{0} 0.985$ |  |
| ${ }_{\text {Fow (poch) }}$ | 1.00 670 | ${ }^{1.00}$ |  |
| Fow Raies (pocphn) | 670 | 1,192 |  |
| Off Ramp Roadway Operations |  |  |  |
| Ramp Type Ramp Speed | Right | Left |  |
|  | 45 | ${ }^{35}$ |  |
| Ramp Capacity (pcph) Ramp v/c ratio | 2,100 0.32 | $\begin{gathered} 2.000 \\ 0.00 \\ 0.0 \end{gathered}$ |  |
|  |  |  |  |
| Adiacent Ramp for Three-Lane Mainine Segments with One-Lane Ramps |  |  |  |
| Up ${ }_{\text {Up Tye }}$ |  | Oft |  |
|  |  |  |  |
| Up Fow (poph) | No | 670 No No |  |
| Down Distance |  |  |  |
| Down Flow (poph) |  |  |  |
|  | Merse enfluence Area operations |  |  |
|  |  |  |  |
| Effective $v_{P}$ (pcph) Up Ramp $L_{\text {EQ }}$ |  |  |  |
| ${ }_{\text {down Ramp Leo }}$ |  |  |  |
|  |  |  |  |
| $\left.P_{\text {Prm( Ean }} 13.4\right)$ |  |  |  |
| $P_{f M}(\operatorname{Ean} 13.5)$ <br> $P_{\text {prow }}$ |  |  |  |
|  |  |  |  |
| $v_{s}($ Poph $)$ |  |  |  |
|  |  |  |  |
|  |  |  |  |
| $v_{\text {Praza }}(\text { Peph })^{\prime}$ |  |  |  |
| Area Speed |  |  |  |
| Outer Lanes Volume |  |  |  |
| Outer Lanes Speed |  |  |  |
| Segment Speed |  |  |  |
| $\underset{\substack{\text { Vc raio } \\ \text { Density } \\ \text { cos }}}{\text { cosem }}$ |  |  |  |
| os |  |  |  |


 $\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

[^56]


| Key |
| :---: |
| Expess Lane (HOV) |


| Name | Northgate Elvd Off-Ramp |  | Del Paso Evid to Leisure $L$ Ln |
| :---: | :---: | :---: | :---: |
| Weave Segment Operations |  |  |  |
| Summaize Segment Operations |  |  |  |
| Segment ve raio | 0.91 | 0.82 | ${ }^{0.98}$ |
| Segment Density | ${ }^{37.3}$ | ${ }^{31.2}$ | 43.2 |
| Segment Los | E | D | E |
| Over Capacity |  |  |  |






| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- | :--- |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | North of Del Paso Elivd | Del Paso Blvd On-Ramp |  | Northate Elvid On-Ram |
| :---: | :---: | :---: | :---: | :---: |
| Flow Rate in Express Lanes Operations in Express Lane |  |  |  |  |
|  |  |  |  |  |
| On Ramp Flow Rate |  |  |  |  |
| Volume (yph) |  | 570 |  | ${ }^{428}$ |
| PHF |  | 0.98 |  | 0.98 |
| Lanes |  |  |  | 1 |
| Terain |  | Level |  | Level |
| Grade \% |  | 0.0\% |  | 0.0\% |
| Grade Length (mi) |  | 0.00 |  | 0.00 |
| Truck \& Bus \% |  | 3.0\% |  | 3.0\% |
|  |  | 0.0\% |  | 0.0\% |
| $\mathrm{E}_{\mathrm{T}}$ |  | 1.5 |  | 1.5 |
| $E_{\text {r }}$ |  | 1.2 |  | 1.2 |
| ${ }_{\text {fov }}$ |  | 0.985 |  | 0.985 |
| fo |  | 1.00 |  | 1.00 |
| Flow (pcph) |  | 590 |  | 443 |
|  |  | 590 |  | ${ }_{4} 4$ |
| On Ramp Roadway Operations |  |  |  |  |
| Ramp Type |  | Right |  | Right |
| Ramp Speed (mph) |  | 45 |  | 45 |
| Ramp Capacity (pcph) Ramp v/c ratio |  | 2,100 |  | 2.100 |
|  |  |  |  |  |


| Name | Bivd | Del Paso Evid On-Ramp |  | Norftrate Elvi On. Rame |
| :---: | :---: | :---: | :---: | :---: |
| Off Ramp Fow Rate |  |  |  |  |
| Off Ramp Roadway | ations |  |  |  |
| Adiacent Ramp for Three-Lane Mainine Segmenss with one-Lane Ramps |  |  |  |  |
| ${ }_{\text {Up }}{ }_{\text {Up Tysen }}$ |  |  |  | No |
|  |  |  |  |  |
| Up Fiow (poph) |  |  |  |  |
| Down Type |  |  |  | No |
| Down Disance |  |  |  |  |
| Down Fiow (poph) |  |  |  |  |
|  |  |  |  |  |
| Merge infuence Area operations |  |  |  |  |
| Effective $\mathrm{v}_{\mathrm{P}}(\mathrm{pcph})$ Up Ramp $L_{E Q}$ Down Ramp $L_{E Q}$ $P_{\text {FM }}$ (Eqn 13-3) $P_{\text {FM }}$ (Eqn 13-4) $P_{\text {FM }}$ (Eqn 13-5) $\mathrm{P}_{\mathrm{FM}}$ $v_{12}$ (pcph) $\mathrm{v}_{3}$ (pcph) $v_{34}$ (pcph) $\mathrm{v}_{12 \mathrm{a}}$ (pcph) $\mathrm{V}_{\mathrm{R} 12 \mathrm{a}}$ (pcph) Speed Index Area Speed Outer Lanes Volume Outer Lanes Speed Segment Speed v/c ratio Density LOS |  | 2.866 |  |  |
|  |  |  |  |  |
|  |  | 0.599 |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  | 1.000 |  |  |
|  |  | 2.866 |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  | ${ }^{2.868}$ |  |  |
|  |  | 3,276 |  |  |
|  |  | $\begin{aligned} & 0.36 \\ & 56.8 \end{aligned}$ |  |  |
|  |  | 56.8 |  |  |
|  |  |  |  |  |
|  |  | 56.8 |  |  |
|  |  | 0.71 |  |  |
|  |  |  |  |  |
|  |  |  |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | Noth of Pel Paso Blvd | Del Paso Bud On-Ramp |  | Northate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Diverge infuence Area Operations |  |  |  |  |
| Eteceive $v_{p}$ (poph) |  |  |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $\left.{ }^{\text {Prof (Ean }} 13.9\right)$ |  |  |  |  |
| Pro (Eap 13-11) |  |  |  |  |
| Pro |  |  |  |  |
| $v_{12}($ Poph $)$ |  |  |  |  |
| $v_{3}$ (poph) |  |  |  |  |
|  |  |  |  |  |
| $v^{\text {vasempoph }}$ |  |  |  |  |
| Speed Index |  |  |  |  |
| Area Speed |  |  |  |  |
| Outer Lanes Volume |  |  |  |  |
| Outer Lanes Speed <br> Segment Speed |  |  |  |  |
|  |  |  |  |  |
| Segment Speed v/c ratio |  |  |  |  |
| Density |  |  |  |  |
|  |  |  |  |  |
| Ramp to off Ramp | Rate for Weave Segn |  |  |  |
| amp to Mainine | ate for Weave Seg |  |  |  |



$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$


| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- | :--- |




| Name | North of Pel Paso Blvd | Dal Paso Blvd On.Ramp | Dal Pase ivid it Notrfate Eval | Northate Evd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Weave Segment Operations Summarize Segment Operations |  |  |  |  |
|  |  |  |  |  |
| Segment VV/ raio | ${ }^{0.60}$ | ${ }^{0.71}$ | ${ }^{0.70}$ | ${ }^{0.53}$ |
| Segment Density | 24.4 | 26.0 | 25.5 | 19.1 |
| Segment Los | c | c | c | c |
| Over Capacity |  |  |  |  |

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 6,321 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 6,624 |

## On-ramp to Mainline ( $\mathrm{W}_{1}$ )

Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 687 |
| :---: |
| $4 \%$ |
| 1.5 |
| 701 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\mathrm{N}^{2} \frac{4}{\frac{5}{1,700}}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project PM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | I Street |
| Off-ramp | Richards Blvd |
|  |  |

On-ramp

| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 8,340 |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 8,740 |

On-ramp to Mainline ( $\mathrm{W}_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 585 |
| :---: |
| $4 \%$ |
| 1.5 |
| 597 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\mathrm{b}^{\frac{4}{5}} \frac{1,500}{2}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project PM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Richards Blvd |
| Off-ramp | Garden Highway |
|  |  |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\mathrm{N}_{\mathrm{b}} \frac{4}{} \frac{5}{1,175}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project PM Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Garden Highway |
| Off-ramp | El Camino Ave |
|  |  |

On-ramp

| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 9,500 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 9,956 |

On-ramp to Mainline ( $\mathrm{W}_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 874 |
| :---: |
| $4 \%$ |
| 1.5 |
| 891 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\frac{4}{5}$ |
| :---: |
| 1,900 |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project PM Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Garden Highway |
| Off-ramp | Richards Blvd |
|  |  |


| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 7,745 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 8,117 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 774 |
| :---: |
| $4 \%$ |
| 1.5 |
| 789 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 926 |
| :---: |
| $4 \%$ |
| 1.5 |
| 944 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{2,300}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Baseline No Project PM Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Richards Blvd |
| Off-ramp | J Street |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 7,280 |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 7,629 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 908 |
| :---: |
| $4 \%$ |
| 1.5 |
| 926 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 1,272 |
| :---: |
| $4 \%$ |
| 1.5 |
| 1,297 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections , Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
Pre-Event Hour

Intersection 1 I 5 SB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 664 | 691 | 104.0\% | 28.1 | 3.0 | C |
|  | Through | 3 | 2 | 80.0\% | 8.1 | 12.5 | A |
|  | Right Turn | 285 | 76 | 26.8\% | 5.1 | 0.7 | A |
|  | Subtotal | 952 | 770 | 80.8\% | 25.8 | 2.8 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 371 | 374 | 100.8\% | 28.1 | 3.5 | C |
|  | Right Turn | 61 | 55 | 90.5\% | 3.8 | 1.6 | A |
|  | Subtotal | 432 | 429 | 99.4\% | 25.0 | 2.7 | C |
| WB | Left Turn | 322 | 315 | 97.8\% | 9.5 | 1.5 | A |
|  | Through | 164 | 169 | 103.2\% | 5.4 | 1.0 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 486 | 484 | 99.6\% | 8.0 | 1.1 | A |
| Total |  | 1,870 | 1,683 | 90.0\% | 20.5 | 1.6 | C |

[^57]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 79 | 72 | 91.1\% | 35.0 | 2.9 | D |
|  | Through | 1 | 1 | 120.0\% | 10.6 | 20.3 | B |
|  | Right Turn | 276 | 278 | 100.7\% | 8.4 | 1.5 | A |
|  | Subtotal | 356 | 351 | 98.7\% | 14.0 | 2.2 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 227 | 229 | 100.8\% | 46.2 | 5.8 | D |
|  | Through Right Turn | 808 | 838 | 103.7\% | 1.9 | 0.2 | A |
|  | Subtotal | 1,035 | 1,067 | 103.1\% | 11.4 | 1.5 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 407 | 418 | 102.6\% | 15.3 | 3.0 | B |
|  | Right Turn | 792 | 561 | 70.8\% | 9.1 | 1.7 | A |
|  | Subtotal | 1,199 | 978 | 81.6\% | 11.7 | 2.0 | B |
| Total |  | 2,590 | 2,396 | 92.5\% | 11.9 | 1.1 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
Pre-Event Hour

Intersection $3 \quad$ Bercut Dr/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 297 | 91 | 30.7\% | 31.4 | 9.4 | C |
|  | Through | 46 | 48 | 105.2\% | 35.4 | 8.9 | D |
|  | Right Turn | 62 | 57 | 91.6\% | 6.6 | 1.6 | A |
|  | Subtotal | 405 | 196 | 48.5\% | 24.9 | 4.5 | C |
| SB | Left Turn | 27 | 29 | 108.1\% | 32.4 | 11.2 | C |
|  | Through | 26 | 27 | 103.1\% | 33.7 | 11.8 | C |
|  | Right Turn | 54 | 52 | 96.3\% | 5.9 | 1.6 | A |
|  | Subtotal | 107 | 108 | 100.9\% | 19.0 | 3.1 | B |
| EB | Left Turn | 13 | 14 | 104.6\% | 44.5 | 15.3 | D |
|  | Through | 865 | 852 | 98.5\% | 19.5 | 2.3 | B |
|  | Right Turn | 206 | 216 | 104.9\% | 3.1 | 0.5 | A |
|  | Subtotal | 1,084 | 1,082 | 99.8\% | 16.6 | 1.8 | B |
| WB | Left Turn | 80 | 81 | 101.5\% | 33.9 | 2.6 | C |
|  | Through | 848 | 821 | 96.8\% | 16.1 | 2.4 | B |
|  | Right Turn | 23 | 19 | 81.7\% | 11.5 | 8.2 | B |
|  | Subtotal | 951 | 921 | 96.9\% | 17.6 | 2.2 | B |
| Total |  | 2,547 | 2,307 | 90.6\% | 17.8 | 1.6 | B |

## Intersection 4 N 3rd St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 14 | 13 | 91.4\% | 43.7 | 14.8 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 5 | 6 | 128.0\% | 6.5 | 4.7 | A |
|  | Subtotal | 19 | 19 | 101.1\% | 33.7 | 12.4 | C |
| SB | Left Turn | 5 | 5 | 96.0\% | 38.7 | 28.4 | D |
|  | Through | 1 | 0 | 40.0\% | 1.3 | 4.0 | A |
|  | Right Turn | 154 | 154 | 100.3\% | 8.9 | 3.2 | A |
|  | Subtotal | 160 | 160 | 99.8\% | 10.1 | 3.3 | B |
| EB | Left Turn | 193 | 195 | 100.9\% | 40.0 | 3.4 | D |
|  | Through | 751 | 743 | 98.9\% | 5.5 | 1.4 | A |
|  | Right Turn | 10 | 10 | 100.0\% | 4.6 | 1.2 | A |
|  | Subtotal | 954 | 948 | 99.3\% | 12.6 | 0.8 | B |
| WB | Left Turn | 5 | 5 | 96.0\% | 29.1 | 23.2 | C |
|  | Through | 783 | 790 | 100.9\% | 9.1 | 2.1 | A |
|  | Right Turn | 6 | 5 | 80.0\% | 4.7 | 4.0 | A |
|  | Subtotal | 794 | 800 | 100.7\% | 9.3 | 2.2 | A |
| Total |  | 1,927 | 1,926 | 99.9\% | 11.2 | 1.2 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
Pre-Event Hour

Intersection 5
Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 276 | 261 | 94.5\% | 30.3 | 2.5 | C |
|  | Through | 279 | 259 | 92.9\% | 28.9 | 3.0 | C |
|  | Right Turn | 6 | 8 | 126.7\% | 21.0 | 19.3 | C |
|  | Subtotal | 561 | 528 | 94.0\% | 29.5 | 2.2 | C |
| SB | Left Turn | 68 | 68 | 99.4\% | 32.5 | 9.6 | C |
|  | Through | 251 | 240 | 95.8\% | 38.0 | 9.6 | D |
|  | Right Turn | 12 | 13 | 110.0\% | 27.7 | 18.7 | C |
|  | Subtotal | 331 | 321 | 97.0\% | 36.4 | 9.3 | D |
| EB | Left Turn | 26 | 23 | 87.7\% | 41.9 | 7.5 | D |
|  | Through | 678 | 668 | 98.6\% | 21.2 | 2.0 | C |
|  | Right Turn | 101 | 111 | 110.1\% | 18.3 | 4.3 | B |
|  | Subtotal | 805 | 802 | 99.7\% | 21.4 | 2.0 | C |
| WB | Left Turn | 5 | 7 | 144.0\% | 25.0 | 25.4 | C |
|  | Through | 578 | 580 | 100.4\% | 16.3 | 3.9 | B |
|  | Right Turn | 111 | 118 | 105.9\% | 14.5 | 3.6 | B |
|  | Subtotal | 694 | 705 | 101.6\% | 16.2 | 3.7 | B |
| Total |  | 2,391 | 2,356 | 98.6\% | 23.8 | 1.6 | C |

## Intersection $6 \quad$ N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 5 | 104.0\% | 18.8 | 19.7 | B |
|  | Through | 62 | 59 | 94.8\% | 30.6 | 5.1 | C |
|  | Right Turn | 36 | 38 | 104.4\% | 6.8 | 2.1 | A |
|  | Subtotal | 103 | 102 | 98.6\% | 21.5 | 4.3 | C |
| SB | Left Turn | 5 | 1 | 24.0\% | 5.8 | 14.4 | A |
|  | Through | 75 | 76 | 101.3\% | 24.4 | 3.9 | C |
|  | Right Turn | 14 | 12 | 88.6\% | 6.5 | 3.5 | A |
|  | Subtotal | 94 | 90 | 95.3\% | 21.8 | 3.7 | C |
| EB | Left Turn | 61 | 55 | 90.5\% | 36.9 | 6.5 | D |
|  | Through | 665 | 652 | 98.0\% | 17.8 | 2.6 | B |
|  | Right Turn | 26 | 26 | 101.5\% | 15.1 | 5.3 | B |
|  | Subtotal | 752 | 733 | 97.5\% | 19.2 | 2.4 | B |
| WB | Left Turn | 73 | 89 | 121.6\% | 36.0 | 4.7 | D |
|  | Through | 675 | 680 | 100.7\% | 9.1 | 1.9 | A |
|  | Right Turn | 6 | 4 | 66.7\% | 4.2 | 4.6 | A |
|  | Subtotal | 754 | 772 | 102.4\% | 12.2 | 1.8 | B |
| Total |  | 1,703 | 1,697 | 99.6\% | 16.3 | 1.1 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
Pre-Event Hour

| Intersection 7 |  | N 7th St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 60 | 69 | 114.7\% | 28.8 | 5.5 | C |
|  | Through | 148 | 142 | 96.2\% | 22.9 | 5.5 | C |
|  | Right Turn | 42 | 43 | 101.9\% | 14.1 | 8.7 | B |
|  | Subtotal | 250 | 254 | 101.6\% | 22.7 | 4.6 | C |
| SB | Left Turn | 4 | 2 | 50.0\% | 16.0 | 33.4 | B |
|  | Through | 26 | 29 | 112.3\% | 31.9 | 10.2 | C |
|  | Right Turn | 9 | 9 | 102.2\% | 26.1 | 17.6 | C |
|  | Subtotal | 39 | 40 | 103.6\% | 31.6 | 9.5 | C |
| EB | Left Turn | 5 | 4 | 80.0\% | 29.6 | 31.9 | C |
|  | Through | 663 | 658 | 99.2\% | 21.3 | 4.4 | C |
|  | Right Turn | 38 | 32 | 84.2\% | 19.2 | 6.4 | B |
|  | Subtotal | 706 | 694 | 98.2\% | 21.4 | 4.3 | C |
| WB | Left Turn | 120 | 125 | 104.0\% | 32.5 | 6.6 | C |
|  | Through | 687 | 692 | 100.8\% | 13.4 | 1.9 | B |
|  | Right Turn | 5 | 6 | 128.0\% | 8.8 | 6.8 | A |
|  | Subtotal | 812 | 824 | 101.4\% | 16.3 | 1.7 | B |
| Total |  | 1,807 | 1,812 | 100.3\% | 19.5 | 1.9 | B |

Intersection 8

N 10th St/Richards Blvd

Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 72.0\% | 23.2 | 26.7 | C |
|  | Through | 15 | 15 | 101.3\% | 34.1 | 9.7 | C |
|  | Right Turn | 59 | 60 | 101.0\% | 7.1 | 1.7 | A |
|  | Subtotal | 79 | 78 | 99.2\% | 14.0 | 3.5 | B |
| SB | Left Turn | 22 | 18 | 83.6\% | 35.7 | 10.0 | D |
|  | Through | 6 | 8 | 140.0\% | 28.8 | 12.8 | C |
|  | Right Turn | 24 | 28 | 115.0\% | 5.0 | 2.2 | A |
|  | Subtotal | 52 | 54 | 104.6\% | 19.3 | 4.5 | B |
| EB | Left Turn | 11 | 10 | 94.5\% | 40.2 | 15.5 | D |
|  | Through | 638 | 643 | 100.8\% | 16.0 | 3.2 | B |
|  | Right Turn | 10 | 10 | 104.0\% | 10.1 | 6.2 | B |
|  | Subtotal | 659 | 664 | 100.8\% | 16.3 | 3.1 | B |
| WB | Left Turn | 196 | 194 | 99.2\% | 34.0 | 3.6 | C |
|  | Through | 660 | 655 | 99.3\% | 4.7 | 0.7 | A |
|  | Right Turn | 5 | 2 | 32.0\% | 1.0 | 1.7 | A |
|  | Subtotal | 861 | 851 | 98.9\% | 11.4 | 1.5 | B |
| Total |  | 1,651 | 1,648 | 99.8\% | 13.8 | 1.8 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
Pre-Event Hour

| Intersection 9 |  | Dos Rios St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 2 | 2 | 120.0\% | 19.3 | 23.9 | B |
|  | Through | 6 | 6 | 100.0\% | 34.7 | 14.4 | C |
|  | Right Turn | 4 | 3 | 80.0\% | 4.2 | 7.8 | A |
|  | Subtotal | 12 | 12 | 96.7\% | 29.9 | 11.4 | C |
| SB | Left Turn | 30 | 37 | 124.0\% | 32.4 | 11.8 | C |
|  | Through | 5 | 6 | 120.0\% | 33.7 | 26.2 | C |
|  | Right Turn | 36 | 40 | 110.0\% | 13.0 | 4.3 | B |
|  | Subtotal | 71 | 83 | 116.6\% | 23.5 | 6.5 | C |
| EB | Left Turn | 8 | 9 | 115.0\% | 46.6 | 24.3 | D |
|  | Through | 679 | 695 | 102.4\% | 8.4 | 3.7 | A |
|  | Right Turn | 32 | 29 | 91.3\% | 9.5 | 4.6 | A |
|  | Subtotal | 719 | 734 | 102.0\% | 9.0 | 3.5 | A |
| WB | Left Turn | 14 | 16 | 117.1\% | 43.9 | 17.4 | D |
|  | Through | 823 | 814 | 98.9\% | 9.6 | 1.6 | A |
|  | Right Turn | 2 | 3 | 160.0\% | 4.0 | 7.0 | A |
|  | Subtotal | 839 | 834 | 99.4\% | 10.3 | 1.5 | B |
| Total |  | 1,641 | 1,662 | 101.3\% | 10.5 | 2.2 | B |

## Intersection 11

Bercut Dr/Bannon St
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 | 331 | 114 | 34.4\% | 5.4 | 0.6 | A |
|  | Right Turn | 3 | 2 | 66.7\% | 1.4 | 1.6 | A |
|  | Subtotal | 334 | 116 | 34.7\% | 5.3 | 0.6 | A |
| SB | Left Turn | 50 | 56 | 111.2\% | 6.7 | 1.0 | A |
|  | Through | 191 | 199 | 104.3\% | 6.8 | 1.0 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 241 | 255 | 105.7\% | 6.7 | 1.0 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 24 | 28 | 115.0\% | 8.7 | 3.1 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 37 | 38 | 102.7\% | 4.7 | 0.8 | A |
|  | Subtotal | 61 | 66 | 107.5\% | 6.3 | 1.0 | A |
| Total |  | 636 | 436 | 68.6\% | 6.3 | 0.5 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
Pre-Event Hour

Intersection 12
Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 34 | 36 | 104.7\% | 6.6 | 0.6 | A |
|  | Through | 459 | 442 | 96.2\% | 10.2 | 1.5 | B |
|  | Right Turn | 5 | 6 | 120.0\% | 5.9 | 4.8 | A |
|  | Subtotal | 498 | 483 | 97.0\% | 9.9 | 1.5 | A |
| SB | Left Turn | 62 | 58 | 94.2\% | 7.9 | 1.0 | A |
|  | Through | 282 | 276 | 97.7\% | 10.5 | 0.8 | B |
|  | Right Turn | 13 | 14 | 110.8\% | 5.9 | 2.7 | A |
|  | Subtotal | 357 | 348 | 97.6\% | 9.9 | 0.8 | A |
| EB | Left Turn | 10 | 11 | 108.0\% | 6.2 | 2.5 | A |
|  | Through | 7 | 10 | 142.9\% | 5.2 | 3.1 | A |
|  | Right Turn | 64 | 71 | 111.3\% | 4.6 | 0.7 | A |
|  | Subtotal | 81 | 92 | 113.6\% | 5.0 | 0.6 | A |
| WB | Left Turn | 1 | 0 | 40.0\% | 0.7 | 2.3 | A |
|  | Through | 8 | 9 | 110.0\% | 5.3 | 2.9 | A |
|  | Right Turn | 92 | 91 | 99.1\% | 3.8 | 0.6 | A |
|  | Subtotal | 101 | 100 | 99.4\% | 4.0 | 0.7 | A |
| Total |  | 1,037 | 1,024 | 98.7\% | 8.9 | 0.9 | A |

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

Medical Center / Stadium / Railyards SP EIR Cumulative No Project Pre-Event Hour

Intersection 18 7th St/F St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 131 | 135 | 103.2\% | 10.3 | 2.2 | B |
|  | Right Turn | 6 | 3 | 53.3\% | 3.0 | 2.2 | A |
|  | Subtotal | 137 | 138 | 101.0\% | 10.2 | 2.2 | B |
| SB | Left Turn | 253 | 235 | 92.8\% | 11.1 | 0.9 | B |
|  | Through | 174 | 170 | 97.7\% | 3.4 | 0.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 427 | 405 | 94.8\% | 7.9 | 0.8 | A |
| EB | Left Turn | 1 | 2 | 160.0\% | 4.5 | 10.1 | A |
|  | Through | 1 | 1 | 80.0\% | 4.4 | 11.0 | A |
|  | Right Turn | 2 | 2 | 80.0\% | 1.0 | 1.8 | A |
|  | Subtotal | 4 | 4 | 100.0\% | 9.7 | 13.0 | A |
| WB | Left Turn | 14 | 16 | 114.3\% | 10.8 | 4.8 | B |
|  | Through | 2 | 3 | 140.0\% | 6.6 | 6.3 | A |
|  | Right Turn | 192 | 193 | 100.6\% | 5.9 | 0.8 | A |
|  | Subtotal | 208 | 212 | 101.9\% | 6.3 | 0.7 | A |
| Total |  | 776 | 759 | 97.8\% | 7.9 | 0.7 | A |

Intersection 19
8th St/F St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 51 | 52 | 102.0\% | 6.3 | 0.5 | A |
|  | Through | 64 | 71 | 111.3\% | 5.9 | 0.5 | A |
|  | Right Turn | 3 | 4 | 146.7\% | 2.0 | 1.4 | A |
|  | Subtotal | 118 | 128 | 108.1\% | 6.0 | 0.4 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 72 | 60 | 83.3\% | 7.2 | 0.7 | A |
|  | Through Right Turn | 164 | 158 | 96.6\% | 8.1 | 0.7 | A |
|  | Subtotal | 236 | 218 | 92.5\% | 7.9 | 0.6 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 166 | 171 | 103.1\% | 6.0 | 0.3 | A |
|  | Right Turn | 3 | 4 | 146.7\% | 2.7 | 2.3 | A |
|  | Subtotal | 169 | 176 | 103.9\% | 6.0 | 0.3 | A |
| Total |  | 523 | 522 | 99.7\% | 6.8 | 0.2 | A |

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

Medical Center / Stadium / Railyards SP EIR Cumulative No Project Pre-Event Hour

Intersection 21 7th St/G St Signal

\begin{tabular}{|c|c|c|c|c|c|c|c|}
\hline \multirow[b]{2}{*}{Direction} \& \multirow[b]{2}{*}{Movement} \& \multirow[t]{2}{*}{Demand Volume (vph)} \& \multicolumn{2}{|l|}{Served Volume (vph)} \& \multicolumn{3}{|c|}{Total Delay (sec/veh)} \\
\hline \& \& \& Average \& Percent \& Average \& Std. Dev. \& LOS \\
\hline \multirow[t]{2}{*}{NB} \& \begin{tabular}{l}
Left Turn \\
Through \\
Right Turn
\end{tabular} \& 77 \& 71 \& 92.5\% \& 13.8 \& 2.2 \& B \\
\hline \& Subtotal \& 77 \& 71 \& 92.5\% \& 13.8 \& 2.2 \& B \\
\hline \multirow[t]{2}{*}{SB} \& \begin{tabular}{l}
Left Turn \\
Through \\
Right Turn
\end{tabular} \& \[
\begin{gathered}
243 \\
1
\end{gathered}
\] \& \[
\begin{gathered}
242 \\
0
\end{gathered}
\] \& \[
\begin{aligned}
\& 99.4 \% \\
\& 40.0 \%
\end{aligned}
\] \& \[
\begin{gathered}
12.2 \\
1.0
\end{gathered}
\] \& \[
\begin{aligned}
\& 1.4 \\
\& 1.1
\end{aligned}
\] \& B \\
\hline \& Subtotal \& 244 \& 242 \& 99.2\% \& 12.2 \& 1.4 \& B \\
\hline \multirow[t]{2}{*}{EB} \& Left Turn Through Right Turn \& 44
295 \& 44
292 \& \(100.0 \%\)

$98.8 \%$ \& 19.4
13.6 \& 4.0
1.6 \& B <br>
\hline \& Subtotal \& 339 \& 336 \& 99.0\% \& 14.3 \& 1.7 \& B <br>
\hline \multirow{4}{*}{WB} \& Left Turn \& 5 \& 3 \& 64.0\% \& 11.2 \& 12.5 \& B <br>
\hline \& Through \& 412 \& 388 \& 94.1\% \& 7.8 \& 1.7 \& A <br>
\hline \& Right Turn \& 189 \& 193 \& 102.0\% \& 4.5 \& 0.5 \& A <br>
\hline \& Subtotal \& 606 \& 584 \& 96.3\% \& 6.7 \& 1.2 \& A <br>
\hline \multicolumn{2}{|r|}{Total} \& 1,266 \& 1,232 \& 97.3\% \& 10.3 \& 0.8 \& B <br>
\hline
\end{tabular}

Intersection 22
5th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 12 | 10 | 86.7\% | 48.2 | 27.0 | D |
|  | Through | 351 | 327 | 93.2\% | 15.9 | 5.7 | B |
|  | Right Turn | 12 | 10 | 86.7\% | 7.1 | 3.4 | A |
|  | Subtotal | 375 | 348 | 92.8\% | 16.9 | 6.1 | B |
| SB | Left Turn | 20 | 18 | 90.0\% | 58.3 | 19.8 | E |
|  | Through | 497 | 489 | 98.4\% | 24.9 | 7.8 | C |
|  | Right Turn | 5 | 8 | 152.0\% | 15.1 | 16.5 | B |
|  | Subtotal | 522 | 514 | 98.5\% | 26.0 | 7.6 | C |
| EB | Left Turn | 5 | 3 | 56.0\% | 5.6 | 11.2 | A |
|  | Through | 23 | 18 | 80.0\% | 18.4 | 10.6 | B |
|  | Right Turn | 5 | 4 | 80.0\% | 7.7 | 16.4 | A |
|  | Subtotal | 33 | 25 | 76.4\% | 16.4 | 9.2 | B |
| WB | Left Turn | 154 | 140 | 91.2\% | 58.1 | 23.1 | E |
|  | Through | 2 | 2 | 80.0\% | 14.9 | 25.0 | B |
|  | Right Turn | 14 | 14 | 100.0\% | 37.9 | 23.6 | D |
|  | Subtotal | 170 | 156 | 91.8\% | 56.4 | 22.5 | E |
| Total |  | 1,100 | 1,044 | 94.9\% | 27.1 | 7.2 | C |

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

Medical Center / Stadium / Railyards SP EIR Cumulative No Project Pre-Event Hour

Intersection 23 6th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 143 | 130 | 90.6\% | 19.2 | 3.0 | B |
|  | Right Turn | 109 | 117 | 107.2\% | 8.4 | 1.6 | A |
|  | Subtotal | 252 | 246 | 97.8\% | 14.2 | 2.3 | B |
| SB | Left Turn | 9 | 6 | 66.7\% | 4.0 | 2.3 | A |
|  | Through | 221 | 219 | 99.2\% | 8.3 | 1.6 | A |
|  | Right Turn | 67 | 60 | 89.0\% | 5.1 | 2.3 | A |
|  | Subtotal | 297 | 285 | 95.9\% | 7.6 | 1.5 | A |
| EB | Left Turn | 10 | 8 | 80.0\% | 26.3 | 12.8 | C |
|  | Through | 21 | 16 | 76.2\% | 23.4 | 13.0 | C |
|  | Right Turn | 24 | 22 | 93.3\% | 7.7 | 3.3 | A |
|  | Subtotal | 55 | 46 | 84.4\% | 15.9 | 4.4 | B |
| WB | Left Turn | 5 | 4 | 88.0\% | 11.6 | 13.4 | B |
|  | Through | 103 | 104 | 101.0\% | 19.8 | 2.6 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 108 | 108 | 100.4\% | 19.9 | 2.6 | B |
| Total |  | 712 | 686 | 96.3\% | 12.5 | 1.0 | B |

Intersection 24
7th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 218 | 209 | 95.8\% | 10.2 | 2.0 | B |
|  | Through | 256 | 257 | 100.5\% | 7.6 | 1.3 | A |
|  | Right Turn | 4 | 3 | 80.0\% | 4.2 | 4.3 | A |
|  | Subtotal | 478 | 469 | 98.2\% | 8.8 | 1.6 | A |
| EB | Left Turn | 48 | 43 | 89.2\% | 17.3 | 4.9 | B |
|  | Through | 64 | 66 | 102.5\% | 18.3 | 3.0 | B |
|  | Right Turn | 27 | 30 | 112.6\% | 9.0 | 4.0 | A |
|  | Subtotal | 139 | 139 | 99.9\% | 16.1 | 3.3 | B |
| WB | Left Turn | 81 | 77 | 94.8\% | 31.2 | 2.0 | C |
|  | Through | 104 | 108 | 103.5\% | 30.8 | 2.1 | C |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 185 | 184 | 99.7\% | 31.0 | 1.5 | C |
| Total |  | 802 | 792 | 98.8\% | 15.3 | 1.3 | B |

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

Medical Center / Stadium / Railyards SP EIR Cumulative No Project Pre-Event Hour

Intersection 25 8th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 3 | 4 | 120.0\% | 1.6 | 1.6 | A |
|  | Through | 241 | 248 | 102.7\% | 7.0 | 1.3 | A |
|  | Right Turn | 135 | 131 | 97.2\% | 6.1 | 1.1 | A |
|  | Subtotal | 379 | 382 | 100.9\% | 6.6 | 1.1 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 13 | 14 | 104.6\% | 14.7 | 7.8 | B |
|  | Through Right Turn | 252 | 245 | 97.1\% | 12.5 | 1.3 | B |
|  | Subtotal | 265 | 258 | 97.5\% | 12.8 | 1.4 | B |
| WB | Left Turn <br> Through <br> Right Turn | 182 | 184 | 101.1\% | 9.0 | 1.3 | A |
|  | Subtotal | 182 | 184 | 101.1\% | 9.0 | 1.3 | A |
| Total |  | 826 | 825 | 99.9\% | 9.1 | 1.0 | A |

Intersection 27
5th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 410 | 402 | 98.1\% | 128.1 | 33.1 | F |
|  | Through Right Turn | 377 | 355 | 94.1\% | 23.2 | 8.9 | C |
|  | Subtotal | 787 | 757 | 96.2\% | 79.1 | 19.5 | E |
| SB | Left Turn <br> Through <br> Right Turn | 766 | 742 | 96.9\% | 28.7 | 4.9 | C |
|  | Subtotal | 766 | 742 | 96.9\% | 28.7 | 4.9 | C |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 1,098 \\ 45 \end{gathered}$ | $\begin{gathered} 1,115 \\ 41 \end{gathered}$ | $\begin{gathered} 101.6 \% \\ 91.6 \% \end{gathered}$ | $\begin{aligned} & 5.8 \\ & 3.7 \end{aligned}$ | $\begin{aligned} & 0.5 \\ & 0.7 \end{aligned}$ | $\begin{aligned} & \mathrm{A} \\ & \mathrm{~A} \end{aligned}$ |
|  | Subtotal | 1,143 | 1,156 | 101.2\% | 5.7 | 0.5 | A |
| Total |  | 2,696 | 2,656 | 98.5\% | 33.1 | 5.7 | C |

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

Medical Center / Stadium / Railyards SP EIR Cumulative No Project Pre-Event Hour

Intersection 28 6th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 29 | 26 | 91.0\% | 22.4 | 4.4 | C |
|  | Through Right Turn | 231 | 226 | 98.0\% | 22.9 | 2.8 | C |
|  | Subtotal | 260 | 253 | 97.2\% | 22.9 | 2.8 | C |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 182 \\ 68 \end{gathered}$ | $\begin{gathered} 184 \\ 62 \end{gathered}$ | $\begin{gathered} \text { 101.3\% } \\ 90.6 \% \end{gathered}$ | $\begin{aligned} & 48.0 \\ & 19.2 \end{aligned}$ | $\begin{aligned} & 4.7 \\ & 6.5 \end{aligned}$ | D |
|  | Subtotal | 250 | 246 | 98.4\% | 40.8 | 5.9 | D |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 8 | 8 | 105.0\% | 45.7 | 19.0 | D |
|  | Through | 1,046 | 1,056 | 101.0\% | 46.9 | 1.1 | D |
|  | Right Turn | 21 | 19 | 89.5\% | 41.5 | 10.7 | D |
|  | Subtotal | 1,075 | 1,084 | 100.8\% | 46.8 | 1.0 | D |
| Total |  | 1,585 | 1,582 | 99.8\% | 42.1 | 1.6 | D |

Intersection 29
7th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 341 \\ 23 \end{gathered}$ | $\begin{gathered} 341 \\ 24 \end{gathered}$ | $\begin{gathered} 99.9 \% \\ 102.6 \% \end{gathered}$ | $\begin{gathered} 19.8 \\ 6.2 \end{gathered}$ | $\begin{aligned} & 2.0 \\ & 3.4 \end{aligned}$ | $\begin{aligned} & \mathrm{B} \\ & \mathrm{~A} \end{aligned}$ |
|  | Subtotal | 364 | 364 | 100.1\% | 18.8 | 1.6 | B |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 139 \\ 1,052 \end{gathered}$ | $\begin{gathered} 135 \\ 1,062 \end{gathered}$ | $\begin{gathered} \hline 97.3 \% \\ 101.0 \% \end{gathered}$ | $\begin{aligned} & 6.2 \\ & 6.9 \end{aligned}$ | $\begin{aligned} & 1.0 \\ & 0.9 \end{aligned}$ | A |
|  | Subtotal | 1,191 | 1,197 | 100.5\% | 6.8 | 0.9 | A |
| Total |  | 1,555 | 1,562 | 100.4\% | 9.6 | 0.8 | A |

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

Medical Center / Stadium / Railyards SP EIR Cumulative No Project Pre-Event Hour

Intersection 30 8th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 187 | 193 | 103.3\% | 11.0 | 0.8 | B |
|  | Through Right Turn | 313 | 322 | 103.0\% | 21.0 | 2.1 | C |
|  | Subtotal | 500 | 516 | 103.1\% | 17.3 | 1.5 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 1,004 \\ 66 \end{gathered}$ | $\begin{gathered} 998 \\ 55 \end{gathered}$ | $\begin{aligned} & \text { 99.4\% } \\ & \text { 83.6\% } \end{aligned}$ | $\begin{gathered} 11.7 \\ 7.6 \end{gathered}$ | $\begin{aligned} & 0.8 \\ & 3.3 \end{aligned}$ | B |
|  | Subtotal | 1,070 | 1,053 | 98.4\% | 11.5 | 0.8 | B |
| Total |  | 1,570 | 1,569 | 99.9\% | 13.4 | 0.7 | B |

Intersection 31
3rd St-I 5 NB Off Ramp/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 5 | 7 | 144.0\% | 34.9 | 21.0 | C |
|  | Through | 608 | 592 | 97.4\% | 35.7 | 3.8 | D |
|  | Right Turn | 20 | 23 | 116.0\% | 22.3 | 8.9 | C |
|  | Subtotal | 633 | 623 | 98.4\% | 35.3 | 3.7 | D |
| SB | Left Turn | 234 | 240 | 102.4\% | 36.0 | 4.8 | D |
|  | Through | 187 | 190 | 101.8\% | 38.2 | 5.1 | D |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 421 | 430 | 102.1\% | 37.0 | 3.7 | D |
| EB | Left Turn | 5 | 5 | 96.0\% | 19.4 | 17.8 | B |
|  | Through | 447 | 444 | 99.4\% | 24.1 | 2.9 | C |
|  | Right Turn | 163 | 159 | 97.4\% | 22.6 | 3.8 | C |
|  | Subtotal | 615 | 608 | 98.9\% | 23.7 | 2.8 | C |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 82 | 86 | 104.4\% | 5.3 | 1.4 | A |
|  | Subtotal | 82 | 86 | 104.4\% | 5.3 | 1.4 | A |
| Total |  | 1,751 | 1,746 | 99.7\% | 30.1 | 2.5 | C |

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

Medical Center / Stadium / Railyards SP EIR Cumulative No Project

Pre-Event Hour

Intersection 32 5th St/J St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 295 | 288 | 97.8\% | 13.7 | 4.1 | B |
|  | Right Turn | 245 | 244 | 99.8\% | 5.6 | 0.8 | A |
|  | Subtotal | 540 | 533 | 98.7\% | 10.0 | 2.2 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 492 | 482 | 97.9\% | 29.1 | 24.8 | C |
|  | Through | 829 | 830 | 100.1\% | 10.3 | 1.7 | B |
|  | Right Turn | 50 | 53 | 105.6\% | 9.5 | 2.8 | A |
|  | Subtotal | 1,371 | 1,364 | 99.5\% | 16.8 | 9.2 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,911 | 1,897 | 99.3\% | 14.9 | 7.0 | B |

Intersection 33 7th St/J St 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 | 11 | 12 | 112.7\% | 9.1 | 5.3 | A |
|  | Through Right Turn | 469 | 466 | 99.4\% | 12.0 | 0.4 | B |
|  | Subtotal | 480 | 479 | 99.8\% | 12.0 | 0.5 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 834 | 852 | 102.2\% | 8.7 | 1.2 | A |
|  | Right Turn | 302 | 309 | 102.3\% | 7.8 | 1.3 | A |
|  | Subtotal | 1,136 | 1,161 | 102.2\% | 8.5 | 1.2 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,616 | 1,640 | 101.5\% | 9.5 | 0.8 | A |

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

Medical Center / Stadium / Railyards SP EIR Cumulative No Project Pre-Event Hour

Intersection 64 5th St/G St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 319 | 299 | 93.8\% | 7.5 | 1.4 | A |
|  | Right Turn | 51 | 46 | 90.2\% | 3.8 | 2.0 | A |
|  | Subtotal | 370 | 345 | 93.3\% | 7.0 | 1.3 | A |
| SB | Left Turn | 165 | 168 | 101.8\% | 33.3 | 6.3 | C |
|  | Through | 337 | 342 | 101.5\% | 9.1 | 5.3 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 502 | 510 | 101.6\% | 17.1 | 6.0 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 185 | 178 | 96.0\% | 47.6 | 3.1 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 101 | 87 | 86.3\% | 18.1 | 3.7 | B |
|  | Subtotal | 286 | 265 | 92.6\% | 37.9 | 3.6 | D |
| Total |  | 1,158 | 1,120 | 96.7\% | 18.9 | 2.6 | B |

Intersection 65
6th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 19 | 16 | 84.2\% | 15.9 | 9.7 | B |
|  | Through | 83 | 74 | 89.6\% | 7.0 | 1.5 | A |
|  | Right Turn | 49 | 44 | 89.8\% | 3.5 | 1.0 | A |
|  | Subtotal | 151 | 134 | 89.0\% | 7.2 | 1.7 | A |
| SB | Left Turn | 124 | 126 | 101.6\% | 16.3 | 3.1 | B |
|  | Through | 188 | 181 | 96.4\% | 11.2 | 1.7 | B |
|  | Right Turn | 10 | 8 | 76.0\% | 8.3 | 7.9 | A |
|  | Subtotal | 322 | 315 | 97.8\% | 13.2 | 1.5 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 166 | 163 | 98.3\% | 10.2 | 2.7 | B |
|  | Right Turn | 50 | 52 | 103.2\% | 3.2 | 2.2 | A |
|  | Subtotal | 216 | 215 | 99.4\% | 8.6 | 2.1 | A |
| WB | Left Turn | 72 | 72 | 99.4\% | 30.2 | 8.2 | C |
|  | Through | 257 | 240 | 93.4\% | 22.3 | 2.6 | C |
|  | Right Turn | 84 | 78 | 92.4\% | 14.6 | 4.6 | B |
|  | Subtotal | 413 | 389 | 94.2\% | 22.1 | 2.3 | C |
| Total |  | 1,102 | 1,053 | 95.6\% | 14.8 | 1.6 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
PreEvent Hour Peak Hour

Intersection 36 5th St/Tower Bridge Gateway Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 3 | 64.0\% | 23.6 | 26.8 | C |
|  | Through | 570 | 564 | 99.0\% | 24.0 | 1.7 | C |
|  | Right Turn | 57 | 56 | 98.9\% | 5.8 | 0.8 | A |
|  | Subtotal | 632 | 624 | 98.7\% | 22.4 | 1.4 | C |
| SB | Left Turn | 74 | 72 | 97.8\% | 39.3 | 5.1 | D |
|  | Through | 276 | 285 | 103.3\% | 17.8 | 2.8 | B |
|  | Right Turn | 291 | 309 | 106.3\% | 10.0 | 2.2 | B |
|  | Subtotal | 641 | 667 | 104.0\% | 16.5 | 1.5 | B |
| EB | Left Turn | 235 | 225 | 95.7\% | 31.2 | 4.8 | C |
|  | Through | 35 | 29 | 82.3\% | 17.4 | 6.4 | B |
|  | Right Turn | 5 | 5 | 96.0\% | 1.2 | 1.5 | A |
|  | Subtotal | 275 | 258 | 94.0\% | 29.4 | 4.9 | C |
| WB | Left Turn | 63 | 60 | 95.9\% | 42.2 | 6.7 | D |
|  | Through | 116 | 118 | 101.4\% | 29.3 | 4.6 | C |
|  | Right Turn | 82 | 90 | 109.8\% | 10.7 | 2.0 | B |
|  | Subtotal | 261 | 268 | 102.7\% | 26.0 | 2.3 | C |
| Total |  | 1,809 | 1,817 | 100.5\% | 21.7 | 1.3 | C |

## Intersection 37 3rd St-Riverfront St/Tower Bridge Gateway <br> Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 6 | 6 | 93.3\% | 22.2 | 26.2 | C |
|  | Through | 368 | 345 | 93.7\% | 19.7 | 3.2 | B |
|  | Right Turn | 45 | 48 | 107.6\% | 8.6 | 3.7 | A |
|  | Subtotal | 419 | 399 | 95.2\% | 18.4 | 3.0 | B |
| SB | Left Turn | 38 | 38 | 100.0\% | 22.3 | 8.5 | C |
|  | Through | 89 | 96 | 107.9\% | 23.6 | 2.5 | C |
|  | Right Turn | 16 | 16 | 102.5\% | 3.7 | 1.4 | A |
|  | Subtotal | 143 | 150 | 105.2\% | 21.1 | 2.0 | C |
| EB | Left Turn | 20 | 16 | 78.0\% | 28.1 | 12.4 | C |
|  | Through | 144 | 143 | 99.4\% | 17.9 | 5.7 | B |
|  | Right Turn | 2 | 2 | 100.0\% | 4.9 | 7.6 | A |
|  | Subtotal | 166 | 161 | 96.9\% | 19.0 | 5.1 | B |
| WB | Left Turn | 18 | 10 | 57.8\% | 19.4 | 15.1 | B |
|  | Through | 239 | 243 | 101.6\% | 17.6 | 3.8 | B |
|  | Right Turn | 44 | 44 | 100.9\% | 7.6 | 3.6 | A |
|  | Subtotal | 301 | 298 | 98.9\% | 16.4 | 3.2 | B |
| Total |  | 1,029 | 1,008 | 97.9\% | 18.2 | 2.1 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project
Pre-Event Hour

Intersection 17 12th St/E St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 78 | 79 | 101.0\% | 6.0 | 1.3 | A |
|  | Through | 578 | 591 | 102.3\% | 4.5 | 0.7 | A |
|  | Right Turn | 5 | 6 | 128.0\% | 2.6 | 4.1 | A |
|  | Subtotal | 661 | 676 | 102.3\% | 4.7 | 0.7 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 95 | 91 | 96.0\% | 16.1 | 2.9 | B |
|  | Right Turn | 8 | 7 | 85.0\% | 5.1 | 6.0 | A |
|  | Subtotal | 103 | 98 | 95.1\% | 15.4 | 2.7 | B |
| WB | Left Turn | 20 | 17 | 86.0\% | 20.3 | 10.4 | C |
|  | Through | 20 | 18 | 90.0\% | 16.5 | 7.1 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 40 | 35 | 88.0\% | 20.0 | 4.1 | C |
| Total |  | 804 | 810 | 100.7\% | 6.7 | 0.6 | A |

Intersection 20 12th St/F St Signal

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 18 | 14 | 80.0\% | 7.7 | 4.9 | A |
|  | Through | 583 | 590 | 101.1\% | 7.2 | 1.4 | A |
|  | Right Turn | 5 | 5 | 96.0\% | 2.8 | 3.8 | A |
|  | Subtotal | 606 | 609 | 100.5\% | 7.2 | 1.4 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 116 | 112 | 96.6\% | 14.9 | 2.8 | B |
|  | Right Turn | 99 | 95 | 95.8\% | 6.2 | 1.7 | A |
|  | Subtotal | 215 | 207 | 96.2\% | 11.0 | 2.1 | B |
| WB | Left Turn | 7 | 5 | 74.3\% | 14.1 | 12.5 | B |
|  | Through | 125 | 127 | 101.8\% | 15.7 | 2.2 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 132 | 132 | 100.3\% | 15.8 | 2.1 | B |
| Total |  | 953 | 948 | 99.5\% | 9.2 | 0.9 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Cumulative No Project (2007 Railyards Plan)
Volume and Delay by Movement
Pre-Event Hour

## Intersection 13

7th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 208 | 218 | 104.8\% | 18.2 | 5.5 | B |
|  | Right Turn | 146 | 136 | 92.9\% | 14.2 | 5.6 | B |
|  | Subtotal | 354 | 354 | 99.9\% | 16.7 | 5.1 | B |
| SB | Left Turn | 57 | 67 | 117.2\% | 27.4 | 3.7 | C |
|  | Through | 244 | 240 | 98.5\% | 11.9 | 1.7 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 301 | 307 | 102.1\% | 15.3 | 1.6 | B |
| EB | Left Turn | 21 | 15 | 72.4\% | 9.8 | 7.7 | A |
|  | Through | 695 | 689 | 99.2\% | 11.4 | 2.2 | B |
|  | Right Turn | 69 | 71 | 103.2\% | 8.5 | 3.2 | A |
|  | Subtotal | 785 | 776 | 98.8\% | 11.1 | 2.1 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,440 | 1,436 | 99.8\% | 13.4 | 1.7 | B |

Intersection 14 Dos Rios St/N B St-N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 40 | 42 | 105.0\% | 32.7 | 8.2 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 41 | 43 | 105.4\% | 34.7 | 7.0 | C |
|  | Subtotal | 81 | 85 | 105.2\% | 34.2 | 6.4 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 630 | 626 | 99.4\% | 27.4 | 3.2 | C |
|  | Right Turn | 166 | 156 | 93.7\% | 8.7 | 2.1 | A |
|  | Subtotal | 796 | 782 | 98.2\% | 23.7 | 2.6 | C |
| SW | Left Turn | 28 | 31 | 110.0\% | 24.8 | 10.3 | C |
|  | Through | 742 | 742 | 100.1\% | 20.8 | 2.3 | C |
|  | Right Turn | 5 | 4 | 72.0\% | 2.6 | 2.1 | A |
|  | Subtotal | 775 | 777 | 100.2\% | 20.8 | 2.3 | C |
| Total |  | 1,652 | 1,644 | 99.5\% | 22.9 | 2.1 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Cumulative No Project (2007 Railyards Plan)
Volume and Delay by Movement
Pre-Event Hour

Intersection 15
N 16th St/N B St
Signal

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS

Intersection 38 5th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 337 | 298 | 88.5\% | 24.3 | 2.8 | C |
|  | Through | 101 | 97 | 95.8\% | 13.2 | 3.5 | B |
|  | Right Turn | 9 | 4 | 44.4\% | 6.4 | 5.8 | A |
|  | Subtotal | 447 | 399 | 89.3\% | 21.5 | 2.5 | C |
| SB | Left Turn | 73 | 70 | 96.4\% | 28.2 | 5.6 | C |
|  | Through | 130 | 134 | 102.8\% | 17.7 | 3.8 | B |
|  | Right Turn | 48 | 43 | 90.0\% | 11.9 | 4.7 | B |
|  | Subtotal | 251 | 247 | 98.5\% | 20.0 | 1.7 | C |
| EB | Left Turn | 4 | 4 | 90.0\% | 11.3 | 16.1 | B |
|  | Through | 475 | 470 | 99.0\% | 19.6 | 2.4 | B |
|  | Right Turn | 97 | 103 | 106.0\% | 16.3 | 2.8 | B |
|  | Subtotal | 576 | 577 | 100.1\% | 19.0 | 2.3 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,274 | 1,223 | 96.0\% | 20.1 | 1.4 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Cumulative No Project (2007 Railyards Plan)
Volume and Delay by Movement
Pre-Event Hour

Intersection 39
6th St/N B St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 296 | 293 | 99.1\% | 12.5 | 3.3 | B |
|  | Subtotal | 296 | 293 | 99.1\% | 12.5 | 3.3 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 489 \\ 67 \end{gathered}$ | $\begin{gathered} 482 \\ 65 \end{gathered}$ | $\begin{aligned} & 98.7 \% \\ & 96.7 \% \end{aligned}$ | $\begin{aligned} & 0.8 \\ & 0.6 \end{aligned}$ | $\begin{aligned} & 0.2 \\ & 0.4 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 556 | 547 | 98.4\% | 0.7 | 0.1 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 852 | 840 | 98.6\% | 4.9 | 1.5 | A |

Intersection 40
8th St/N B St
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 |  |  |  |  |  |  |
|  | Right Turn | 5 | 4 | 88.0\% | 4.0 | 3.7 | A |
|  | Subtotal | 5 | 4 | 88.0\% | 4.0 | 3.7 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 896 | 874 | 97.5\% | 1.5 | 0.2 | A |
|  | Right Turn | 2 | 3 | 140.0\% | 0.4 | 0.7 | A |
|  | Subtotal | 898 | 877 | 97.6\% | 1.5 | 0.2 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 903 | 881 | 97.6\% | 1.5 | 0.2 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Cumulative No Project (2007 Railyards Plan)
Volume and Delay by Movement
Pre-Event Hour

Intersection 41
10th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 17 | 15 | 89.4\% | 10.4 | 6.1 | B |
|  | Right Turn | 50 | 53 | 105.6\% | 6.6 | 1.1 | A |
|  | Subtotal | 67 | 68 | 101.5\% | 7.4 | 1.4 | A |
| SB | Left Turn | 4 | 4 | 100.0\% | 16.1 | 20.6 | B |
|  | Through | 284 | 280 | 98.7\% | 10.2 | 1.5 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 288 | 284 | 98.8\% | 10.6 | 1.2 | B |
| EB | Left Turn | 144 | 140 | 97.2\% | 9.9 | 1.9 | A |
|  | Through | 742 | 720 | 97.1\% | 8.4 | 0.9 | A |
|  | Right Turn | 30 | 32 | 106.7\% | 5.9 | 2.4 | A |
|  | Subtotal | 916 | 892 | 97.4\% | 8.6 | 0.8 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,271 | 1,245 | 97.9\% | 9.0 | 0.7 | A |

Intersection 42
Bercut Dr/South Park St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 168 | 158 | 93.8\% | 11.1 | 1.4 | B |
|  | Right Turn | 15 | 17 | 112.0\% | 5.4 | 2.1 | A |
|  | Subtotal | 183 | 174 | 95.3\% | 10.5 | 1.4 | B |
| SB | Left Turn | 57 | 56 | 97.5\% | 6.3 | 1.4 | A |
|  | Through | 106 | 98 | 92.5\% | 7.3 | 0.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 163 | 154 | 94.2\% | 6.9 | 0.8 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 153 | 150 | 98.3\% | 5.7 | 1.9 | A |
|  | Subtotal | 153 | 150 | 98.3\% | 5.7 | 1.9 | A |
| Total |  | 499 | 478 | 95.9\% | 7.9 | 1.2 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Cumulative No Project (2007 Railyards Plan)
Volume and Delay by Movement
Pre-Event Hour

Intersection 43
5th St/South Park St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 5 | 96.0\% | 13.9 | 14.7 | B |
|  | Through | 331 | 307 | 92.8\% | 10.0 | 1.9 | A |
|  | Right Turn | 22 | 27 | 121.8\% | 6.9 | 2.8 | A |
|  | Subtotal | 358 | 339 | 94.6\% | 9.9 | 2.0 | A |
| SB | Left Turn | 14 | 13 | 94.3\% | 29.5 | 8.3 | C |
|  | Through | 218 | 222 | 101.8\% | 9.6 | 1.2 | A |
|  | Right Turn | 34 | 40 | 117.6\% | 5.1 | 2.0 | A |
|  | Subtotal | 266 | 275 | 103.5\% | 10.0 | 1.4 | B |
| EB | Left Turn | 24 | 20 | 85.0\% | 9.5 | 4.3 | A |
|  | Through | 35 | 36 | 104.0\% | 7.6 | 3.3 | A |
|  | Right Turn | 5 | 6 | 120.0\% | 3.1 | 3.7 | A |
|  | Subtotal | 64 | 63 | 98.1\% | 8.1 | 2.6 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 688 | 677 | 98.4\% | 9.8 | 1.4 | A |

Intersection 44
Judah St/South Park St
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 | 18 | 17 | 93.3\% | 6.0 | 2.2 | A |
|  | Right Turn | 16 | 17 | 107.5\% | 3.7 | 1.6 | A |
|  | Subtotal | 34 | 34 | 100.0\% | 5.5 | 1.0 | A |
| SB | Left Turn Through Right Turn | 10 | 8 | 84.0\% | 4.6 | 2.8 | A |
|  | Subtotal | 10 | 8 | 84.0\% | 4.6 | 2.8 | A |
| EB | Left Turn | 10 | 12 | 120.0\% | 2.4 | 0.5 | A |
|  | Through | 47 | 49 | 104.7\% | 0.9 | 0.2 | A |
|  | Right Turn | 14 | 16 | 111.4\% | 0.9 | 0.5 | A |
|  | Subtotal | 71 | 77 | 108.2\% | 1.1 | 0.3 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 115 | 119 | 103.7\% | 2.6 | 0.3 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative No Project (2007 Railyards Plan)

Intersection 45
6th St/South Park St
Side-street Stop


Intersection 46 7th St/South Park St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 346 | 333 | 96.3\% | 9.9 | 1.6 | A |
|  | Right Turn | 45 | 50 | 111.1\% | 6.9 | 3.0 | A |
|  | Subtotal | 391 | 383 | 98.0\% | 9.5 | 1.5 | A |
| SB | Left Turn | 31 | 27 | 86.5\% | 42.0 | 10.0 | D |
|  | Through | 200 | 198 | 99.2\% | 3.9 | 1.3 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 231 | 225 | 97.5\% | 8.4 | 3.3 | A |
| EB | Left Turn | 21 | 27 | 129.5\% | 23.5 | 13.9 | C |
|  | Through | 15 | 16 | 104.0\% | 21.3 | 12.7 | C |
|  | Right Turn | 1 | 1 | 120.0\% | 1.2 | 1.9 | A |
|  | Subtotal | 37 | 44 | 118.9\% | 22.7 | 10.4 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 659 | 652 | 99.0\% | 10.1 | 1.7 | B |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative No Project (2007 Railyards Plan)

Intersection 47
Railyards Blvd/Jibboom St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 72.0\% | 38.7 | 43.4 | D |
|  | Through | 168 | 142 | 84.3\% | 43.8 | 8.2 | D |
|  | Right Turn | 5 | 3 | 56.0\% | 24.7 | 30.7 | C |
|  | Subtotal | 178 | 148 | 83.1\% | 44.1 | 8.6 | D |
| SB | Left Turn | 164 | 159 | 97.1\% | 54.0 | 5.9 | D |
|  | Through | 170 | 172 | 101.4\% | 31.3 | 5.1 | C |
|  | Right Turn | 44 | 40 | 90.0\% | 27.1 | 9.4 | C |
|  | Subtotal | 378 | 371 | 98.2\% | 40.7 | 3.2 | D |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 678 | 672 | 99.1\% | 20.7 | 2.5 | C |
|  | Right Turn | 5 | 6 | 112.0\% | 21.1 | 14.3 | C |
|  | Subtotal | 683 | 678 | 99.2\% | 20.7 | 2.5 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 856 | 874 | 102.1\% | 12.0 | 2.1 | B |
|  | Right Turn | 76 | 66 | 86.3\% | 2.7 | 1.0 | A |
|  | Subtotal | 932 | 940 | 100.8\% | 11.3 | 1.9 | B |
| Total |  | 2,171 | 2,136 | 98.4\% | 21.7 | 1.7 | C |

Intersection 48 Bercut Dr/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 49 | 58 | 118.4\% | 58.5 | 8.0 | E |
|  | Through Right Turn | 35 | 38 | 109.7\% | 36.2 | 11.8 | D |
|  | Subtotal | 84 | 96 | 114.8\% | 50.0 | 4.2 | D |
| SB | Left Turn | 1 | 1 | 80.0\% | 13.3 | 29.1 | B |
|  | Through | 13 | 12 | 95.4\% | 38.6 | 18.9 | D |
|  | Right Turn | 92 | 82 | 88.7\% | 24.1 | 5.8 | C |
|  | Subtotal | 106 | 95 | 89.4\% | 26.1 | 6.4 | C |
| EB | Left Turn | 209 | 177 | 84.6\% | 58.9 | 4.4 | E |
|  | Through | 414 | 422 | 101.8\% | 11.7 | 2.0 | B |
|  | Right Turn | 224 | 226 | 100.9\% | 8.2 | 1.2 | A |
|  | Subtotal | 847 | 824 | 97.3\% | 21.0 | 2.3 | C |
| WB | Left Turn | 1 | 1 | 80.0\% | 14.9 | 25.6 | B |
|  | Through | 700 | 729 | 104.2\% | 20.0 | 4.8 | B |
|  | Right Turn | 30 | 30 | 100.0\% | 5.7 | 2.5 | A |
|  | Subtotal | 731 | 760 | 104.0\% | 19.5 | 4.7 | B |
| Total |  | 1,768 | 1,776 | 100.4\% | 22.2 | 2.5 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Cumulative No Project (2007 Railyards Plan)
Volume and Delay by Movement
Pre-Event Hour

Intersection 49
Huntington St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 39 | 27 | 69.7\% | 60.3 | 14.8 | E |
|  | Through | 38 | 32 | 84.2\% | 29.9 | 7.1 | C |
|  | Right Turn | 24 | 20 | 85.0\% | 11.5 | 7.8 | B |
|  | Subtotal | 101 | 80 | 78.8\% | 35.7 | 9.4 | D |
| SB | Left Turn | 14 | 12 | 85.7\% | 55.5 | 19.4 | E |
|  | Through | 23 | 21 | 92.2\% | 34.3 | 15.0 | C |
|  | Right Turn | 5 | 8 | 160.0\% | 5.9 | 5.4 | A |
|  | Subtotal | 42 | 41 | 98.1\% | 34.4 | 9.5 | C |
| EB | Left Turn | 15 | 14 | 90.7\% | 65.5 | 18.4 | E |
|  | Through | 363 | 368 | 101.5\% | 5.1 | 1.7 | A |
|  | Right Turn | 26 | 32 | 124.6\% | 3.2 | 2.0 | A |
|  | Subtotal | 404 | 414 | 102.6\% | 7.0 | 2.0 | A |
| WB | Left Turn | 23 | 28 | 121.7\% | 63.4 | 10.4 | E |
|  | Through | 603 | 637 | 105.7\% | 7.6 | 1.0 | A |
|  | Right Turn | 75 | 80 | 106.1\% | 3.4 | 1.7 | A |
|  | Subtotal | 701 | 745 | 106.2\% | 9.2 | 0.8 | A |
| Total |  | 1,248 | 1,280 | 102.6\% | 11.0 | 1.1 | B |

Intersection 50 Stanford St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 3 | 2 | 53.3\% | 19.0 | 28.7 | B |
|  | Through | 5 | 4 | 72.0\% | 27.1 | 29.5 | C |
|  | Right Turn | 21 | 24 | 114.3\% | 5.9 | 1.9 | A |
|  | Subtotal | 29 | 29 | 100.7\% | 11.1 | 6.0 | B |
| SB | Left Turn | 7 | 9 | 125.7\% | 35.2 | 16.8 | D |
|  | Through | 14 | 12 | 88.6\% | 30.6 | 22.1 | C |
|  | Right Turn | 5 | 6 | 112.0\% | 6.0 | 6.6 | A |
|  | Subtotal | 26 | 27 | 103.1\% | 25.6 | 13.2 | C |
| EB | Left Turn | 5 | 2 | 40.0\% | 29.2 | 39.8 | C |
|  | Through | 418 | 417 | 99.7\% | 5.2 | 1.7 | A |
|  | Right Turn | 14 | 15 | 105.7\% | 2.6 | 4.1 | A |
|  | Subtotal | 437 | 434 | 99.2\% | 5.4 | 1.7 | A |
| WB | Left Turn | 10 | 9 | 92.0\% | 49.2 | 29.8 | D |
|  | Through | 681 | 721 | 105.9\% | 4.9 | 0.8 | A |
|  | Right Turn | 17 | 18 | 103.5\% | 4.1 | 5.7 | A |
|  | Subtotal | 708 | 748 | 105.6\% | 5.5 | 1.0 | A |
| Total |  | 1,200 | 1,238 | 103.1\% | 6.1 | 1.2 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Cumulative No Project (2007 Railyards Plan)
Volume and Delay by Movement
Pre-Event Hour

Intersection 51
5th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 95 | 91 | 95.6\% | 61.9 | 8.4 | E |
|  | Through | 142 | 146 | 103.1\% | 34.6 | 7.0 | C |
|  | Right Turn | 65 | 59 | 90.5\% | 25.6 | 9.3 | C |
|  | Subtotal | 302 | 296 | 98.0\% | 41.0 | 5.8 | D |
| SB | Left Turn | 5 | 6 | 112.0\% | 65.5 | 39.8 | E |
|  | Through | 118 | 118 | 100.3\% | 43.5 | 3.0 | D |
|  | Right Turn | 90 | 85 | 94.7\% | 30.0 | 7.1 | C |
|  | Subtotal | 213 | 209 | 98.2\% | 39.1 | 3.8 | D |
| EB | Left Turn | 57 | 54 | 94.0\% | 61.7 | 9.6 | E |
|  | Through | 356 | 349 | 98.1\% | 11.2 | 2.0 | B |
|  | Right Turn | 33 | 33 | 99.4\% | 8.0 | 3.8 | A |
|  | Subtotal | 446 | 436 | 97.7\% | 17.0 | 2.6 | B |
| WB | Left Turn | 13 | 13 | 101.5\% | 67.3 | 13.1 | E |
|  | Through | 523 | 578 | 110.5\% | 9.3 | 2.5 | A |
|  | Right Turn | 140 | 131 | 93.7\% | 5.9 | 2.0 | A |
|  | Subtotal | 676 | 722 | 106.9\% | 9.7 | 2.4 | A |
| Total |  | 1,637 | 1,663 | 101.6\% | 20.9 | 2.2 | C |

Intersection 52 Judah St/Railyards Blvd Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 25 | 25 | 99.2\% | 6.9 | 2.4 | A |
|  | Subtotal | 25 | 25 | 99.2\% | 6.9 | 2.4 | A |
| EB | Left Turn | 14 | 15 | 105.7\% | 7.1 | 4.7 | A |
|  | Through Right Turn | 412 | 402 | 97.5\% | 2.0 | 0.8 | A |
|  | Subtotal | 426 | 416 | 97.7\% | 2.2 | 1.0 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 651 | 698 | 107.2\% | 0.9 | 0.2 | A |
|  | Right Turn | 17 | 16 | 96.5\% | 0.6 | 0.4 | A |
|  | Subtotal | 668 | 714 | 106.9\% | 0.9 | 0.2 | A |
| Total |  | 1,119 | 1,156 | 103.3\% | 1.5 | 0.4 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Cumulative No Project (2007 Railyards Plan)
Volume and Delay by Movement
Pre-Event Hour

Intersection 53
6th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 8 | 9 | 115.0\% | 37.5 | 27.2 | D |
|  | Through | 153 | 154 | 100.7\% | 40.8 | 5.3 | D |
|  | Right Turn | 34 | 39 | 115.3\% | 28.3 | 10.0 | C |
|  | Subtotal | 195 | 202 | 103.8\% | 38.8 | 5.4 | D |
| SB | Left Turn | 64 | 66 | 103.1\% | 67.8 | 11.5 | E |
|  | Through | 82 | 87 | 105.9\% | 36.0 | 7.3 | D |
|  | Right Turn | 41 | 46 | 112.2\% | 22.7 | 7.6 | C |
|  | Subtotal | 187 | 199 | 106.3\% | 43.6 | 6.6 | D |
| EB | Left Turn | 138 | 109 | 79.1\% | 59.1 | 6.6 | E |
|  | Through | 266 | 284 | 106.8\% | 31.7 | 3.3 | C |
|  | Right Turn | 8 | 9 | 110.0\% | 25.1 | 14.4 | C |
|  | Subtotal | 412 | 402 | 97.6\% | 39.1 | 2.5 | D |
| WB | Left Turn | 238 | 236 | 99.3\% | 22.2 | 4.7 | C |
|  | Through | 619 | 646 | 104.4\% | 6.2 | 1.3 | A |
|  | Right Turn | 7 | 12 | 165.7\% | 2.2 | 1.8 | A |
|  | Subtotal | 864 | 894 | 103.5\% | 10.4 | 1.9 | B |
| Total |  | 1,658 | 1,698 | 102.4\% | 24.4 | 1.1 | C |

Intersection 54 7th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 317 | 351 | 110.8\% | 43.2 | 6.7 | D |
|  | Through Right Turn | 199 | 208 | 104.3\% | 17.0 | 2.6 | B |
|  | Subtotal | 516 | 559 | 108.3\% | 33.5 | 4.5 | C |
| SB | Left Turn <br> Through | 143 | 142 | 99.0\% | 38.4 | 7.3 | D |
|  | Right Turn | 58 | 66 | 114.5\% | 28.2 | 9.5 | C |
|  | Subtotal | 201 | 208 | 103.5\% | 35.1 | 6.7 | D |
| EB | Left Turn | 190 | 171 | 90.1\% | 31.5 | 2.8 | C |
|  | Right Turn | 174 | 186 | 106.7\% | 17.0 | 2.4 | B |
|  | Subtotal | 364 | 357 | 98.0\% | 23.9 | 2.4 | C |
| WB | Left Turn | 281 | 256 | 91.2\% | 41.5 | 4.2 | D |
|  | Through | 489 | 462 | 94.5\% | 42.8 | 3.8 | D |
|  | Right Turn | 2 | 4 | 180.0\% | 19.1 | 21.6 | B |
|  | Subtotal | 772 | 722 | 93.5\% | 42.1 | 2.6 | D |
| Total |  | 1,853 | 1,846 | 99.6\% | 35.2 | 1.8 | D |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Cumulative No Project (2007 Railyards Plan)
Volume and Delay by Movement
Pre-Event Hour

Intersection 55
8th St/Railyards Blvd
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 5 | 3 | 56.0\% | 2.6 | 2.4 | A |
|  | Subtotal | 5 | 3 | 56.0\% | 2.3 | 2.6 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 722 \\ 5 \end{gathered}$ | $\begin{gathered} 718 \\ 6 \end{gathered}$ | $\begin{gathered} 99.5 \% \\ 128.0 \% \end{gathered}$ | $\begin{aligned} & 0.3 \\ & 0.1 \end{aligned}$ | $\begin{aligned} & 0.1 \\ & 0.1 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 727 | 725 | 99.7\% | 0.3 | 0.1 | A |
| Total |  | 732 | 728 | 99.4\% | 0.3 | 0.1 | A |

Intersection 56 10th St/Railyards Blvd 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 |  |  |  |  |  |  |
|  | Right Turn | 275 | 264 | 96.0\% | 7.1 | 1.1 | A |
|  | Subtotal | 275 | 264 | 96.0\% | 7.1 | 1.1 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 441 | 447 | 101.3\% | 8.3 | 1.6 | A |
|  | Right Turn | 9 | 11 | 124.4\% | 6.3 | 2.0 | A |
|  | Subtotal | 450 | 458 | 101.8\% | 8.3 | 1.6 | A |
| Total |  | 725 | 722 | 99.6\% | 7.8 | 1.2 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative No Project (2007 Railyards Plan)
Pre-Event Hour

Intersection 57
Bercut Dr/Camille Ln
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 3 | 64.0\% | 10.6 | 12.6 | B |
|  | Through | 84 | 88 | 105.2\% | 14.3 | 2.6 | B |
|  | Right Turn | 93 | 95 | 101.9\% | 7.5 | 2.3 | A |
|  | Subtotal | 182 | 186 | 102.4\% | 10.8 | 2.0 | B |
| SB | Left Turn | 132 | 136 | 102.7\% | 21.6 | 3.5 | C |
|  | Through | 62 | 63 | 101.9\% | 7.3 | 2.2 | A |
|  | Right Turn | 5 | 4 | 80.0\% | 1.4 | 1.5 | A |
|  | Subtotal | 199 | 203 | 101.9\% | 16.9 | 2.9 | B |
| EB | Left Turn | 5 | 6 | 128.0\% | 8.9 | 7.2 | A |
|  | Through | 165 | 165 | 100.1\% | 11.7 | 3.4 | B |
|  | Right Turn | 5 | 5 | 96.0\% | 4.4 | 5.8 | A |
|  | Subtotal | 175 | 176 | 100.8\% | 11.5 | 3.2 | B |
| WB | Left Turn | 86 | 76 | 87.9\% | 17.5 | 4.5 | B |
|  | Through | 168 | 152 | 90.5\% | 15.2 | 2.9 | B |
|  | Right Turn | 5 | 6 | 112.0\% | 6.9 | 6.5 | A |
|  | Subtotal | 259 | 233 | 90.0\% | 15.7 | 3.1 | B |
| Total |  | 815 | 799 | 98.0\% | 13.9 | 2.1 | B |

Intersection 58 Huntington St/Camille Ln All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through | 24 | 26 | 110.0\% | 6.4 | 1.1 | A |
|  | Right Turn | 2 | 4 | 220.0\% | 3.1 | 1.7 | A |
|  | Subtotal | 26 | 31 | 118.5\% | 6.1 | 1.0 | A |
| EB | Left Turn | 2 | 2 | 100.0\% | 4.6 | 4.3 | A |
|  | Through <br> Right Turn | 444 | 452 | 101.7\% | 9.8 | 0.9 | A |
|  | Subtotal | 446 | 454 | 101.7\% | 9.8 | 0.9 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 299 | 265 | 88.7\% | 8.9 | 0.3 | A |
|  | Right Turn | 75 | 66 | 88.0\% | 5.9 | 0.5 | A |
|  | Subtotal | 374 | 331 | 88.6\% | 8.3 | 0.3 | A |
| Total |  | 846 | 816 | 96.4\% | 9.1 | 0.6 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs Cumulative No Project (2007 Railyards Plan)
Volume and Delay by Movement
Pre-Event Hour

Intersection 59
Stanford St/Camille Ln
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 75 20 | 29 7 | $38.9 \%$ <br> 34.0\% | 6.3 3.6 | 1.3 2.0 | A A |
|  | Subtotal | 95 | 36 | 37.9\% | 5.9 | 1.3 | A |
| EB | Left Turn | 11 | 4 | 36.4\% | 11.2 | 7.8 | B |
|  | Through Right Turn | 742 | 516 | 69.6\% | 15.3 | 7.2 | C |
|  | Subtotal | 753 | 520 | 69.1\% | 15.3 | 7.2 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 403 | 331 | 82.1\% | 9.1 | 0.5 | A |
|  | Right Turn | 80 | 25 | 31.5\% | 6.1 | 2.1 | A |
|  | Subtotal | 483 | 356 | 73.7\% | 8.9 | 0.5 | A |
| Total |  | 1,331 | 912 | 68.5\% | 12.5 | 4.4 | B |

Intersection 60 5th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 153 | 494.2\% | 29.9 | 3.0 | C |
|  | Through | 229 | 166 | 72.5\% | 16.3 | 2.5 | B |
|  | Right Turn | 212 | 64 | 30.2\% | 13.4 | 3.0 | B |
|  | Subtotal | 472 | 383 | 81.2\% | 21.3 | 1.4 | C |
| SB | Left Turn | 41 | 30 | 73.2\% | 37.8 | 11.9 | D |
|  | Through | 339 | 124 | 36.5\% | 23.7 | 5.7 | C |
|  | Right Turn | 31 | 14 | 46.5\% | 15.7 | 9.9 | B |
|  | Subtotal | 411 | 168 | 40.9\% | 25.4 | 5.7 | C |
| EB | Left Turn | 85 | 16 | 19.3\% | 49.1 | 15.1 | D |
|  | Through | 398 | 250 | 62.7\% | 29.3 | 4.4 | C |
|  | Right Turn | 334 | 277 | 82.9\% | 21.8 | 5.3 | C |
|  | Subtotal | 817 | 543 | 66.4\% | 26.1 | 4.8 | C |
| WB | Left Turn | 31 | 18 | 58.1\% | 38.3 | 17.9 | D |
|  | Through | 229 | 187 | 81.7\% | 15.2 | 2.5 | B |
|  | Right Turn | 212 | 117 | 55.3\% | 11.2 | 2.3 | B |
|  | Subtotal | 472 | 322 | 68.3\% | 15.2 | 1.7 | B |
| Total |  | 2,172 | 1,416 | 65.2\% | 22.2 | 1.9 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Cumulative No Project (2007 Railyards Plan)
Volume and Delay by Movement
Pre-Event Hour

Intersection 61
6th St/Camille Ln
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 258 | 198 | 76.6\% | 25.5 | 1.9 | C |
|  | Through Right Turn | 348 | 76 | 21.8\% | 8.8 | 2.6 | A |
|  | Subtotal | 606 | 274 | 45.1\% | 20.9 | 1.3 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 510 | 290 | 56.9\% | 17.1 | 3.3 | B |
|  | Right Turn | 106 | 50 | 46.8\% | 13.3 | 4.4 | B |
|  | Subtotal | 616 | 340 | 55.2\% | 16.5 | 3.2 | B |
| EB | Left Turn | 164 | 131 | 79.8\% | 19.4 | 3.2 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 243 | 218 | 89.7\% | 9.5 | 2.6 | A |
|  | Subtotal | 407 | 349 | 85.7\% | 13.3 | 2.0 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,629 | 962 | 59.1\% | 16.6 | 0.9 | B |

Intersection 62 5th St/Stevens St 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 | 493 | 380 | 77.0\% | 3.6 | 1.1 | A |
|  | Right Turn | 91 | 30 | 33.0\% | 3.4 | 1.8 | A |
|  | Subtotal | 584 | 410 | 70.1\% | 3.6 | 1.0 | A |
| SB | Left Turn | 30 | 2 | 6.7\% | 2.8 | 5.4 | A |
|  | Through | 674 | 418 | 62.0\% | 1.9 | 0.3 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 704 | 420 | 59.7\% | 1.9 | 0.3 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 89 | 111 | 124.9\% | 15.7 | 5.0 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 60 | 8 | 12.7\% | 11.3 | 11.7 | B |
|  | Subtotal | 149 | 119 | 79.7\% | 15.4 | 4.8 | C |
| Total |  | 1,437 | 948 | 66.0\% | 4.4 | 1.1 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Cumulative No Project (2007 Railyards Plan)
Volume and Delay by Movement
Pre-Event Hour

Intersection 63
6th St/Stevens St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 76 | 10 | 12.6\% | 7.7 | 7.3 | A |
|  | Through Right Turn | 606 | 276 | 45.5\% | 2.9 | 1.1 | A |
|  | Subtotal | 682 | 285 | 41.8\% | 3.1 | 1.2 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 680 | 406 | 59.6\% | 3.7 | 0.7 | A |
|  | Right Turn | 73 | 104 | 143.0\% | 2.8 | 0.6 | A |
|  | Subtotal | 753 | 510 | 67.7\% | 3.5 | 0.7 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 108 | 32 | 29.3\% | 6.3 | 3.3 | A |
|  | Subtotal | 108 | 32 | 29.3\% | 6.3 | 3.3 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,543 | 827 | 53.6\% | 3.5 | 0.6 | A |

Intersection 34 5th St/C St (West Sacramento) Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 192 | 86 | 45.0\% | 38.4 | 6.4 | D |
|  | Through | 344 | 214 | 62.2\% | 24.0 | 4.0 | C |
|  | Right Turn | 433 | 315 | 72.8\% | 17.5 | 3.4 | B |
|  | Subtotal | 969 | 616 | 63.5\% | 22.7 | 3.3 | C |
| SB | Left Turn | 108 | 83 | 76.7\% | 40.2 | 4.2 | D |
|  | Through | 245 | 160 | 65.1\% | 22.1 | 4.8 | C |
|  | Right Turn | 21 | 17 | 80.0\% | 8.5 | 6.8 | A |
|  | Subtotal | 374 | 259 | 69.3\% | 27.0 | 4.1 | C |
| EB | Left Turn | 31 | 5 | 15.5\% | 47.7 | 29.8 | D |
|  | Through | 248 | 218 | 87.7\% | 28.3 | 3.8 | C |
|  | Right Turn | 161 | 77 | 47.7\% | 4.7 | 1.5 | A |
|  | Subtotal | 440 | 299 | 68.0\% | 22.7 | 3.4 | C |
| WB | Left Turn | 394 | 238 | 60.3\% | 48.7 | 9.2 | D |
|  | Through | 371 | 298 | 80.2\% | 24.0 | 5.5 | C |
|  | Right Turn | 171 | 126 | 73.5\% | 12.2 | 3.5 | B |
|  | Subtotal | 936 | 661 | 70.6\% | 30.8 | 6.6 | C |
| Total |  | 2,719 | 1,835 | 67.5\% | 26.2 | 3.0 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative No Project (2007 Railyards Plan)
Pre-Event Hour Intersection 35 3rd St/C St (West Sacramento) Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 32 | 9 | 27.5\% | 17.7 | 13.7 | B |
|  | Through | 18 | 6 | 35.6\% | 16.8 | 15.8 | B |
|  | Right Turn | 569 | 108 | 18.9\% | 6.6 | 1.4 | A |
|  | Subtotal | 619 | 123 | 19.8\% | 8.4 | 1.7 | A |
| SB | Left Turn | 5 | 5 | 96.0\% | 23.2 | 21.8 | C |
|  | Through | 15 | 6 | 40.0\% | 20.3 | 16.3 | C |
|  | Right Turn | 11 | 27 | 243.6\% | 13.3 | 6.1 | B |
|  | Subtotal | 31 | 38 | 121.3\% | 16.5 | 6.5 | B |
| EB | Left Turn | 16 | 16 | 100.0\% | 39.6 | 13.6 | D |
|  | Through | 749 | 588 | 78.5\% | 14.4 | 2.7 | B |
|  | Right Turn | 24 | 23 | 95.0\% | 10.3 | 4.9 | B |
|  | Subtotal | 789 | 627 | 79.4\% | 14.9 | 2.8 | B |
| WB | Left Turn | 559 | 236 | 42.2\% | 33.9 | 4.9 | C |
|  | Through | 893 | 644 | 72.1\% | 15.6 | 2.5 | B |
|  | Right Turn | 33 | 9 | 26.7\% | 9.8 | 5.6 | A |
|  | Subtotal | 1,485 | 889 | 59.9\% | 20.5 | 1.8 | C |
| Total |  | 2,924 | 1,676 | 57.3\% | 17.4 | 1.8 | B |

## Intersection 1

I 5 SB Ramps/Richards Blvd
Signal

|  |  | Storage | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Lane Group | (ft) | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Through | 1,475 | 150 | 22 | 200 | 75 | 200 | 104 | 1\% | 0\% |
|  | Through/Right | 275 | 50 | 15 | 100 | 45 | 100 | 63 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| SB | Left Turn | 1,425 | 125 | 9 | 175 | 30 | 175 | 51 | 0\% | 0\% |
|  | Left/Through | 1,425 | 150 | 14 | 200 | 23 | 200 | 24 | 0\% | 0\% |
|  | Right Turn | 325 | 50 | 6 | 50 | 14 | 50 | 17 | 0\% | 0\% |
| WB | Left Turn | 1,275 | 75 | 12 | 125 | 22 | 125 | 30 | 0\% | 0\% |
|  | Through | 275 | 50 | 12 | 100 | 23 | 100 | 27 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| 0 |  |  |  |  |  |  |  |  |  |  |

Intersection 2

15 NB Ramps/Richards Blvd

Signal


Average Results from 10 Runs
Queue Length

| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left/Through | 600 | 100 | 10 | 150 | 19 | 150 | 21 | 0\% | 0\% |
|  | Through | 600 | 100 | 12 | 150 | 19 | 125 | 22 | 0\% | 0\% |
|  | Through/Right | 600 | 100 | 10 | 150 | 20 | 150 | 26 | 0\% | 0\% |
|  | Right Turn | 600 | 75 | 13 | 125 | 20 | 125 | 29 | 0\% | 0\% |
| Right Turn |  | 1,075 | 25 | 4 | 50 | 13 | 50 | 16 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |
| NE | Shared |  | 1,000 | 200 | 20 | 300 | 41 | 300 | 44 | 0\% | 0\% |
|  | Right Turn | 1,000 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Right Turn | 1,000 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Right Turns | 350 | 100 | 20 | 175 | 26 | 150 | 23 | 0\% | 0\% |
| SB | Left Turn Left/Through Left/Through | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  |  | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  |  | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |




| Name | P Stio St | Jstolst | Lston-Ramp | ISto Richards Bud | Bercut Dr On Ramp | Bwn Bercut Richards | Richars Elvad to Garden Huw | Beween Garden Hym Ramps |  | W. EIC Camino Ave to 1.80 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate flow Rate in Express Lanes |  |  |  |  |  |  |  |  |  |  |  |
| Volume (pph) | 1,151 | 956 | 956 | ${ }^{1,114}$ | 1,144 | 1,132 | 1,132 | 1,120 | 1,120 | 1,136 | 1,136 |
| PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | , | 1 |
| Terain | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level | Level |
| Girade \% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
| Grade Lengt (mi) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Tuck \& Bus \% | 20\% | 2.0\% | 20\% | 20\% | 20\% | 2.0\% | 20\% | 20\% | 20\% | 20\% | 20\% |
| Rv\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| $E_{\text {r }}$ | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| ${ }_{\text {tiv }}$ | 0.990 | 0.990 | 0.990 | 0.990 | 0.990 | 0.990 | 0.990 | 0.990 | 0.990 | 0.990 | 0.990 |
| $t_{0}$ | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fow (poph) | 1.224 | 1.016 | 1.016 | 1,185 | 1.216 | 1.204 | 1,204 | 1,191 | 1,191 | 1.207 | 1,207 |
| Fow Rate (pochnol) | 1,224 | 1.016 | 1.016 | ${ }^{1,185}$ | 1.216 | 1.204 | 1,204 | 1,191 | 1,191 | 1.207 | 1.207 |
| Calculate Operations in Express Lanes |  |  |  |  |  |  |  |  |  |  |  |
| ffs | 65 | 65 | 65 | ${ }^{65}$ | 65 | 65 | 65 | 65 | 65 | 65 | 65 |
| Capacit (poph) | 1,750 | 1,750 | 1,750 | 1,750 | 1,750 | 1,750 | 1,750 | 1,750 | 1,750 | 1,750 | 1,750 |
| Veratio | 0.70 | 0.58 | 0.58 | 0.88 | 0.69 | 0.69 | 0.69 | 0.68 | 0.68 | 0.69 | 0.69 |
| Calculate on Ramp Fow Rate |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| PHF | 0.9 |  | 0.9 | 0.9 | 0.95 |  | 0.9 |  | 0.9 |  |  |
| Lanes | , |  | 1 | 2 | 1 |  | 1 |  | 1 |  |  |
| $\underset{\substack{\text { Terain } \\ \text { Grade \% }}}{\text { a }}$ | Level |  | Level | Level | Level |  | Level |  | Level |  |  |
|  | 0.0\% |  | 0.0\% | 0.0\% | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| Grade Length (mi) <br> Truck \& Bus \% | 0.00 |  | 0.00 | 0.00 | 0.00 |  | 0.00 |  | 0.00 |  |  |
|  | 3.0\% |  | 3.0\% | 3.0\% | 3.0\% |  | 3.0\% |  | 3.0\% |  |  |
| RV \% <br> $\mathrm{E}_{\mathrm{T}}$ | 0.0\% |  | 0.0\% | 0.0\% | 0.0\% |  | 0.0\% |  | 0.0\% |  |  |
| $\begin{aligned} & \mathrm{E}_{\mathrm{T}} \\ & \mathrm{E}_{\mathrm{f}} \end{aligned}$ | 1.5 1.2 |  | 1.5 1.2 | 1.5 1.2 | $\begin{aligned} & 1.5 \\ & 1.2 \end{aligned}$ |  | 1.5 1.2 |  | $\begin{aligned} & 1.5 \\ & 1.2 \end{aligned}$ |  |  |
|  |  |  |  |  |  |  | 0.985 |  | 0.985 |  |  |
| ${ }_{\text {tom }}$ | 1.00 |  | 1.00 | 1.00 | 1.00 |  | 1.00 |  | 1.00 |  |  |
| $\begin{gathered} \text { Flow (pcph) } \\ \text { Flow Rate (pcphpl) } \end{gathered}$ | 420 |  | ${ }^{691}$ | 1.089 | ${ }^{222}$ |  | 915 |  | ${ }^{874}$ |  |  |
|  | 420 |  | 691 | 545 | 222 |  | 915 |  | 874 |  |  |
| Calculate On Ramp Roadway Operations |  |  |  |  |  |  |  |  |  |  |  |
| Ramp Type Ramp Speed (mph) | Righ |  | Right | Right | Right |  | Right |  | Right |  |  |
|  | 45 |  | ${ }^{45}$ | ${ }^{45}$ | ${ }^{45}$ |  | ${ }^{45}$ |  | ${ }^{45}$ |  |  |
| Ramp Capacity (pcph) Ramp v/c ratio | $\begin{gathered} 2,100 \\ 0.20 \\ 0.00 \end{gathered}$ |  | $\begin{aligned} & 2.100 \\ & 0.33 \end{aligned}$ | $\begin{aligned} & 4,200 \\ & 0.26 \\ & 0.0 \end{aligned}$ | $\begin{aligned} & 2,100 \\ & 0.11 \\ & 0.11 \end{aligned}$ |  | $\begin{aligned} & 2.100 \\ & 0.44 \\ & 0 \end{aligned}$ |  | $\begin{aligned} & 2,100 \\ & 0.42 \\ & 0_{0}^{2} \end{aligned}$ |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |


 $\stackrel{\text { Key }}{\$>\text { Experss Lane (HOV) }}$


 кey


| Name | Pstio St | Jsto Lst | Lston-Ramp | ISto Richars Blvd | Bercut Dr On Ramp | Btwn Eerout Richards | Riehars Buxd to Garden Huw | Bewwen Garden Hm Ramps |  | W. El Camino Ave to. 180 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Mainine to off Ramp Flow Rate for Weave Segments |  |  |  |  |  |  |  |  |  |  |  |
| MLto oft volume (vph) |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{\text {Terain }}^{\text {Prf }}$ | 95 |  |  | ${ }^{0.95}$ |  |  | ${ }^{0.95}$ |  | ${ }^{0.95}$ |  |  |
| Grade \% | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\%\% |  |  |
| Grade Lengt (mi) | 0.00 |  |  | 0.00 |  |  | 0.00 |  | 0.00 |  |  |
| Tuck $\&$ Bus \% | 6.0\% |  |  | 6.0\% |  |  | 6.0\% |  | 6.0\% |  |  |
| Rv\% | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
| ${ }_{\text {ET }}$ | 1.5 |  |  | 1.5 |  |  | 1.5 |  | 1.5 |  |  |
| $E_{6}$ | 1.2 |  |  | 1.2 |  |  | 1.2 |  | 1.2 |  |  |
| ${ }_{\text {tov }}$ | 0.971 |  |  | 0.971 |  |  | 0.971 |  | 0.971 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Calculate eeneral Purpose Lanes to Geneal Purpose Lanes Flow Rate for Weave Segments |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| GP to GP Polume (vph) $\square^{\square}$ |  |  |  | 0.95 |  |  | 0.95 |  | 0.95 |  |  |
| Grade \% | Level |  |  | Level |  |  | Level |  | Level |  |  |
|  | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
| Grade Length (mi) Truck \& Bus \% | 0.00 |  |  | 0.00 |  |  | 0.00 |  | 0.00 |  |  |
|  | 6.0\% |  |  | 6.0\% |  |  | 6.0\% |  | 6.0\% |  |  |
| $\begin{gathered} \text { Truck \& Bus \% } \\ \text { RV \% } \end{gathered}$ | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 1.2 |  |  | 1.5 |  |  | 1.5 |  | 1.5 |  |  |
|  | 1.28 0.971 |  |  | 1.2 0.971 |  |  | 1.2 0.971 |  | 1.2 0.971 |  |  |
|  | 1.00 |  |  | 1.00 |  |  | 1.00 |  | 1.00 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |

 ${ }^{\text {key }}$




[^58]| Location |
| :--- |





 ${ }^{\text {key }}$

| Name | 1.80 on-Ramp | W. El Camino Ave WB On | W. EIC Camino Ave EB on | Garden Hwy Off | Beemeen Garden H M F ampe | S Garden Huyto Richaras E Blva | ${ }^{\text {Jiboom Stoff Ramp }}$ | Bww Siboom Richards | Richars Slva to J St |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Main inie to off Ramp Fow Rate for Weave Segments |  |  |  |  |  |  |  |  |  |
| ML to Off Volume (vph) <br> PHF |  |  |  |  |  | 0.95 |  |  | 0.95 |
| Terain |  |  |  |  |  | Level |  |  | Level |
| Grade |  |  |  |  |  | 0.0\% |  |  | 4.0\% |
| Grade Lengt (mi) |  |  |  |  |  | 0.00 |  |  | 0.00 |
| mok 8 bus \% |  |  |  |  |  | 6.0\% |  |  | 6.0\% |
| Rv\% |  |  |  |  |  | 0.0\% |  |  | 0.0\% |
| $\mathrm{E}_{\mathrm{T}}$ |  |  |  |  |  | 1.5 |  |  | 1.5 |
| $\mathrm{E}_{\mathrm{n}}$ |  |  |  |  |  | 1.2 |  |  | 1.2 |
| thv |  |  |  |  |  | 0.971 |  |  | 0.971 |
| $t$ |  |  |  |  |  | 1.00 |  |  | 1.00 |
| Io Off fow (poph) |  |  |  |  |  |  |  |  |  |
| Calculat ceneral Purpose Lanes to Ceneral Purpose Lanes Flow Rate for weave SegmentsGP to P V Voume (von) |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| PHF |  |  |  |  |  | 0.95 |  |  | 0.95 |
| Terain |  |  |  |  |  | Level |  |  | Level |
| Grade \% |  |  |  |  |  | 0.0\% |  |  | 0.0\% |
| Grade Lengt (mi) |  |  |  |  |  | 0.00 |  |  | 0.00 |
| Tuck \& Bus \% |  |  |  |  |  | 6.0\% |  |  | 6.0\% |
| Rv\% |  |  |  |  |  | 0.0\% |  |  | 0.0\% |
| ${ }_{\text {ET }}$ |  |  |  |  |  | 1.5 |  |  | 1.5 |
| ${ }_{\text {E }}$ |  |  |  |  |  | 1.2 |  |  | 1.2 |
| ${ }_{\text {tov }}$ |  |  |  |  |  | 0.971 |  |  | 0.971 |
| ${ }_{\text {GP To GP FIow (poph) }}^{\text {Gop }}$ |  |  |  |  |  | 1.00 |  |  | 1.00 |
|  |  |  |  |  |  |  |  |  |  |



| ocation | 1 | 2 | 3 |
| :---: | :---: | :---: | :---: |
|  |  |  |  |
|  |  |  |  |
| кеу |  |  |  |
| Name | Northate Elvd Off-Ramp |  | Del Paso Blvd to Leisure |
| $\overline{\text { Freeway Segment }}$ |  |  |  |
| Type | Diverge | Diverge | Basic |
| Lengt (t) 1,025 2,010 |  |  |  |
| Accellengn |  |  |  |
|  |  |  |  |
|  |  |  |  |
| On Ramp Volume Off Ramp Volume |  |  |  |
|  |  |  |  |
| Express Lane Volume EL On Ramp Volume EL Off Ramp Volum |  |  |  |
|  |  |  |  |
| Flow Rate in Entering General Purpose Lanes (GP) |  |  |  |
| Volume (pph) | 2,318 | 2.092 | 1,348 |
|  | 0.85 | 0.85 | 0.85 |
| Lanes | ${ }^{5}$ |  | 兂 |
| ${ }_{\substack{\text { Terain } \\ \text { Grade } \%}}$ | Level | Level | Level |
|  | 0.0\% | 0.0\% | 0.0\% |
| Grade enggh (mi) | 0.00 | 0.00 | 0.00 |
| Tuck \& Bus \% | 3.0\% 0.0\% | 3.0\% 0.0\% | 3.0\% 0.0\% |
| Rv\% | ${ }^{0.0 \%}$ | 0.0\% | 1.5 |
| $\underset{\mathrm{E}}{\mathrm{E}_{\mathrm{o}}}$ | 1.2 | 1.2 | 1.2 |
| ${ }_{\text {frov }}^{\text {for }}$ | 0.985 | 0.985 | 0.985 |
| ${ }_{\text {top }}$ | 1.00 | 1.00 | 1.00 |
| ${ }^{\text {Fiow (poph) }}$ | ${ }_{2}^{2,768}$ | 2,498 | 1,610 805 |
| Fiow (pochpo) | 923 | 833 | 805 |
|  |  |  |  |
| Free Flow Speed in Eneering GP Lanes |  |  |  |
| Shoulder Width |  |  |  |
| ${ }_{\text {tw }}$ |  |  |  |
|  |  |  |  |
| FFS Curve | 65 | 70 | 70 |
| Operations in Entering GPL Lanes |  |  |  |
|  |  |  |  |
| Capacity (coph)V/crato | 7,050 | 7,200 | 4,800 |
|  | 0.39 | ${ }_{0} .35$ | ${ }_{0} .34$ |
| Speed (mph) | 65.0 | 70.0 | 70.0 |
| Density (pcphpl) <br> LOS | ${ }^{14.2}$ | 11.9 8 | 11.5 8 |
|  |  |  |  |
| Operations for Segment GP Lanes |  |  |  |
| Fow (poph) |  |  |  |
| $\begin{gathered} \text { Lanes } \\ \text { Capacity (pcph) } \end{gathered}$ | 3 | 3 |  |
|  |  |  |  |
| Fow Reateio (pophpo) |  |  |  |
| Speed (mph) |  |  |  |
| Density (pcphpl) <br> LOS |  |  |  |


$\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

| Name | Nothgate Elvd Off-Ramp | Northage Bud to ole Pase ivid | Del Paso Blva to Leisisur $L$ L |
| :---: | :---: | :---: | :---: |
| Operations for Exiting 6 P Lanes |  |  |  |
| Fow (poph) | 2.498 | 1,610 |  |
| Lanes | 3 | 2 |  |
| Capacily (poph) | 7,050 | 4,800 |  |
| ver caio | 0.35 | 0.34 |  |
| Fow Rate (pochpo) | ${ }^{83}$ | ${ }^{805}$ |  |
| Speed (mph) | 65.0 | 70.0 |  |
| Density (pochpo) | 12.8 | ${ }^{11.5}$ |  |
| Los |  |  |  |



$\stackrel{\text { Key }}{<>}$ Kxpess Lane (HOV)



 $\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

[^59]


| Key |
| :---: |
| Expess Lane (HOV) |


| Name | Notrigate Elvo off-Ral |  | Del Paso Evid to Leisure $L$ Ln |
| :---: | :---: | :---: | :---: |
| Weave Segment Operations |  |  |  |
| marize Segme | ons |  |  |
| Segment ve raio | 0.45 | ${ }^{0.35}$ | ${ }^{0.34}$ |
| Segment Density | 19.8 | 11.9 | 11.5 |
| Segment Los | в | в | в |



$\underset{\substack{\text { Kepress Lane (HOV) }}}{\text { K. }}$

| Name | North of Def Pasa Blvd | Del Paso Evid On.Ramp |  |
| :---: | :---: | :---: | :---: |
| Operations ore Exting GP Lanes |  |  |  |
| Fow |  |  |  |
| $\underset{\substack{\text { Capacity (pocph) }}}{\substack{\text { ches }}}$ |  |  |  |
|  |  |  |  |
| Flow Rate (pcphpl) Speed (mph) |  |  |  |
|  |  |  |  |
| Density (coctpo) |  |  |  |
| Los |  |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | North of Def Paso Bivd | Del Paso Bud On-Ramp |  | Notrgate Evid On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Flow Rate in Express Lanes Operations in Express Lanes |  |  |  |  |
|  |  |  |  |  |
| Operations in Express Lanes On Ramp Flow Rate |  |  |  |  |
| Volume (vph) |  | ${ }^{264}$ |  | 197 |
| PHF |  | 0.85 |  | 0.85 |
| Lanes |  |  |  |  |
| Terain |  | Level |  | Level |
| Grade \% |  | 0.0\% |  | 0.0\% |
| Grade Lengh (mi) |  | 0.00 |  | 0.00 |
| Tuek \& Bus\% |  | 3.0\% |  | 3.0\% |
| Rv |  | 0.0\% |  | 0.0\% |
| ${ }_{\text {ET }}$ |  | 1.5 |  | 1.5 |
| $\mathrm{E}_{\mathrm{r}}$ |  | 1.2 |  | 1.2 |
| ${ }_{\text {fuv }}$ |  | 0.985 |  | 0.985 |
| $t_{0}$ |  | 1.00 |  | 1.00 |
| Fow (poch) |  | ${ }^{315}$ |  | 235 |
| Fow rate (Pcophn) |  | 315 |  | 235 |
|  |  |  |  |  |
| On Ramp Roadway Operations |  |  |  |  |
| Ramp Tyee |  | Right |  | Right |
| Famp Speed (mph) |  | 45 |  | 45 |
| Ramp Capacity (pcph) Ramp v/c ratio |  | $\begin{aligned} & 2,100 \\ & 0.15 \end{aligned}$ |  | $\begin{aligned} & 2,100 \\ & 0.11 \end{aligned}$ |
|  |  |  |  |  |


| Name | North of Pel Paso Blvd | Del Paso Bud On-Ramp | Eva to Nofrratate biva | Northate Bud On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Off Ramp Flow Rate |  |  |  |  |
| Adijacent Reamp oro Three-lane Mainine Segments with One-Lane Ramps |  |  |  |  |
|  |  |  |  |  |
| Up Type |  |  |  | No |
| Up Distance |  |  |  |  |
| Up Fow (poph) |  |  |  |  |
| Down Type |  |  |  | No |
| Down Distance |  |  |  |  |
| Down Fow (poph) |  |  |  |  |
| Merge infuence Area Operations |  |  |  |  |
| Effecive $v_{p}($ (caph $)$ |  | 1.475 |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp teo |  |  |  |  |
| $P_{\text {Prw }}$ (Ean 13.3) |  | 0.599 |  |  |
| $\mathrm{P}_{\text {Pn }}(\operatorname{Eqn} 13 \cdot 4)$ |  |  |  |  |
| $\mathrm{P}_{\text {Pm }}(\mathrm{Eqn} 13.5)$ |  |  |  |  |
| $\mathrm{P}_{\text {fum }}$ |  | 1.000 |  |  |
| $v_{12}($ Poph $)$ |  | ${ }_{1,475}$ |  |  |
| $v_{s}$ (poph) |  |  |  |  |
| $v_{34}($ pech $)$ |  |  |  |  |
| $v_{\text {vas (foph }}$ |  | 1.475 |  |  |
| $V_{\text {reata }}($ Peph $)$ |  | 1,790 |  |  |
| Speed Index |  | 0.28 |  |  |
| Area Speed |  | 58.6 |  |  |
| Outer Lanes Volume Outer Lanes Soed |  |  |  |  |
| Outer Lanes Speed Segment Speed |  | 58.6 |  |  |
| Segmen Speed |  | ${ }_{0} 0.39$ |  |  |
| Density |  | 14.6 |  |  |
|  |  |  |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | Notht of del Pasa Blvd | Del Paso Bud On-Ramp |  | Northate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Diverge infuence Area Operations |  |  |  |  |
| Eteceive $v_{p}$ (poph) |  |  |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $\left.{ }^{\text {Prof (Ean }} 13.9\right)$ |  |  |  |  |
| Pro (Eap 13-11) |  |  |  |  |
| Pro |  |  |  |  |
| $v_{12}($ Poph $)$ |  |  |  |  |
| $v_{3}$ (poph) |  |  |  |  |
|  |  |  |  |  |
| $v^{\text {vasempoph }}$ |  |  |  |  |
| Speed Index |  |  |  |  |
| Area Speed |  |  |  |  |
| Outer Lanes Volume |  |  |  |  |
| Outer Lanes Speed <br> Segment Speed |  |  |  |  |
|  |  |  |  |  |
| Segment Speed v/c ratio |  |  |  |  |
| Density |  |  |  |  |
|  |  |  |  |  |
| Ramp to off Ramp | Rate for weave Segr |  |  |  |
| amp to Mainine | ate for Weave Seg |  |  |  |



$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$


| Name | North of Pel Paso Blvd | Del Paso Bivd On-Ramp |  | Northate Evd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Weave Segment Operations <br> Summarize Segment Operations |  |  |  |  |
|  |  |  |  |  |
| Segment V/ craio | ${ }^{0.33}$ | ${ }^{0.39}$ | ${ }^{0.38}$ | 0.29 |
| Segment Density | 13.4 | 14.6 | ${ }^{13.8}$ | 10.4 |
| Segment Los | в | в | в | A |

Daily VMT - 2007 Railyards Specific Plan Trips
Cumulative Year No Project (2007 Railyards Plan)

| Daily VMT for 2007 Railyards Specific Plan |  |  |  |
| :---: | :---: | :---: | :---: |
| Speed Bin | Congested Speed |  | Project VMT |
| 1 | $>0$ | <=5 | 1,321 |
| 2 | $>5$ | <=10 | 3,808 |
| 3 | >10 | <=15 | 12,297 |
| 4 | >15 | <=20 | 92,569 |
| 5 | >20 | <=25 | 68,098 |
| 6 | >25 | <=30 | 46,722 |
| 7 | >30 | <=35 | 42,490 |
| 8 | >35 | <=40 | 43,451 |
| 9 | >40 | <=45 | 51,198 |
| 10 | >45 | <=50 | 57,814 |
| 11 | >50 | <=55 | 89,120 |
| 12 | $>55$ | <=60 | 192,924 |
| 13 | >60 | <=65 | 43,649 |
| 14 | $>65$ | <=70 | 8,257 |
| 15 | >70 | <=75 | 0 |
| 16 | >75 |  | 0 |
| Railyards SP VMT Within SACMET Model Boundary |  |  | 753,718 |
| Railyards SP VMT Beyond SACMET Model Boundary |  |  | 60,545 |
| Total Railyards SP VMT |  |  | 814,263 |
| Total Railyards SP Vehicle Trips |  |  | 112,470 |
| Average Railyards SP VMT Per Trip |  |  | 6.7 |

Note:
Includes all vehicle trips generated and attracted to Railyards Specific Plan, including internal vehicle trips that remain within the plan area.
Trip lengths include distances beyond SACMET model boundary

## APPENDIX J.1.15:

## Cumulative Plus Project Level of Service (LOS) <br> Calculations

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
AM Peak Hour

Intersection $1 \quad$ I 5 SB Ramps/Richards Blvd Signal

| Direction | Movement | $\begin{array}{\|c\|} \text { Demand } \\ \text { Volume (vph) } \\ \hline \end{array}$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 1,523 | 1,366 | 89.7\% | 153.6 | 25.4 | F |
|  | Through | 12 | 10 | 86.7\% | 199.4 | 73.5 | F |
|  | Right Turn | 285 | 246 | 86.2\% | 135.7 | 34.7 | F |
|  | Subtotal | 1,820 | 1,622 | 89.1\% | 151.2 | 26.5 | F |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 282 | 272 | 96.6\% | 40.4 | 8.8 | D |
|  | Right Turn | 59 | 60 | 102.4\% | 9.6 | 14.3 | A |
|  | Subtotal | 341 | 333 | 97.6\% | 34.7 | 9.3 | C |
| WB | Left Turn | 472 | 400 | 84.8\% | 13.5 | 2.6 | B |
|  | Through Right Turn | 158 | 152 | 96.2\% | 7.8 | 2.5 | A |
|  | Subtotal | 630 | 552 | 87.7\% | 11.9 | 2.2 | B |
| Total |  | 2,791 | 2,508 | 89.8\% | 105.0 | 16.7 | F |

Intersection $2 \quad$ I 5 NB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 63 | 66 | 104.8\% | 97.7 | 39.4 | F |
|  | Through | 8 | 5 | 65.0\% | 119.8 | 94.2 | F |
|  | Right Turn | 1,145 | 1,056 | 92.2\% | 137.3 | 40.2 | F |
|  | Subtotal | 1,216 | 1,127 | 92.7\% | 135.0 | 40.2 | F |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 135 | 99 | 73.5\% | 14.6 | 2.6 | B |
|  | Through Right Turn | 1,670 | 1,486 | 89.0\% | 33.3 | 6.6 | C |
|  | Subtotal | 1,805 | 1,585 | 87.8\% | 32.1 | 6.1 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 567 | 483 | 85.2\% | 26.5 | 1.2 | C |
|  | Right Turn | 556 | 513 | 92.2\% | 13.2 | 1.5 | B |
|  | Subtotal | 1,123 | 996 | 88.7\% | 19.7 | 1.0 | B |
| Total |  | 4,144 | 3,708 | 89.5\% | 59.5 | 11.8 | E |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Project
AM Peak Hour

| Direction | Movement | Bercut Dr/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 125 | 116 | 93.1\% | 40.1 | 9.9 | D |
|  | Through | 55 | 48 | 88.0\% | 37.3 | 10.8 | D |
|  | Right Turn | 19 | 18 | 94.7\% | 10.0 | 6.6 | B |
|  | Subtotal | 199 | 183 | 91.9\% | 36.3 | 8.7 | D |
| SB | Left Turn | 38 | 32 | 83.2\% | 37.9 | 8.2 | D |
|  | Through | 20 | 14 | 70.0\% | 41.8 | 23.2 | D |
|  | Right Turn | 27 | 31 | 114.1\% | 5.8 | 1.7 | A |
|  | Subtotal | 85 | 76 | 89.9\% | 26.0 | 5.3 | C |
| EB | Left Turn | 356 | 313 | 87.9\% | 35.5 | 4.1 | D |
|  | Through | 1,760 | 1,507 | 85.6\% | 31.5 | 2.8 | C |
|  | Right Turn | 699 | 742 | 106.2\% | 6.5 | 0.8 | A |
|  | Subtotal | 2,815 | 2,562 | 91.0\% | 24.7 | 2.0 | C |
| WB | Left Turn | 114 | 95 | 83.5\% | 48.9 | 13.4 | D |
|  | Through | 971 | 890 | 91.6\% | 39.8 | 11.2 | D |
|  | Right Turn | 36 | 32 | 87.8\% | 34.1 | 13.1 | C |
|  | Subtotal | 1,121 | 1,016 | 90.7\% | 40.5 | 11.3 | D |
| Total |  | 4,220 | 3,838 | 90.9\% | 29.5 | 3.9 | C |

Intersection 4 N 3rd St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 38 | 36 | 93.7\% | 34.3 | 11.4 | C |
|  | Through | 50 | 30 | 60.8\% | 34.8 | 13.5 | C |
|  | Right Turn | 14 | 14 | 97.1\% | 12.9 | 7.8 | B |
|  | Subtotal | 102 | 80 | 78.0\% | 29.5 | 4.5 | C |
| SB | Left Turn | 5 | 4 | 80.0\% | 12.4 | 18.7 | B |
|  | Through | 6 | 33 | 546.7\% | 32.3 | 7.5 | C |
|  | Right Turn | 197 | 194 | 98.5\% | 11.0 | 2.7 | B |
|  | Subtotal | 208 | 231 | 111.0\% | 14.0 | 2.3 | B |
| EB | Left Turn | 140 | 117 | 83.7\% | 45.9 | 3.2 | D |
|  | Through | 1,397 | 1,133 | 81.1\% | 21.7 | 4.8 | C |
|  | Right Turn | 280 | 262 | 93.4\% | 22.2 | 4.4 | C |
|  | Subtotal | 1,817 | 1,512 | 83.2\% | 23.7 | 4.3 | C |
| WB | Left Turn | 21 | 19 | 89.5\% | 33.5 | 8.3 | C |
|  | Through | 886 | 782 | 88.2\% | 16.4 | 3.5 | B |
|  | Right Turn | 78 | 79 | 101.0\% | 14.0 | 4.2 | B |
|  | Subtotal | 985 | 879 | 89.3\% | 16.6 | 3.4 | B |
| Total |  | 3,112 | 2,701 | 86.8\% | 20.8 | 3.1 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Project
AM Peak Hour

| Direction | Movement | Sequoia Pacific Blvd/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 249 | 282 | 113.3\% | 30.3 | 2.5 | C |
|  | Through | 208 | 256 | 123.1\% | 27.4 | 3.2 | C |
|  | Right Turn | 10 | 22 | 220.0\% | 21.3 | 6.8 | C |
|  | Subtotal | 467 | 560 | 119.9\% | 28.7 | 2.0 | C |
| SB | Left Turn | 110 | 83 | 75.3\% | 237.3 | 34.1 | F |
|  | Through | 481 | 313 | 65.1\% | 236.1 | 37.2 | F |
|  | Right Turn | 38 | 20 | 53.7\% | 244.5 | 74.6 | F |
|  | Subtotal | 629 | 416 | 66.2\% | 236.5 | 36.3 | F |
| EB | Left Turn | 86 | 67 | 78.1\% | 50.8 | 6.9 | D |
|  | Through | 1,218 | 961 | 78.9\% | 34.5 | 4.7 | C |
|  | Right Turn | 75 | 69 | 91.7\% | 30.8 | 5.8 | C |
|  | Subtotal | 1,379 | 1,097 | 79.5\% | 35.3 | 4.4 | D |
| WB | Left Turn | 30 | 27 | 89.3\% | 41.3 | 11.7 | D |
|  | Through | 803 | 675 | 84.0\% | 36.2 | 12.6 | D |
|  | Right Turn | 153 | 144 | 94.4\% | 39.6 | 14.9 | D |
|  | Subtotal | 986 | 846 | 85.8\% | 36.9 | 12.6 | D |
| Total |  | 3,461 | 2,919 | 84.3\% | 63.2 | 5.8 | E |

Intersection $6 \quad$ N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 21 | 18 | 83.8\% | 28.0 | 12.1 | C |
|  | Through | 120 | 96 | 79.7\% | 28.3 | 4.7 | C |
|  | Right Turn | 71 | 111 | 156.1\% | 11.6 | 2.4 | B |
|  | Subtotal | 212 | 224 | 105.7\% | 20.1 | 2.3 | C |
| SB | Left Turn | 44 | 34 | 78.2\% | 25.4 | 7.0 | C |
|  | Through | 143 | 158 | 110.5\% | 27.5 | 3.9 | C |
|  | Right Turn | 75 | 74 | 98.7\% | 12.2 | 3.9 | B |
|  | Subtotal | 262 | 266 | 101.7\% | 23.1 | 2.9 | C |
| EB | Left Turn | 25 | 17 | 68.8\% | 47.9 | 9.6 | D |
|  | Through | 1,290 | 1,033 | 80.1\% | 26.3 | 1.0 | C |
|  | Right Turn | 23 | 24 | 104.3\% | 29.3 | 4.6 | C |
|  | Subtotal | 1,338 | 1,074 | 80.3\% | 26.7 | 1.1 | C |
| WB | Left Turn | 143 | 134 | 94.0\% | 43.5 | 8.6 | D |
|  | Through | 890 | 780 | 87.6\% | 13.5 | 2.4 | B |
|  | Right Turn | 55 | 49 | 89.5\% | 12.7 | 4.1 | B |
|  | Subtotal | 1,088 | 963 | 88.5\% | 17.8 | 2.5 | B |
| Total |  | 2,900 | 2,528 | 87.2\% | 22.4 | 1.2 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Project
AM Peak Hour

| Direction | Movement | N 7th St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 99 | 115 | 116.0\% | 47.2 | 4.8 | D |
|  | Through | 200 | 211 | 105.6\% | 38.5 | 6.0 | D |
|  | Right Turn | 5 | 5 | 104.0\% | 19.7 | 20.5 | B |
|  | Subtotal | 304 | 331 | 108.9\% | 41.3 | 4.9 | D |
| SB | Left Turn | 13 | 28 | 215.4\% | 48.6 | 19.9 | D |
|  | Through | 183 | 200 | 109.5\% | 43.4 | 8.8 | D |
|  | Right Turn | 20 | 18 | 90.0\% | 39.8 | 15.5 | D |
|  | Subtotal | 216 | 246 | 114.1\% | 44.1 | 7.3 | D |
| EB | Left Turn | 147 | 119 | 80.8\% | 69.8 | 16.3 | E |
|  | Through | 1,106 | 804 | 72.7\% | 58.8 | 13.1 | E |
|  | Right Turn | 152 | 138 | 90.5\% | 59.2 | 13.6 | E |
|  | Subtotal | 1,405 | 1,061 | 75.5\% | 60.2 | 12.9 | E |
| WB | Left Turn | 245 | 312 | 127.3\% | 96.8 | 22.9 | F |
|  | Through | 971 | 864 | 89.0\% | 44.2 | 9.5 | D |
|  | Right Turn | 51 | 44 | 87.1\% | 41.0 | 12.4 | D |
|  | Subtotal | 1,267 | 1,221 | 96.4\% | 57.8 | 13.0 | E |
| Total |  | 3,192 | 2,859 | 89.6\% | 55.7 | 7.9 | E |

Intersection $8 \quad$ N 10th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 6 | 112.0\% | 24.0 | 24.1 | C |
|  | Through | 63 | 34 | 54.6\% | 26.8 | 7.6 | C |
|  | Right Turn | 267 | 286 | 107.1\% | 10.3 | 1.2 | B |
|  | Subtotal | 335 | 326 | 97.3\% | 12.5 | 1.6 | B |
| SB | Left Turn | 165 | 162 | 98.2\% | 32.9 | 2.7 | C |
|  | Through | 20 | 13 | 66.0\% | 22.5 | 16.4 | C |
|  | Right Turn | 38 | 30 | 80.0\% | 10.4 | 4.7 | B |
|  | Subtotal | 223 | 206 | 92.2\% | 29.0 | 3.0 | C |
| EB | Left Turn | 122 | 88 | 71.8\% | 42.1 | 6.6 | D |
|  | Through | 910 | 647 | 71.1\% | 23.1 | 3.1 | C |
|  | Right Turn | 10 | 9 | 88.0\% | 8.4 | 5.6 | A |
|  | Subtotal | 1,042 | 743 | 71.3\% | 25.3 | 2.7 | C |
| WB | Left Turn | 298 | 235 | 78.8\% | 46.8 | 11.2 | D |
|  | Through | 1,379 | 1,378 | 100.0\% | 31.4 | 10.1 | C |
|  | Right Turn | 82 | 99 | 121.0\% | 31.5 | 13.6 | C |
|  | Subtotal | 1,759 | 1,712 | 97.4\% | 33.6 | 10.3 | C |
| Total |  | 3,359 | 2,987 | 88.9\% | 28.8 | 6.3 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Project
AM Peak Hour

| Direction | Movement | Dos Rios St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 40 | 29 | 73.0\% | 35.5 | 8.7 | D |
|  | Through | 15 | 5 | 32.0\% | 30.9 | 18.5 | C |
|  | Right Turn | 22 | 23 | 105.5\% | 18.5 | 13.5 | B |
|  | Subtotal | 77 | 57 | 74.3\% | 28.3 | 7.9 | C |
| SB | Left Turn | 41 | 49 | 120.0\% | 34.1 | 6.1 | C |
|  | Through | 5 | 4 | 72.0\% | 20.7 | 21.7 | C |
|  | Right Turn | 63 | 77 | 121.9\% | 21.8 | 5.2 | C |
|  | Subtotal | 109 | 130 | 118.9\% | 26.7 | 3.0 | C |
| EB | Left Turn | 46 | 50 | 108.7\% | 35.8 | 5.2 | D |
|  | Through | 1,258 | 1,010 | 80.3\% | 16.0 | 2.2 | B |
|  | Right Turn | 38 | 27 | 70.5\% | 15.0 | 6.4 | B |
|  | Subtotal | 1,342 | 1,086 | 81.0\% | 16.9 | 1.9 | B |
| WB | Left Turn | 79 | 61 | 77.5\% | 45.9 | 12.8 | D |
|  | Through | 1,656 | 1,644 | 99.3\% | 25.3 | 9.2 | C |
|  | Right Turn | 5 | 25 | 496.0\% | 21.6 | 8.9 | C |
|  | Subtotal | 1,740 | 1,730 | 99.4\% | 26.0 | 9.2 | C |
| Total |  | 3,268 | 3,003 | 91.9\% | 22.8 | 5.5 | C |


|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 92 | 81 | 88.3\% | 9.6 | 1.3 | A |
|  | Right Turn | 109 | 81 | 74.5\% | 6.6 | 1.5 | A |
|  | Subtotal | 201 | 162 | 80.8\% | 8.1 | 1.1 | A |
| SB | Left Turn | 320 | 267 | 83.5\% | 7.7 | 0.5 | A |
|  | Through | 428 | 525 | 122.7\% | 7.7 | 0.5 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 748 | 792 | 105.9\% | 7.7 | 0.5 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 21 | 41 | 194.3\% | 27.0 | 10.9 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 49 | 43 | 87.3\% | 11.1 | 9.2 | B |
|  | Subtotal | 70 | 84 | 119.4\% | 18.5 | 9.6 | C |
| Total |  | 1,019 | 1,038 | 101.9\% | 8.5 | 0.6 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project AM Peak Hour

Intersection 12
Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 57 | 75 | 131.2\% | 10.9 | 2.6 | B |
|  | Through | 338 | 460 | 136.1\% | 18.0 | 4.6 | C |
|  | Right Turn | 8 | 16 | 195.0\% | 13.3 | 5.9 | B |
|  | Subtotal | 403 | 550 | 136.6\% | 17.0 | 4.3 | C |
| SB | Left Turn | 79 | 102 | 129.1\% | 11.5 | 1.1 | B |
|  | Through | 482 | 315 | 65.4\% | 17.3 | 1.6 | C |
|  | Right Turn | 25 | 6 | 22.4\% | 11.0 | 7.9 | B |
|  | Subtotal | 586 | 423 | 72.2\% | 15.9 | 1.3 | C |
| EB | Left Turn | 13 | 10 | 73.8\% | 8.9 | 5.0 | A |
|  | Through | 101 | 110 | 109.3\% | 11.8 | 0.7 | B |
|  | Right Turn | 355 | 332 | 93.4\% | 10.1 | 2.0 | B |
|  | Subtotal | 469 | 452 | 96.3\% | 10.5 | 1.3 | B |
| WB | Left Turn | 2 | 0 | 20.0\% | 1.4 | 4.3 | A |
|  | Through | 23 | 16 | 71.3\% | 8.6 | 1.3 | A |
|  | Right Turn | 116 | 77 | 66.2\% | 4.4 | 0.4 | A |
|  | Subtotal | 141 | 94 | 66.4\% | 5.2 | 0.3 | A |
| Total |  | 1,599 | 1,518 | 95.0\% | 14.1 | 1.3 | B |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Project
AM Peak Hour

Intersection 18
7th St/F St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 7 | 6 | 85.7\% | 37.2 | 20.5 | D |
|  | Through | 360 | 270 | 74.9\% | 34.1 | 3.4 | C |
|  | Right Turn | 74 | 71 | 95.7\% | 26.0 | 4.4 | C |
|  | Subtotal | 441 | 346 | 78.5\% | 32.5 | 3.5 | C |
| SB | Left Turn | 614 | 553 | 90.1\% | 86.4 | 24.3 | F |
|  | Through | 554 | 554 | 100.1\% | 13.2 | 4.8 | B |
|  | Right Turn | 29 | 26 | 88.3\% | 13.0 | 11.5 | B |
|  | Subtotal | 1,197 | 1,133 | 94.7\% | 49.2 | 12.7 | D |
| EB | Left Turn | 3 | 2 | 53.3\% | 26.5 | 48.8 | C |
|  | Through | 3 | 2 | 80.0\% | 13.9 | 19.4 | B |
|  | Right Turn | 4 | 7 | 170.0\% | 4.0 | 4.6 | A |
|  | Subtotal | 10 | 11 | 108.0\% | 28.1 | 43.8 | C |
| WB | Left Turn | 53 | 45 | 85.3\% | 44.2 | 15.5 | D |
|  | Through | 13 | 12 | 92.3\% | 38.7 | 18.9 | D |
|  | Right Turn | 552 | 527 | 95.4\% | 22.7 | 5.9 | C |
|  | Subtotal | 618 | 584 | 94.5\% | 24.6 | 6.1 | C |
| Total |  | 2,266 | 2,074 | 91.5\% | 39.3 | 8.0 | D |

Intersection 19
8th St/F St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 209 | 198 | 94.5\% | 14.8 | 2.7 | B |
|  | Through | 176 | 174 | 99.1\% | 10.1 | 0.8 | B |
|  | Right Turn | 2 | 1 | 40.0\% | 1.5 | 1.3 | A |
|  | Subtotal | 387 | 373 | 96.3\% | 12.6 | 1.9 | B |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 72 | 70 | 97.8\% | 23.2 | 3.7 | C |
|  | Through Right Turn | 517 | 450 | 87.1\% | 23.1 | 2.4 | C |
|  | Subtotal | 589 | 521 | 88.4\% | 23.1 | 2.5 | C |
| WB | Left Turn <br> Through | $438$ | $430$ | 98.3\% | 22.5 | 9.2 | C |
|  | Right Turn | 13 | 16 | 126.2\% | 16.1 | 8.9 | C |
|  | Subtotal | 451 | 447 | 99.1\% | 22.3 | 9.0 | C |
| Total |  | 1,427 | 1,340 | 93.9\% | 20.1 | 3.3 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Project
AM Peak Hour

Intersection 21
7th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 3 | 56.0\% | 13.3 | 20.0 | B |
|  | Through Right Turn | 304 | 213 | 70.1\% | 12.8 | 4.8 | B |
|  | Subtotal | 309 | 216 | 69.9\% | 13.0 | 4.8 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 577 | 567 | 98.3\% | 17.0 | 2.4 | B |
|  | Right Turn | 5 | 4 | 88.0\% | 7.4 | 6.7 | A |
|  | Subtotal | 582 | 572 | 98.2\% | 17.0 | 2.4 | B |
| EB | Left Turn | 249 | 199 | 79.8\% | 47.8 | 17.5 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 340 | 282 | 82.9\% | 9.1 | 1.5 | A |
|  | Subtotal | 589 | 481 | 81.6\% | 25.3 | 8.7 | C |
| WB | Left Turn | 5 | 4 | 88.0\% | 19.5 | 12.4 | B |
|  | Through | 600 | 563 | 93.8\% | 21.2 | 6.4 | C |
|  | Right Turn | 95 | 90 | 94.7\% | 13.6 | 5.0 | B |
|  | Subtotal | 700 | 657 | 93.9\% | 20.2 | 6.3 | C |
| Total |  | 2,180 | 1,926 | 88.3\% | 19.8 | 3.3 | B |

Intersection 22 5th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 13 | 12 | 89.2\% | 98.1 | 21.8 | F |
|  | Through | 829 | 619 | 74.6\% | 56.8 | 5.9 | E |
|  | Right Turn | 191 | 133 | 69.7\% | 40.1 | 6.6 | D |
|  | Subtotal | 1,033 | 764 | 73.9\% | 54.6 | 5.7 | D |
| SB | Left Turn | 130 | 119 | 91.7\% | 58.3 | 13.9 | E |
|  | Through | 494 | 451 | 91.3\% | 27.0 | 7.9 | C |
|  | Right Turn | 15 | 12 | 82.7\% | 16.7 | 11.5 | B |
|  | Subtotal | 639 | 583 | 91.2\% | 33.1 | 7.5 | C |
| EB | Left Turn | 5 | 4 | 88.0\% | 13.3 | 16.5 | B |
|  | Through | 39 | 37 | 95.4\% | 26.0 | 13.2 | C |
|  | Right Turn | 5 | 5 | 96.0\% | 14.0 | 16.7 | B |
|  | Subtotal | 49 | 46 | 94.7\% | 26.2 | 11.2 | C |
| WB | Left Turn | 190 | 187 | 98.3\% | 44.5 | 13.5 | D |
|  | Through | 5 | 5 | 104.0\% | 24.8 | 21.9 | C |
|  | Right Turn | 28 | 29 | 102.9\% | 34.4 | 12.6 | C |
|  | Subtotal | 223 | 221 | 99.0\% | 43.0 | 12.4 | D |
| Total |  | 1,944 | 1,614 | 83.0\% | 44.3 | 4.6 | D |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Project
AM Peak Hour

Intersection 23 6th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 1 | 24.0\% | 7.8 | 13.5 | A |
|  | Through | 428 | 286 | 66.7\% | 24.1 | 2.8 | C |
|  | Right Turn | 369 | 258 | 69.9\% | 13.5 | 8.7 | B |
|  | Subtotal | 802 | 545 | 67.9\% | 19.1 | 3.8 | B |
| SB | Left Turn | 30 | 35 | 116.0\% | 46.0 | 9.5 | D |
|  | Through | 421 | 412 | 97.9\% | 25.4 | 4.5 | C |
|  | Right Turn | 5 | 1 | 24.0\% | 9.5 | 9.2 | A |
|  | Subtotal | 456 | 448 | 98.2\% | 27.1 | 3.9 | C |
| EB | Left Turn | 114 | 90 | 78.9\% | 18.9 | 16.0 | B |
|  | Through | 207 | 163 | 78.6\% | 15.8 | 15.0 | B |
|  | Right Turn | 39 | 32 | 83.1\% | 21.7 | 33.1 | C |
|  | Subtotal | 360 | 285 | 79.2\% | 17.2 | 16.4 | B |
| WB | Left Turn | 5 | 3 | 56.0\% | 7.0 | 8.6 | A |
|  | Through | 213 | 213 | 99.9\% | 7.1 | 2.1 | A |
|  | Right Turn | 18 | 18 | 97.8\% | 6.3 | 7.3 | A |
|  | Subtotal | 236 | 233 | 98.8\% | 7.1 | 2.5 | A |
| Total |  | 1,854 | 1,511 | 81.5\% | 19.2 | 4.1 | B |

Intersection 24 7th St/H St 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 | 381 | 349 | 91.5\% | 20.0 | 4.5 | B |
|  | Through | 435 | 399 | 91.8\% | 13.7 | 2.8 | B |
|  | Right Turn | 11 | 9 | 80.0\% | 9.5 | 6.8 | A |
|  | Subtotal | 827 | 757 | 91.5\% | 16.6 | 3.5 | B |
| EB | Left Turn | 304 | 216 | 71.2\% | 36.6 | 14.3 | D |
|  | Through | 232 | 171 | 73.6\% | 38.5 | 14.8 | D |
|  | Right Turn | 70 | 56 | 80.6\% | 36.9 | 16.8 | D |
|  | Subtotal | 606 | 444 | 73.2\% | 37.4 | 14.6 | D |
| WB | Left Turn | 19 | 18 | 92.6\% | 26.1 | 3.9 | C |
|  | Through | 225 | 226 | 100.6\% | 21.7 | 1.7 | C |
|  | Right Turn | 5 | 4 | 72.0\% | 11.0 | 4.9 | B |
|  | Subtotal | 249 | 248 | 99.4\% | 22.0 | 1.7 | C |
| Total |  | 1,682 | 1,448 | 86.1\% | 23.8 | 6.0 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Project
AM Peak Hour

Intersection 25 8th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 16 | 12 | 72.5\% | 8.0 | 5.7 | A |
|  | Through | 716 | 724 | 101.1\% | 14.2 | 3.2 | B |
|  | Right Turn | 284 | 277 | 97.5\% | 19.8 | 7.4 | B |
|  | Subtotal | 1,016 | 1,012 | 99.6\% | 15.7 | 4.2 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 326 | 268 | 82.2\% | 30.7 | 6.2 | C |
|  | Through Right Turn | 182 | 153 | 84.0\% | 30.0 | 6.8 | C |
|  | Subtotal | 508 | 421 | 82.8\% | 30.4 | 6.4 | C |
| WB | Left Turn Through | 233 | 241 | 103.3\% | 10.6 | 1.7 | B |
|  | Right Turn | 56 | 53 | 94.3\% | 7.9 | 3.0 | A |
|  | Subtotal | 289 | 294 | 101.6\% | 10.1 | 1.5 | B |
| Total |  | 1,813 | 1,726 | 95.2\% | 18.4 | 3.1 | B |

Intersection 27 5th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 377 | 298 | 79.0\% | 29.9 | 5.3 | C |
|  | Through Right Turn | 1,034 | 769 | 74.4\% | 72.6 | 16.6 | E |
|  | Subtotal | 1,411 | 1,067 | 75.6\% | 60.8 | 12.9 | E |
| SB | Left Turn <br> Through <br> Right Turn | 654 | 614 | 93.9\% | 17.2 | 3.1 | B |
|  | Subtotal | 654 | 614 | 93.9\% | 17.2 | 3.1 | B |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 909 \\ 72 \end{gathered}$ | $\begin{gathered} 627 \\ 55 \end{gathered}$ | $\begin{aligned} & \text { 69.0\% } \\ & 76.1 \% \end{aligned}$ | $\begin{aligned} & 114.7 \\ & 156.9 \end{aligned}$ | $\begin{aligned} & 44.5 \\ & 64.7 \end{aligned}$ | F |
|  | Subtotal | 981 | 682 | 69.5\% | 118.1 | 45.7 | F |
| Total |  | 3,046 | 2,363 | 77.6\% | 63.8 | 11.6 | E |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
AM Peak Hour

Intersection 28
6th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 206 | 120 | 58.3\% | 106.8 | 29.4 | F |
|  | Through Right Turn | 730 | 490 | 67.1\% | 71.7 | 20.8 | E |
|  | Subtotal | 936 | 610 | 65.2\% | 78.5 | 21.6 | E |
| SB | Left Turn <br> Through Right Turn | $\begin{gathered} 407 \\ 58 \end{gathered}$ | $\begin{gathered} 389 \\ 56 \end{gathered}$ | $\begin{aligned} & \text { 95.5\% } \\ & 97.2 \% \end{aligned}$ | $\begin{aligned} & 17.5 \\ & 22.8 \end{aligned}$ | $\begin{gathered} 2.6 \\ 16.4 \end{gathered}$ | $\begin{aligned} & \text { B } \\ & \text { C } \end{aligned}$ |
|  | Subtotal | 465 | 445 | 95.7\% | 18.1 | 4.1 | B |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 61 | 59 | 97.0\% | 64.5 | 38.5 | E |
|  | Through | 717 | 604 | 84.2\% | 79.8 | 32.6 | E |
|  | Right Turn | 72 | 66 | 91.1\% | 79.9 | 38.6 | E |
|  | Subtotal | 850 | 728 | 85.7\% | 78.3 | 32.9 | E |
| Total |  | 2,251 | 1,784 | 79.2\% | 61.9 | 15.9 | E |

Intersection 29 7th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through Right Turn | $\begin{gathered} 482 \\ 42 \end{gathered}$ | $\begin{gathered} 427 \\ 42 \end{gathered}$ | $\begin{aligned} & \text { 88.6\% } \\ & 99.0 \% \end{aligned}$ | $\begin{gathered} 8.9 \\ 17.4 \end{gathered}$ | $\begin{gathered} 1.1 \\ 24.5 \end{gathered}$ | A |
|  | Subtotal | 524 | 469 | 89.5\% | 9.7 | 2.5 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through Right Turn | $\begin{aligned} & 392 \\ & 808 \end{aligned}$ | $\begin{aligned} & 366 \\ & 738 \end{aligned}$ | $\begin{aligned} & \hline 93.3 \% \\ & 91.3 \% \end{aligned}$ | $\begin{aligned} & 21.9 \\ & 28.1 \end{aligned}$ | $\begin{aligned} & 15.8 \\ & 23.4 \end{aligned}$ | C |
|  | Subtotal | 1,200 | 1,104 | 92.0\% | 26.0 | 20.6 | C |
| Total |  | 1,724 | 1,572 | 91.2\% | 20.7 | 14.0 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Project
AM Peak Hour

Intersection 30
8th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 252 | 247 | 97.9\% | 15.8 | 14.4 | B |
|  | Through Right Turn | 866 | 880 | 101.6\% | 14.5 | 5.0 | B |
|  | Subtotal | 1,118 | 1,127 | 100.8\% | 14.7 | 4.9 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 948 \\ & 150 \end{aligned}$ | $\begin{aligned} & 928 \\ & 138 \end{aligned}$ | $\begin{aligned} & \text { 97.9\% } \\ & 91.7 \% \end{aligned}$ | $\begin{aligned} & 19.2 \\ & 22.6 \end{aligned}$ | $\begin{aligned} & 17.9 \\ & 30.4 \end{aligned}$ | $\begin{aligned} & \text { B } \\ & \text { C } \end{aligned}$ |
|  | Subtotal | 1,098 | 1,066 | 97.0\% | 19.5 | 18.9 | B |
| Total |  | 2,216 | 2,192 | 98.9\% | 16.9 | 10.4 | B |

Intersection 31
3rd St-I 5 NB Off Ramp/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 5 | 3 | 56.0\% | 76.0 | 66.7 | E |
|  | Through | 1,970 | 1,425 | 72.3\% | 104.2 | 11.8 | F |
|  | Right Turn | 227 | 172 | 75.8\% | 73.3 | 8.9 | E |
|  | Subtotal | 2,202 | 1,600 | 72.7\% | 101.0 | 11.2 | F |
| SB | Left Turn | 79 | 70 | 89.1\% | 48.4 | 9.0 | D |
|  | Through Right Turn | 109 | 104 | 95.8\% | 50.4 | 15.9 | D |
|  | Subtotal | 188 | 175 | 93.0\% | 50.0 | 11.3 | D |
| EB | Left Turn | 5 | 5 | 104.0\% | 100.3 | 43.6 | F |
|  | Through | 1,220 | 1,047 | 85.8\% | 118.4 | 30.7 | F |
|  | Right Turn | 846 | 690 | 81.5\% | 141.8 | 42.1 | F |
|  | Subtotal | 2,071 | 1,742 | 84.1\% | 127.8 | 34.1 | F |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 59 | 54 | 91.5\% | 104.4 | 30.1 | F |
|  | Subtotal | 59 | 54 | 91.5\% | 104.4 | 30.1 | F |
| Total |  | 4,520 | 3,571 | 79.0\% | 111.7 | 18.5 | F |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Cumulative Plus Project
Volume and Delay by Movement
AM Peak Hour

| Intersection 32 |  | 5th St/J St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 516 | 482 | 93.4\% | 56.4 | 20.7 | E |
|  | Right Turn | 556 | 530 | 95.4\% | 33.8 | 7.8 | C |
|  | Subtotal | 1,072 | 1,012 | 94.4\% | 44.8 | 12.9 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 895 | 617 | 69.0\% | 49.5 | 26.3 | D |
|  | Through | 2,309 | 1,780 | 77.1\% | 27.7 | 7.7 | C |
|  | Right Turn | 124 | 109 | 88.1\% | 20.0 | 4.7 | B |
|  | Subtotal | 3,328 | 2,507 | 75.3\% | 32.5 | 8.8 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
|  | Total | 4,400 | 3,519 | 80.0\% | 36.0 | 9.2 | D |

Intersection 33
7th St/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 159 | 149 | 93.6\% | 22.3 | 5.5 | C |
|  | Through Right Turn | 715 | 632 | 88.4\% | 25.0 | 2.2 | C |
|  | Subtotal | 874 | 781 | 89.4\% | 24.4 | 2.7 | C |
| EB | Left Turn Through Right Turn | $\begin{gathered} 1,986 \\ 330 \end{gathered}$ | $\begin{gathered} 1,686 \\ 263 \end{gathered}$ | 84.9\% 82.3\% | $8.4$ | $\begin{aligned} & 0.7 \\ & 0.7 \end{aligned}$ | A |
|  | Right Turn | 320 | 263 | 82.3\% | 7.4 | 0.7 | A |
|  | Subtotal | 2,306 | 1,949 | 84.5\% | 8.2 | 0.6 | A |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 3,180 | 2,730 | 85.9\% | 12.9 | 0.9 | B |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Project
AM Peak Hour

Intersection 64
5th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 711 | 531 | 74.7\% | 36.9 | 3.9 | D |
|  | Right Turn | 151 | 99 | 65.7\% | 29.3 | 2.9 | C |
|  | Subtotal | 862 | 630 | 73.1\% | 35.7 | 3.5 | D |
| SB | Left Turn | 221 | 222 | 100.3\% | 50.6 | 21.9 | D |
|  | Through Right Turn | 457 | 424 | 92.9\% | 24.6 | 21.9 | C |
|  | Subtotal | 678 | 646 | 95.3\% | 33.5 | 21.8 | C |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 182 | 164 | 90.1\% | 34.2 | 9.6 | C |
|  | Through <br> Right Turn | 91 | 88 | 96.3\% | 14.4 | 5.2 | B |
|  | Subtotal | 273 | 252 | 92.2\% | 27.7 | 8.6 | C |
| Total |  | 1,813 | 1,528 | 84.3\% | 33.7 | 10.5 | C |

Intersection 65 6th St/G St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 29 | 17 | 57.9\% | 16.5 | 9.3 | B |
|  | Through | 271 | 185 | 68.2\% | 11.8 | 2.1 | B |
|  | Right Turn | 219 | 156 | 71.4\% | 8.3 | 1.5 | A |
|  | Subtotal | 519 | 358 | 69.0\% | 10.6 | 1.8 | B |
| SB | Left Turn | 153 | 151 | 98.6\% | 41.7 | 25.9 | D |
|  | Through | 312 | 316 | 101.3\% | 19.5 | 12.9 | B |
|  | Right Turn | 38 | 35 | 91.6\% | 18.4 | 17.9 | B |
|  | Subtotal | 503 | 502 | 99.7\% | 26.0 | 16.9 | C |
| EB | Left Turn | 15 | 11 | 74.7\% | 36.5 | 44.7 | D |
|  | Through | 217 | 178 | 81.8\% | 9.6 | 2.0 | A |
|  | Right Turn | 140 | 124 | 88.3\% | 6.3 | 1.6 | A |
|  | Subtotal | 372 | 312 | 84.0\% | 9.0 | 1.8 | A |
| WB | Left Turn | 46 | 44 | 96.5\% | 13.1 | 5.3 | B |
|  | Through | 206 | 202 | 98.1\% | 8.4 | 1.3 | A |
|  | Right Turn | 358 | 320 | 89.3\% | 5.5 | 1.3 | A |
|  | Subtotal | 610 | 566 | 92.8\% | 7.1 | 1.4 | A |
| Total |  | 2,004 | 1,738 | 86.7\% | 13.5 | 5.2 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
AM Peak Hour

Intersection 36 5th St/Tower Bridge Gateway
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 72.0\% | 33.1 | 35.5 | C |
|  | Through | 598 | 602 | 100.6\% | 33.5 | 3.5 | C |
|  | Right Turn | 160 | 156 | 97.8\% | 11.7 | 2.2 | B |
|  | Subtotal | 763 | 762 | 99.8\% | 29.1 | 2.7 | C |
| SB | Left Turn | 192 | 211 | 110.0\% | 42.3 | 4.5 | D |
|  | Through | 368 | 371 | 100.9\% | 17.7 | 4.1 | B |
|  | Right Turn | 467 | 464 | 99.4\% | 15.4 | 4.7 | B |
|  | Subtotal | 1,027 | 1,047 | 101.9\% | 21.7 | 4.2 | C |
| EB | Left Turn | 350 | 354 | 101.0\% | 57.3 | 8.9 | E |
|  | Through | 389 | 380 | 97.7\% | 33.6 | 4.6 | C |
|  | Right Turn | 5 | 6 | 112.0\% | 12.1 | 11.6 | B |
|  | Subtotal | 744 | 739 | 99.4\% | 44.7 | 6.0 | D |
| WB | Left Turn | 55 | 49 | 88.7\% | 57.4 | 13.5 | E |
|  | Through | 183 | 187 | 102.3\% | 32.6 | 7.3 | C |
|  | Right Turn | 83 | 80 | 96.4\% | 9.7 | 3.3 | A |
|  | Subtotal | 321 | 316 | 98.4\% | 30.9 | 3.8 | C |
| Total |  | 2,855 | 2,864 | 100.3\% | 30.6 | 3.2 | C |

Intersection 37 3rd St-Riverfront St/Tower Bridge Gateway Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 2 | 3 | 140.0\% | 31.8 | 34.5 | C |
|  | Through | 301 | 325 | 107.9\% | 37.6 | 4.8 | D |
|  | Right Turn | 5 | 5 | 104.0\% | 9.7 | 13.6 | A |
|  | Subtotal | 308 | 333 | 108.1\% | 37.5 | 4.6 | D |
| SB | Left Turn | 128 | 121 | 94.7\% | 34.7 | 4.6 | C |
|  | Through | 198 | 195 | 98.4\% | 34.7 | 3.6 | C |
|  | Right Turn | 62 | 61 | 98.1\% | 16.1 | 8.6 | B |
|  | Subtotal | 388 | 377 | 97.1\% | 31.7 | 3.2 | C |
| EB | Left Turn | 292 | 282 | 96.4\% | 62.6 | 15.1 | E |
|  | Through | 449 | 446 | 99.2\% | 32.2 | 4.2 | C |
|  | Right Turn | 1 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Subtotal | 742 | 727 | 98.0\% | 44.1 | 7.8 | D |
| WB | Left Turn | 172 | 156 | 90.7\% | 49.4 | 9.1 | D |
|  | Through | 256 | 256 | 100.0\% | 32.9 | 4.3 | C |
|  | Right Turn | 168 | 162 | 96.7\% | 21.5 | 3.8 | C |
|  | Subtotal | 596 | 574 | 96.4\% | 34.2 | 4.2 | C |
| Total |  | 2,034 | 2,011 | 98.9\% | 37.7 | 3.9 | D |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Project
AM Peak Hour

Intersection 17 12th St/ $\square$ St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 150 | 150 | 100.0\% | 10.5 | 1.5 | B |
|  | Through | 1,676 | 1,689 | 100.8\% | 8.5 | 1.0 | A |
|  | Right Turn | 25 | 23 | 92.8\% | 5.7 | 2.4 | A |
|  | Subtotal | 1,851 | 1,862 | 100.6\% | 8.7 | 1.0 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 164 | 161 | 98.3\% | 15.0 | 1.5 | B |
|  | Right Turn | 14 | 11 | 77.1\% | 9.7 | 6.3 | A |
|  | Subtotal | 178 | 172 | 96.6\% | 14.8 | 1.4 | B |
| WB | Left Turn | 14 | 13 | 94.3\% | 18.2 | 8.1 | B |
|  | Through Right Turn | 62 | 65 | 104.5\% | 13.7 | 4.1 | B |
|  | Subtotal | 76 | 78 | 102.6\% | 14.6 | 3.0 | B |
| Total |  | 2,105 | 2,112 | 100.4\% | 9.4 | 0.9 | A |

Intersection 20
12th St/\&St
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 | 218 | 213 | 97.6\% | 12.5 | 1.9 | B |
|  | Through | 1,461 | 1,471 | 100.7\% | 13.0 | 1.7 | B |
|  | Right Turn | 25 | 26 | 102.4\% | 11.4 | 3.2 | B |
|  | Subtotal | 1,704 | 1,709 | 100.3\% | 12.9 | 1.7 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 36 | 38 | 105.6\% | 12.5 | 5.1 | B |
|  | Right Turn | 134 | 130 | 97.0\% | 8.0 | 1.6 | A |
|  | Subtotal | 170 | 168 | 98.8\% | 9.0 | 1.9 | A |
| WB | Left Turn | 4 | 2 | 60.0\% | 3.7 | 7.2 | A |
|  | Through | 296 | 306 | 103.4\% | 16.8 | 1.6 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 300 | 308 | 102.8\% | 16.8 | 1.6 | B |
| Total |  | 2,174 | 2,186 | 100.5\% | 13.1 | 1.2 | B |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour

| Intersection 13 |  | 7th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand | Served V | me (vph) |  | Delay (sec/v |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 14 | 56.7\% | 53.9 | 26.7 | D |
|  | Through | 165 | 140 | 84.8\% | 33.0 | 4.8 | C |
|  | Right Turn | 326 | 283 | 86.7\% | 25.8 | 7.4 | C |
|  | Subtotal | 515 | 436 | 84.7\% | 29.0 | 6.2 | C |
| SB | Left Turn | 218 | 214 | 98.0\% | 87.5 | 33.4 | F |
|  | Through | 511 | 511 | 100.0\% | 30.0 | 5.4 | C |
|  | Right Turn | 94 | 95 | 100.9\% | 28.8 | 8.8 | C |
|  | Subtotal | 823 | 819 | 99.5\% | 45.1 | 12.1 | D |
| EB | Left Turn | 20 | 18 | 90.0\% | 98.0 | 36.3 | F |
|  | Through | 273 | 203 | 74.3\% | 85.6 | 26.4 | F |
|  | Right Turn | 66 | 53 | 80.6\% | 68.3 | 25.5 | E |
|  | Subtotal | 359 | 274 | 76.3\% | 82.7 | 25.3 | F |
| WB | Left Turn | 513 | 452 | 88.1\% | 51.7 | 8.1 | D |
|  | Through | 481 | 443 | 92.1\% | 34.9 | 6.4 | C |
|  | Right Turn | 143 | 136 | 95.1\% | 33.4 | 7.2 | C |
|  | Subtotal | 1,137 | 1,031 | 90.7\% | 42.2 | 4.2 | D |
| Total |  | 2,834 | 2,561 | 90.4\% | 45.2 | 6.1 | D |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour
Intersection 14 Dos Rios St/N B St-N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 18 | 14 | 77.8\% | 34.1 | 15.5 | C |
|  | Through | 486 | 478 | 98.3\% | 15.0 | 1.4 | B |
|  | Right Turn | 5 | 8 | 160.0\% | 12.9 | 10.3 | B |
|  | Subtotal | 509 | 500 | 98.2\% | 15.6 | 1.5 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 92 | 88 | 95.2\% | 0.6 | 0.5 | A |
|  | Subtotal | 92 | 88 | 95.2\% | 0.6 | 0.5 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 777 | 621 | 79.9\% | 26.0 | 6.1 | C |
|  | Right Turn | 345 | 277 | 80.3\% | 36.4 | 15.8 | D |
|  | Subtotal | 1,122 | 898 | 80.0\% | 29.3 | 9.1 | C |
| SW | Left Turn | 21 | 15 | 70.5\% | 33.4 | 7.5 | C |
|  | Through | 1,845 | 1,844 | 99.9\% | 38.0 | 8.5 | D |
|  | Right Turn | 552 | 518 | 93.8\% | 69.7 | 21.9 | E |
|  | Subtotal | 2,418 | 2,376 | 98.3\% | 45.0 | 11.1 | D |
| Total |  | 4,141 | 3,861 | 93.2\% | 36.7 | 7.9 | D |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour

| Intersection 15 |  | N 16th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 438 | 448 | 102.3\% | 20.9 | 3.2 | C |
|  | Through | 1,045 | 1,090 | 104.3\% | 13.2 | 0.8 | B |
|  | Right Turn | 23 | 22 | 97.4\% | 2.4 | 1.0 | A |
|  | Subtotal | 1,506 | 1,560 | 103.6\% | 15.3 | 1.3 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 735 | 555 | 75.5\% | 19.2 | 2.0 | B |
|  | Through | 27 | 22 | 80.0\% | 20.0 | 6.3 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 762 | 576 | 75.6\% | 19.3 | 2.1 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 18 | 13 | 73.3\% | 5.8 | 4.6 | A |
|  | Right Turn | 11 | 8 | 72.7\% | 3.3 | 3.2 | A |
|  | Subtotal | 29 | 21 | 73.1\% | 5.4 | 4.2 | A |
| Total |  | 2,297 | 2,158 | 93.9\% | 16.2 | 1.2 | B |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour

Intersection 38
5th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 196 | 145 | 73.9\% | 34.4 | 5.7 | C |
|  | Through | 196 | 159 | 81.0\% | 13.6 | 3.0 | B |
|  | Right Turn | 16 | 15 | 92.5\% | 15.0 | 9.3 | B |
|  | Subtotal | 408 | 318 | 78.0\% | 23.1 | 3.2 | C |
| SB | Left Turn | 40 | 36 | 90.0\% | 48.4 | 41.7 | D |
|  | Through | 243 | 200 | 82.1\% | 48.1 | 32.9 | D |
|  | Right Turn | 49 | 45 | 92.2\% | 42.8 | 37.4 | D |
|  | Subtotal | 332 | 281 | 84.6\% | 47.4 | 34.2 | D |
| EB | Left Turn | 56 | 55 | 97.9\% | 61.7 | 27.4 | E |
|  | Through | 436 | 393 | 90.2\% | 46.5 | 23.5 | D |
|  | Right Turn | 391 | 338 | 86.5\% | 46.9 | 27.4 | D |
|  | Subtotal | 883 | 786 | 89.1\% | 47.9 | 24.8 | D |
| WB | Left Turn | 11 | 10 | 94.5\% | 57.2 | 23.4 | E |
|  | Through | 452 | 385 | 85.1\% | 22.8 | 3.1 | C |
|  | Right Turn | 12 | 11 | 90.0\% | 11.4 | 7.0 | B |
|  | Subtotal | 475 | 406 | 85.5\% | 23.3 | 3.4 | C |
| Total |  | 2,098 | 1,792 | 85.4\% | 37.4 | 14.4 | D |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour
Intersection 39 6th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 128 | 97 | 75.9\% | 15.3 | 2.8 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 63 | 54 | 85.1\% | 13.8 | 7.3 | B |
|  | Subtotal | 191 | 151 | 79.0\% | 15.0 | 3.3 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 296 | 236 | 79.9\% | 61.8 | 30.4 | E |
|  | Right Turn | 196 | 166 | 84.5\% | 61.4 | 31.8 | E |
|  | Subtotal | 492 | 402 | 81.7\% | 61.6 | 30.9 | E |
| WB | Left Turn | 252 | 229 | 90.8\% | 34.5 | 5.0 | C |
|  | Through | 347 | 308 | 88.6\% | 11.4 | 2.7 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 599 | 536 | 89.5\% | 21.2 | 3.4 | C |
| Total |  | 1,282 | 1,089 | 85.0\% | 35.0 | 12.0 | D |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour
Intersection 40 8th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 2 | 40.0\% | 16.2 | 27.2 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 265 | 223 | 84.2\% | 10.3 | 3.0 | B |
|  | Subtotal | 270 | 225 | 83.4\% | 10.5 | 3.5 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 816 | 690 | 84.6\% | 15.0 | 1.5 | B |
|  | Right Turn | 1 | 2 | 200.0\% | 1.9 | 5.2 | A |
|  | Subtotal | 817 | 692 | 84.7\% | 15.0 | 1.5 | B |
| WB | Left Turn | 68 | 63 | 92.4\% | 53.1 | 16.0 | D |
|  | Through | 1,132 | 1,039 | 91.8\% | 28.9 | 11.2 | C |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 1,200 | 1,102 | 91.8\% | 30.3 | 11.4 | C |
| Total |  | 2,287 | 2,020 | 88.3\% | 22.9 | 6.2 | C |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour

| Intersection 41 |  | 10th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 80.0\% | 38.8 | 33.0 | D |
|  | Through | 239 | 188 | 78.8\% | 20.7 | 7.5 | C |
|  | Right Turn | 93 | 74 | 80.0\% | 14.1 | 4.8 | B |
|  | Subtotal | 337 | 267 | 79.2\% | 19.4 | 6.3 | B |
| SB | Left Turn | 35 | 34 | 98.3\% | 34.4 | 7.0 | C |
|  | Through | 18 | 19 | 104.4\% | 13.0 | 6.8 | B |
|  | Right Turn | 183 | 174 | 95.3\% | 13.2 | 3.7 | B |
|  | Subtotal | 236 | 228 | 96.4\% | 16.6 | 2.9 | B |
| EB | Left Turn | 54 | 48 | 88.1\% | 43.5 | 9.1 | D |
|  | Through | 994 | 823 | 82.8\% | 22.3 | 3.4 | C |
|  | Right Turn | 5 | 3 | 64.0\% | 12.5 | 14.7 | B |
|  | Subtotal | 1,053 | 874 | 83.0\% | 23.6 | 3.4 | C |
| WB | Left Turn | 68 | 66 | 97.1\% | 37.3 | 6.0 | D |
|  | Through | 1,047 | 990 | 94.6\% | 24.5 | 6.7 | C |
|  | Right Turn | 10 | 7 | 68.0\% | 20.4 | 22.0 | C |
|  | Subtotal | 1,125 | 1,063 | 94.5\% | 25.3 | 6.2 | C |
| Total |  | 2,751 | 2,431 | 88.4\% | 23.3 | 3.1 | C |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU

AM Peak Hour

Intersection 42
Bercut Dr/South Park St
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 | 390 | 251 | 64.4\% | 14.5 | 3.2 | B |
|  | Right Turn | 272 | 177 | 65.1\% | 11.8 | 2.6 | B |
|  | Subtotal | 662 | 428 | 64.7\% | 13.4 | 2.8 | B |
| SB | Left Turn | 227 | 213 | 93.9\% | 25.7 | 4.6 | D |
|  | Through | 483 | 459 | 95.1\% | 7.4 | 1.7 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 710 | 672 | 94.7\% | 13.2 | 2.4 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 56 | 56 | 99.3\% | 23.4 | 3.2 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 24 | 20 | 81.7\% | 9.9 | 1.8 | A |
|  | Subtotal | 80 | 75 | 94.0\% | 19.9 | 2.6 | C |
| Total |  | 1,452 | 1,176 | 81.0\% | 13.7 | 2.0 | B |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour

Intersection $43 \quad$ 5th St/South Park St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 162 | 114 | 70.4\% | 81.9 | 42.1 | F |
|  | Through | 273 | 215 | 78.8\% | 30.7 | 27.0 | C |
|  | Right Turn | 8 | 3 | 40.0\% | 16.4 | 17.7 | B |
|  | Subtotal | 443 | 332 | 75.0\% | 48.3 | 31.2 | D |
| SB | Left Turn | 22 | 22 | 98.2\% | 113.1 | 36.3 | F |
|  | Through | 527 | 396 | 75.2\% | 90.2 | 37.5 | F |
|  | Right Turn | 84 | 55 | 65.2\% | 85.1 | 35.0 | F |
|  | Subtotal | 633 | 473 | 74.7\% | 90.4 | 36.6 | F |
| EB | Left Turn | 87 | 68 | 78.6\% | 39.3 | 10.1 | D |
|  | Through | 92 | 82 | 89.1\% | 42.0 | 12.9 | D |
|  | Right Turn | 70 | 54 | 77.7\% | 33.0 | 14.1 | C |
|  | Subtotal | 249 | 205 | 82.2\% | 38.9 | 11.3 | D |
| WB | Left Turn | 17 | 10 | 58.8\% | 30.8 | 16.8 | C |
|  | Through | 212 | 185 | 87.4\% | 33.4 | 6.0 | C |
|  | Right Turn | 20 | 19 | 94.0\% | 25.8 | 12.8 | C |
|  | Subtotal | 249 | 214 | 85.9\% | 33.2 | 6.2 | C |
| Total |  | 1,574 | 1,224 | 77.8\% | 59.6 | 18.0 | E |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour

Intersection 44
Judah St/South Park St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 20 | 19 | 94.0\% | 6.5 | 2.0 | A |
|  | Through | 5 | 3 | 64.0\% | 5.8 | 6.0 | A |
|  | Right Turn | 23 | 25 | 107.8\% | 3.5 | 0.8 | A |
|  | Subtotal | 48 | 47 | 97.5\% | 5.3 | 1.0 | A |
| SB | Left Turn | 15 | 17 | 114.7\% | 5.3 | 1.3 | A |
|  | Through | 5 | 7 | 136.0\% | 7.6 | 6.0 | A |
|  | Right Turn | 26 | 20 | 78.5\% | 3.5 | 1.0 | A |
|  | Subtotal | 46 | 44 | 96.5\% | 4.9 | 1.0 | A |
| EB | Left Turn | 19 | 12 | 65.3\% | 4.8 | 1.3 | A |
|  | Through | 78 | 72 | 91.8\% | 2.6 | 1.2 | A |
|  | Right Turn | 25 | 23 | 92.8\% | 1.9 | 0.6 | A |
|  | Subtotal | 122 | 107 | 87.9\% | 2.6 | 0.8 | A |
| WB | Left Turn | 11 | 7 | 65.5\% | 3.0 | 2.2 | A |
|  | Through | 203 | 179 | 88.3\% | 2.2 | 0.2 | A |
|  | Right Turn | 15 | 10 | 66.7\% | 1.6 | 0.9 | A |
|  | Subtotal | 229 | 196 | 85.8\% | 2.2 | 0.2 | A |
| Total |  | 445 | 395 | 88.7\% | 3.0 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour

Intersection 45
6th St/South Park St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 18 | 16 | 86.7\% | 12.3 | 5.7 | B |
|  | Through | 106 | 74 | 69.8\% | 12.9 | 2.3 | B |
|  | Right Turn | 10 | 11 | 112.0\% | 5.6 | 3.1 | A |
|  | Subtotal | 134 | 101 | 75.2\% | 12.2 | 2.5 | B |
| SB | Left Turn | 10 | 8 | 84.0\% | 10.4 | 6.5 | B |
|  | Through | 318 | 272 | 85.7\% | 24.3 | 8.1 | C |
|  | Right Turn | 53 | 49 | 92.8\% | 19.6 | 5.9 | C |
|  | Subtotal | 381 | 330 | 86.6\% | 23.3 | 7.4 | C |
| EB | Left Turn | 18 | 19 | 104.4\% | 12.1 | 3.2 | B |
|  | Through | 79 | 77 | 97.2\% | 13.6 | 1.8 | B |
|  | Right Turn | 19 | 19 | 98.9\% | 10.1 | 2.6 | B |
|  | Subtotal | 116 | 114 | 98.6\% | 12.9 | 2.0 | B |
| WB | Left Turn | 347 | 291 | 83.9\% | 37.3 | 11.4 | E |
|  | Through | 158 | 131 | 82.8\% | 39.1 | 11.8 | E |
|  | Right Turn | 58 | 53 | 91.0\% | 37.0 | 12.2 | E |
|  | Subtotal | 563 | 475 | 84.3\% | 37.8 | 11.5 | E |
| Total |  | 1,194 | 1,020 | 85.4\% | 27.8 | 6.7 | D |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour
Intersection 46 7th St/South Park St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 123 | 85 | 69.3\% | 99.6 | 39.3 | F |
|  | Through Right Turn | 503 | 440 | 87.4\% | 11.2 | 1.1 | B |
|  | Subtotal | 626 | 525 | 83.8\% | 25.6 | 7.8 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 628 | 572 | 91.1\% | 12.5 | 2.6 | B |
|  | Right Turn | 440 | 404 | 91.9\% | 16.8 | 9.9 | B |
|  | Subtotal | 1,068 | 977 | 91.5\% | 14.4 | 5.7 | B |
| EB | Left Turn | 85 | 79 | 93.2\% | 16.6 | 3.8 | B |
|  | Through Right Turn | 14 | 12 | 82.9\% | 8.5 | 5.3 | A |
|  | Subtotal | 99 | 91 | 91.7\% | 15.8 | 3.4 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,793 | 1,592 | 88.8\% | 18.2 | 5.4 | B |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour
Intersection 47 Railyards Blvd/Jibboom St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 730 \\ & 139 \end{aligned}$ | $\begin{aligned} & 387 \\ & 74 \end{aligned}$ | $53.0 \%$ <br> 52.9\% | $227.2$ | $\begin{aligned} & \hline 29.9 \\ & 17.3 \end{aligned}$ | F |
|  | Subtotal | 869 | 460 | 53.0\% | 223.0 | 27.2 | F |
| EB | Left Turn <br> Through <br> Right Turn | 1,278 | 681 | 53.3\% | 259.4 | 29.3 | F |
|  | Subtotal | 1,278 | 681 | 53.3\% | 259.4 | 29.3 | F |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 972 \\ 64 \end{gathered}$ | $\begin{gathered} 746 \\ 48 \end{gathered}$ | $\begin{aligned} & 76.7 \% \\ & 75.0 \% \end{aligned}$ | $\begin{gathered} 10.7 \\ 2.9 \end{gathered}$ | $\begin{aligned} & 2.3 \\ & 0.8 \end{aligned}$ | B |
|  | Subtotal | 1,036 | 794 | 76.6\% | 10.3 | 2.2 | B |
| Total |  | 3,183 | 1,935 | 60.8\% | 147.6 | 10.0 | F |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour

| Intersection 48 |  | Bercut Dr/Railyards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 42 | 34 | 81.9\% | 60.2 | 19.9 | E |
|  | Through | 52 | 54 | 103.1\% | 29.5 | 9.5 | C |
|  | Right Turn | 8 | 6 | 70.0\% | 9.4 | 11.3 | A |
|  | Subtotal | 102 | 94 | 91.8\% | 41.3 | 9.9 | D |
| SB | Left Turn | 55 | 52 | 95.3\% | 43.9 | 10.3 | D |
|  | Through | 96 | 83 | 86.3\% | 29.5 | 6.0 | C |
|  | Right Turn | 208 | 202 | 97.3\% | 21.3 | 5.8 | C |
|  | Subtotal | 359 | 338 | 94.0\% | 26.8 | 4.8 | C |
| EB | Left Turn | 547 | 280 | 51.2\% | 39.6 | 7.4 | D |
|  | Through | 836 | 442 | 52.8\% | 33.0 | 4.6 | C |
|  | Right Turn | 625 | 334 | 53.4\% | 30.2 | 4.2 | C |
|  | Subtotal | 2,008 | 1,056 | 52.6\% | 33.9 | 3.5 | C |
| WB | Left Turn | 4 | 3 | 70.0\% | 30.2 | 27.5 | C |
|  | Through | 734 | 532 | 72.5\% | 35.7 | 8.9 | D |
|  | Right Turn | 103 | 78 | 75.7\% | 17.5 | 5.8 | B |
|  | Subtotal | 841 | 613 | 72.9\% | 33.5 | 8.3 | C |
| Total |  | 3,310 | 2,100 | 63.4\% | 32.9 | 4.1 | C |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour

| Intersection 49 |  | Huntington St/Railyards Blvd |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand | Served V | me (vph) |  |  |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 105 | 82 | 77.7\% | 25.4 | 12.9 | C |
|  | Through | 2 | 2 | 80.0\% | 7.9 | 13.4 | A |
|  | Right Turn | 17 | 15 | 87.1\% | 20.6 | 15.8 | C |
|  | Subtotal | 124 | 98 | 79.0\% | 24.7 | 12.8 | C |
| SB | Left Turn | 69 | 74 | 107.2\% | 28.9 | 7.4 | C |
|  | Through | 14 | 18 | 125.7\% | 24.1 | 13.8 | C |
|  | Right Turn | 25 | 30 | 120.0\% | 13.3 | 7.5 | B |
|  | Subtotal | 108 | 122 | 112.6\% | 24.2 | 6.0 | C |
| EB | Left Turn | 8 | 5 | 65.0\% | 75.6 | 34.3 | E |
|  | Through | 802 | 441 | 55.0\% | 50.0 | 20.7 | D |
|  | Right Turn | 134 | 77 | 57.3\% | 46.6 | 20.8 | D |
|  | Subtotal | 944 | 523 | 55.4\% | 49.9 | 20.6 | D |
| WB | Left Turn | 50 | 39 | 78.4\% | 59.9 | 9.4 | E |
|  | Through | 696 | 520 | 74.8\% | 27.0 | 4.8 | C |
|  | Right Turn | 190 | 131 | 68.8\% | 17.8 | 4.2 | B |
|  | Subtotal | 936 | 690 | 73.8\% | 27.2 | 4.2 | C |
| Total |  | 2,112 | 1,433 | 67.9\% | 34.9 | 7.8 | C |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour

Intersection 50 Stanford St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 120 | 104 | 87.0\% | 28.1 | 4.3 | C |
|  | Through | 10 | 8 | 84.0\% | 27.0 | 17.6 | C |
|  | Right Turn | 45 | 35 | 77.3\% | 20.2 | 11.1 | C |
|  | Subtotal | 175 | 148 | 84.3\% | 26.3 | 4.0 | C |
| SB | Left Turn | 10 | 8 | 84.0\% | 21.7 | 16.9 | C |
|  | Through | 10 | 8 | 80.0\% | 27.0 | 15.1 | C |
|  | Right Turn | 10 | 11 | 108.0\% | 4.1 | 2.2 | A |
|  | Subtotal | 30 | 27 | 90.7\% | 18.1 | 5.6 | B |
| EB | Left Turn | 10 | 5 | 52.0\% | 51.3 | 32.0 | D |
|  | Through | 837 | 492 | 58.8\% | 21.9 | 9.2 | C |
|  | Right Turn | 20 | 12 | 62.0\% | 15.5 | 11.0 | B |
|  | Subtotal | 867 | 510 | 58.8\% | 22.1 | 9.2 | C |
| WB | Left Turn | 6 | 4 | 73.3\% | 76.9 | 47.4 | E |
|  | Through | 835 | 612 | 73.2\% | 51.5 | 9.4 | D |
|  | Right Turn | 10 | 8 | 80.0\% | 38.1 | 23.6 | D |
|  | Subtotal | 851 | 624 | 73.3\% | 51.7 | 9.5 | D |
| Total |  | 1,923 | 1,308 | 68.0\% | 36.6 | 7.1 | D |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour

Intersection 51 5th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 64 | 49 | 76.9\% | 100.5 | 71.0 | F |
|  | Through | 274 | 252 | 92.0\% | 38.1 | 10.4 | D |
|  | Right Turn | 29 | 25 | 85.5\% | 30.4 | 14.9 | C |
|  | Subtotal | 367 | 326 | 88.8\% | 45.9 | 14.2 | D |
| SB | Left Turn | 156 | 122 | 78.5\% | 82.1 | 30.9 | F |
|  | Through | 303 | 208 | 68.6\% | 75.0 | 38.1 | E |
|  | Right Turn | 155 | 107 | 69.2\% | 67.9 | 34.5 | E |
|  | Subtotal | 614 | 438 | 71.3\% | 75.7 | 35.0 | E |
| EB | Left Turn | 127 | 67 | 52.6\% | 40.1 | 8.8 | D |
|  | Through | 633 | 383 | 60.5\% | 6.9 | 1.1 | A |
|  | Right Turn | 85 | 56 | 65.4\% | 5.3 | 1.6 | A |
|  | Subtotal | 845 | 505 | 59.8\% | 11.3 | 3.1 | B |
| WB | Left Turn | 68 | 45 | 66.5\% | 35.7 | 7.4 | D |
|  | Through | 664 | 519 | 78.1\% | 19.2 | 2.4 | B |
|  | Right Turn | 32 | 27 | 83.8\% | 13.4 | 7.3 | B |
|  | Subtotal | 764 | 591 | 77.3\% | 20.4 | 2.6 | C |
| Total |  | 2,590 | 1,860 | 71.8\% | 34.5 | 7.9 | C |

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

Intersection 52
Judah St/Railyards Blvd
Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU

AM Peak Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 17 | 14 | 80.0\% | 10.0 | 10.0 | B |
|  | Subtotal | 17 | 14 | 80.0\% | 10.0 | 10.0 | B |
| EB | Left Turn <br> Through Right Turn | 818 | 527 | 64.4\% | 1.1 | 0.2 | A |
|  | Subtotal | 818 | 527 | 64.4\% | 1.1 | 0.2 | A |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 747 \\ 23 \end{gathered}$ | $\begin{gathered} 589 \\ 20 \end{gathered}$ | $\begin{aligned} & 78.9 \% \\ & 88.7 \% \end{aligned}$ | $\begin{aligned} & 2.1 \\ & 1.2 \end{aligned}$ | $\begin{aligned} & 0.4 \\ & 0.6 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 770 | 610 | 79.2\% | 2.1 | 0.4 | A |
| Total |  | 1,605 | 1,150 | 71.7\% | 1.7 | 0.4 | A |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour

Intersection 53 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 9 | 7 | 75.6\% | 33.8 | 26.6 | C |
|  | Through | 33 | 24 | 73.9\% | 31.2 | 6.9 | C |
|  | Right Turn | 103 | 85 | 82.3\% | 12.8 | 1.8 | B |
|  | Subtotal | 145 | 116 | 80.0\% | 18.8 | 3.4 | B |
| SB | Left Turn | 121 | 103 | 85.0\% | 36.1 | 4.3 | D |
|  | Through | 303 | 252 | 83.2\% | 29.0 | 7.6 | C |
|  | Right Turn | 266 | 221 | 83.2\% | 22.3 | 6.8 | C |
|  | Subtotal | 690 | 576 | 83.5\% | 27.5 | 6.2 | C |
| EB | Left Turn | 36 | 23 | 64.4\% | 31.1 | 8.1 | C |
|  | Through | 768 | 492 | 64.1\% | 10.2 | 1.7 | B |
|  | Right Turn | 14 | 11 | 80.0\% | 6.4 | 7.0 | A |
|  | Subtotal | 818 | 527 | 64.4\% | 11.1 | 1.9 | B |
| WB | Left Turn | 277 | 217 | 78.4\% | 55.5 | 4.2 | E |
|  | Through | 495 | 386 | 78.1\% | 16.0 | 2.7 | B |
|  | Right Turn | 50 | 42 | 83.2\% | 13.8 | 6.2 | B |
|  | Subtotal | 822 | 645 | 78.5\% | 29.3 | 2.8 | C |
| Total |  | 2,475 | 1,864 | 75.3\% | 22.9 | 2.0 | C |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour

| Intersection 54 |  | 7th St/Railyards Blvd |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand Volume (vph) | Served Volume (vph) |  |  |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 242 | 165 | 68.3\% | 156.1 | 51.2 | F |
|  | Through | 393 | 381 | 97.0\% | 30.8 | 7.7 | C |
|  | Right Turn | 280 | 285 | 101.7\% | 18.8 | 3.8 | B |
|  | Subtotal | 915 | 831 | 90.8\% | 51.9 | 14.2 | D |
| SB | Left Turn | 13 | 11 | 86.2\% | 42.3 | 15.6 | D |
|  | Through | 448 | 409 | 91.3\% | 26.5 | 2.8 | C |
|  | Right Turn | 181 | 158 | 87.1\% | 32.6 | 5.7 | C |
|  | Subtotal | 642 | 578 | 90.0\% | 28.3 | 2.7 | C |
| EB | Left Turn | 229 | 151 | 65.9\% | 36.7 | 8.5 | D |
|  | Through | 342 | 223 | 65.1\% | 18.3 | 4.8 | B |
|  | Right Turn | 421 | 296 | 70.2\% | 11.7 | 2.4 | B |
|  | Subtotal | 992 | 669 | 67.5\% | 19.5 | 3.3 | B |
| WB | Left Turn | 328 | 286 | 87.1\% | 69.9 | 25.5 | E |
|  | Through | 399 | 326 | 81.6\% | 46.1 | 15.8 | D |
|  | Right Turn | 4 | 6 | 150.0\% | 38.3 | 27.7 | D |
|  | Subtotal | 731 | 617 | 84.4\% | 57.3 | 21.2 | E |
| Total |  | 3,280 | 2,696 | 82.2\% | 39.6 | 4.2 | D |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU

AM Peak Hour

Intersection 55
8th St/Railyards Blvd
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 5 5 | 4 4 | $\begin{aligned} & \hline 72.0 \% \\ & 88.0 \% \end{aligned}$ | 46.2 8.7 | 92.4 8.4 | E A |
|  | Subtotal | 10 | 8 | 80.0\% | 47.3 | 91.5 | E |
| EB | Left Turn | 245 | 206 | 84.2\% | 14.8 | 5.6 | B |
|  | Through Right Turn | 390 | 312 | 79.9\% | 2.9 | 1.2 | A |
|  | Subtotal | 635 | 518 | 81.6\% | 7.6 | 2.8 | A |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 726 \\ 7 \end{gathered}$ | $\begin{gathered} 642 \\ 7 \end{gathered}$ | $\begin{aligned} & 88.5 \% \\ & 97.1 \% \end{aligned}$ | $\begin{gathered} 10.1 \\ 4.9 \end{gathered}$ | $\begin{gathered} 11.1 \\ 3.1 \end{gathered}$ | B |
|  | Subtotal | 733 | 649 | 88.6\% | 10.1 | 11.1 | B |
| Total |  | 1,378 | 1,175 | 85.3\% | 9.2 | 6.2 | A |

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

10th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 91 | 86 | 94.5\% | 10.6 | 3.3 | B |
|  | Subtotal | 91 | 86 | 94.5\% | 10.6 | 3.3 | B |
| EB | Left Turn <br> Through Right Turn | 327 | 258 | 79.0\% | 28.2 | 3.0 | C |
|  | Subtotal | 327 | 258 | 79.0\% | 28.2 | 3.0 | C |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 642 \\ 10 \end{gathered}$ | $\begin{gathered} 571 \\ 10 \end{gathered}$ | $\begin{gathered} 89.0 \% \\ 104.0 \% \end{gathered}$ | $\begin{aligned} & 19.3 \\ & 12.9 \end{aligned}$ | $\begin{gathered} 2.0 \\ 10.7 \end{gathered}$ | $\begin{aligned} & \text { B } \\ & \text { B } \end{aligned}$ |
|  | Subtotal | 652 | 582 | 89.2\% | 19.2 | 2.0 | B |
| Total |  | 1,070 | 926 | 86.5\% | 20.9 | 2.0 | C |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour

Intersection $57 \quad$ Bercut Dr/Camille Ln All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 5 | 104.0\% | 4.9 | 3.2 | A |
|  | Through | 50 | 42 | 84.8\% | 10.7 | 2.0 | B |
|  | Right Turn | 104 | 100 | 95.8\% | 6.8 | 1.4 | A |
|  | Subtotal | 159 | 147 | 92.6\% | 8.0 | 1.6 | A |
| SB | Left Turn | 466 | 259 | 55.6\% | 12.5 | 2.8 | B |
|  | Through | 174 | 106 | 60.7\% | 10.4 | 1.5 | B |
|  | Right Turn | 85 | 54 | 64.0\% | 7.6 | 2.7 | A |
|  | Subtotal | 725 | 419 | 57.8\% | 11.3 | 2.2 | B |
| EB | Left Turn | 30 | 30 | 100.0\% | 8.0 | 2.5 | A |
|  | Through | 60 | 60 | 100.0\% | 9.8 | 1.6 | A |
|  | Right Turn | 5 | 7 | 136.0\% | 5.6 | 4.2 | A |
|  | Subtotal | 95 | 97 | 101.9\% | 9.0 | 1.4 | A |
| WB | Left Turn | 193 | 166 | 86.0\% | 9.7 | 1.9 | A |
|  | Through | 58 | 56 | 97.2\% | 11.2 | 1.2 | B |
|  | Right Turn | 22 | 22 | 101.8\% | 8.3 | 3.7 | A |
|  | Subtotal | 273 | 245 | 89.7\% | 9.8 | 1.7 | A |
| Total |  | 1,252 | 908 | 72.5\% | 10.2 | 1.7 | B |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU

AM Peak Hour

Intersection 58
Huntington St/Camille Ln
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 Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB |  | 98 | 63 | 64.5\% | 10.5 | 1.7 | B |
|  | Through Right Turn | 36 | 25 | 68.9\% | 5.5 | 1.2 | A |
|  | Subtotal | 134 | 88 | 65.7\% | 9.1 | 1.2 | A |
| EB | Left Turn | 35 | 23 | 66.3\% | 5.0 | 1.6 | A |
|  | Through Right Turn | 545 | 363 | 66.6\% | 1.8 | 0.2 | A |
|  | Subtotal | 580 | 386 | 66.6\% | 1.9 | 0.3 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 267 | 241 | 90.2\% | 3.4 | 0.1 | A |
|  | Right Turn | 106 | 99 | 93.6\% | 2.8 | 0.2 | A |
|  | Subtotal | 373 | 340 | 91.2\% | 3.2 | 0.1 | A |
| Total |  | 1,087 | 814 | 74.9\% | 3.3 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour

Intersection 59
Stanford St/Camille Ln
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 28 | 26 | 92.9\% | 6.9 | 0.4 | A |
|  | Right Turn | 43 | 47 | 108.8\% | 3.3 | 0.4 | A |
|  | Subtotal | 71 | 73 | 102.5\% | 4.6 | 0.6 | A |
| SB | Left Turn | 12 | 6 | 50.0\% | 4.5 | 2.4 | A |
|  | Through | 16 | 14 | 87.5\% | 6.7 | 1.6 | A |
|  | Right Turn | 8 | 6 | 70.0\% | 2.8 | 2.1 | A |
|  | Subtotal | 36 | 26 | 71.1\% | 5.4 | 0.7 | A |
| EB | Left Turn | 33 | 22 | 67.9\% | 7.9 | 1.4 | A |
|  | Through | 388 | 262 | 67.6\% | 8.4 | 0.4 | A |
|  | Right Turn | 90 | 67 | 74.2\% | 5.8 | 0.6 | A |
|  | Subtotal | 511 | 352 | 68.8\% | 7.9 | 0.4 | A |
| WB | Left Turn | 79 | 74 | 94.2\% | 15.1 | 1.6 | C |
|  | Through | 406 | 370 | 91.2\% | 15.0 | 1.4 | C |
|  | Right Turn | 114 | 103 | 90.5\% | 12.1 | 1.7 | B |
|  | Subtotal | 599 | 548 | 91.5\% | 14.5 | 1.4 | B |
| Total |  | 1,217 | 998 | 82.0\% | 11.2 | 0.9 | B |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour

| Intersection 60 |  | 5th St/Camille Ln |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 13 | 234 | 1800.0\% | 49.6 | 8.1 | D |
|  | Through | 302 | 266 | 87.9\% | 38.8 | 11.3 | D |
|  | Right Turn | 135 | 73 | 54.2\% | 35.5 | 10.9 | D |
|  | Subtotal | 450 | 573 | 127.3\% | 42.8 | 9.7 | D |
| SB | Left Turn | 115 | 68 | 59.5\% | 48.3 | 11.2 | D |
|  | Through | 264 | 181 | 68.6\% | 17.9 | 2.5 | B |
|  | Right Turn | 55 | 37 | 67.6\% | 15.1 | 6.9 | B |
|  | Subtotal | 434 | 287 | 66.1\% | 24.7 | 5.0 | C |
| EB | Left Turn | 40 | 30 | 76.0\% | 52.9 | 11.8 | D |
|  | Through | 238 | 174 | 73.3\% | 22.0 | 4.3 | C |
|  | Right Turn | 165 | 112 | 67.9\% | 16.7 | 3.8 | B |
|  | Subtotal | 443 | 317 | 71.5\% | 23.0 | 4.0 | C |
| WB | Left Turn | 13 | 15 | 113.8\% | 62.9 | 18.6 | E |
|  | Through | 302 | 285 | 94.3\% | 36.5 | 8.1 | D |
|  | Right Turn | 135 | 122 | 90.7\% | 32.0 | 8.0 | C |
|  | Subtotal | 450 | 422 | 93.8\% | 36.0 | 8.2 | D |
| Total |  | 1,777 | 1,598 | 89.9\% | 34.0 | 6.0 | C |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour
Intersection 61 6th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 345 | 332 | 96.3\% | 56.2 | 13.0 | E |
|  | Through Right Turn | 35 | 34 | 96.0\% | 35.3 | 13.5 | D |
|  | Subtotal | 380 | 366 | 96.3\% | 54.2 | 13.0 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 489 | 382 | 78.2\% | 19.8 | 4.5 | B |
|  | Right Turn | 105 | 86 | 82.3\% | 16.5 | 3.9 | B |
|  | Subtotal | 594 | 469 | 78.9\% | 19.2 | 4.3 | B |
| EB | Left Turn | 110 | 82 | 74.9\% | 20.1 | 5.2 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 218 | 158 | 72.3\% | 11.2 | 2.3 | B |
|  | Subtotal | 328 | 240 | 73.2\% | 14.3 | 2.2 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,302 | 1,075 | 82.5\% | 30.1 | 5.3 | C |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour

Intersection 62
5th St/Stevens St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 210 | 223 | 106.3\% | 47.6 | 10.1 | E |
|  | Through | 537 | 522 | 97.3\% | 25.1 | 6.7 | D |
|  | Right Turn | 55 | 58 | 104.7\% | 21.5 | 6.4 | C |
|  | Subtotal | 802 | 803 | 100.1\% | 31.3 | 7.0 | D |
| SB | Left Turn | 28 | 18 | 65.7\% | 39.8 | 5.5 | E |
|  | Through | 384 | 267 | 69.6\% | 9.6 | 1.7 | A |
|  | Right Turn | 30 | 23 | 77.3\% | 5.5 | 3.4 | A |
|  | Subtotal | 442 | 309 | 69.9\% | 11.1 | 1.9 | B |
| EB | Left Turn | 33 | 30 | 90.9\% | 25.6 | 8.5 | D |
|  | Through | 5 | 5 | 104.0\% | 16.6 | 16.3 | C |
|  | Right Turn | 132 | 148 | 112.4\% | 10.1 | 2.1 | B |
|  | Subtotal | 170 | 184 | 108.0\% | 12.9 | 3.2 | B |
| WB | Left Turn | 162 | 132 | 81.5\% | 38.4 | 8.6 | E |
|  | Through | 196 | 154 | 78.8\% | 38.3 | 6.6 | E |
|  | Right Turn | 26 | 24 | 92.3\% | 31.5 | 11.1 | D |
|  | Subtotal | 384 | 310 | 80.8\% | 37.9 | 6.9 | E |
| Total |  | 1,798 | 1,606 | 89.3\% | 26.7 | 3.8 | D |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU AM Peak Hour

Intersection 63
6th St/Stevens St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 181 | 180 | 99.4\% | 23.8 | 9.2 | C |
|  | Through Right Turn | 463 | 467 | 100.8\% | 16.1 | 6.7 | C |
|  | Subtotal | 644 | 647 | 100.4\% | 18.2 | 7.1 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 448 | 341 | 76.1\% | 3.1 | 1.3 | A |
|  | Right Turn | 232 | 171 | 73.8\% | 2.2 | 1.6 | A |
|  | Subtotal | 680 | 512 | 75.3\% | 2.8 | 1.3 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 55 | 53 | 96.7\% | 10.1 | 7.3 | B |
|  | Subtotal | 55 | 53 | 96.7\% | 10.1 | 7.3 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,379 | 1,212 | 87.9\% | 11.4 | 4.6 | B |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs Cumulative Plus RSPU
Volume and Delay by Movement

| Intersection 34 |  | 5th St/C St (West Sacramento) |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand | Served V | me (vph) |  |  |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 107 | 110 | 102.4\% | 47.4 | 4.8 | D |
|  | Through | 189 | 181 | 95.7\% | 34.7 | 6.6 | C |
|  | Right Turn | 436 | 336 | 77.2\% | 66.6 | 31.8 | E |
|  | Subtotal | 732 | 627 | 85.6\% | 53.8 | 18.4 | D |
| SB | Left Turn | 153 | 117 | 76.6\% | 94.6 | 30.8 | F |
|  | Through | 373 | 365 | 97.8\% | 31.5 | 3.6 | C |
|  | Right Turn | 9 | 10 | 115.6\% | 13.8 | 13.2 | B |
|  | Subtotal | 535 | 492 | 92.0\% | 46.3 | 9.9 | D |
| EB | Left Turn | 9 | 6 | 71.1\% | 58.4 | 23.2 | E |
|  | Through | 271 | 218 | 80.4\% | 61.9 | 26.8 | E |
|  | Right Turn | 176 | 148 | 84.1\% | 49.9 | 18.6 | D |
|  | Subtotal | 456 | 372 | 81.7\% | 57.4 | 22.1 | E |
| WB | Left Turn | 397 | 272 | 68.5\% | 42.0 | 4.6 | D |
|  | Through | 189 | 126 | 66.5\% | 19.8 | 5.8 | B |
|  | Right Turn | 93 | 71 | 76.1\% | 4.6 | 1.0 | A |
|  | Subtotal | 679 | 468 | 69.0\% | 30.2 | 3.0 | C |
| Total |  | 2,402 | 1,960 | 81.6\% | 46.6 | 10.6 | D |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs Cumulative Plus RSPU
Volume and Delay by Movement

| Intersection 35 |  | 3rd St/C St (West Sacramento) |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 20 | 21 | 104.0\% | 45.6 | 30.7 | D |
|  | Through | 9 | 9 | 102.2\% | 40.3 | 32.2 | D |
|  | Right Turn | 450 | 379 | 84.2\% | 60.1 | 30.0 | E |
|  | Subtotal | 479 | 409 | 85.3\% | 58.8 | 29.0 | E |
| SB | Left Turn | 6 | 7 | 113.3\% | 34.2 | 26.1 | C |
|  | Through | 13 | 18 | 138.5\% | 36.1 | 16.4 | D |
|  | Right Turn | 14 | 14 | 102.9\% | 8.2 | 8.7 | A |
|  | Subtotal | 33 | 39 | 118.8\% | 26.5 | 9.2 | C |
| EB | Left Turn | 9 | 5 | 57.8\% | 113.5 | 46.7 | F |
|  | Through | 822 | 529 | 64.4\% | 118.5 | 22.7 | F |
|  | Right Turn | 29 | 21 | 71.7\% | 98.3 | 29.3 | F |
|  | Subtotal | 860 | 555 | 64.6\% | 118.0 | 22.4 | F |
| WB | Left Turn | 459 | 332 | 72.2\% | 177.9 | 17.5 | F |
|  | Through | 645 | 436 | 67.7\% | 144.4 | 17.9 | F |
|  | Right Turn | 7 | 6 | 80.0\% | 141.2 | 20.0 | F |
|  | Subtotal | 1,111 | 774 | 69.6\% | 158.8 | 17.8 | F |
| Total |  | 2,483 | 1,777 | 71.6\% | 120.2 | 18.2 | F |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs Cumulative Plus Project
Queue Length

Intersection 15 SB Ramps/Richards Blvd Signal

Intersection 215 NB Ramps/Richards Blvd Signal


SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
AM Peak Hour

Intersection 31
3rd St-I 5 NB Off Ramp/J St
Signal










| Name | PSto JSt | JStio Lst | LSton-Ramp | 1 Sto Richards Blvd | Bercut P On Ramp | Bwn Bercut Richards | Richars Sudx to Garden Huy | Beween Garden Hwy Rampe | Sardontwrow.ECamino Ale | W. EIC amino Ave to 1.80 | 1.800 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Mainine to off Ramp Fow Rate for Weave Segments |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| PHF | 0.95 |  |  | 0.95 |  |  | 0.95 |  | 0.95 |  |  |
| Grade \% | Level |  |  | Level |  |  | Level |  | Level |  |  |
|  | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
| Grade Length (mi) | 0.00 |  |  | 0.00 |  |  | 0.00 |  | 0.00 |  |  |
| Truck \& Bus \% | 6.0\% |  |  | 6.0\% |  |  | 6.0\% |  | 6.0\% |  |  |
| Rv\% | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 |  |  | 1.5 |  |  | 1.5 |  | 1.5 |  |  |
| $\mathrm{E}_{\mathrm{B}}$ | 1.2 |  |  | 1.2 |  |  | 1.2 |  | 1.2 |  |  |
| ${ }_{\text {frov }}$ | 0.971 |  |  | 0.971 |  |  | 0.971 |  | 0.971 |  |  |
| $f_{p}$ ML to Off Flow (pcph) | 1.00 |  |  | 1.00 |  |  | 1.00 |  | 1.00 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Calculat Seneral Purpose Lanes to General Purpose Lanes Flow Rate for Weave Segments |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { PHF } \\ & \text { Terrain } \end{aligned}$ | 0.95 |  |  | 0.95 |  |  | 0.95 |  | 0.95 |  |  |
|  | Level |  |  | Level |  |  | Level |  | Level |  |  |
| $\begin{aligned} & \text { Terain } \\ & \text { CGade } \end{aligned}$ | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
| Grade Lenght (mi) | 0.00 |  |  | 0.00 |  |  | 0.00 |  | 0.00 |  |  |
| Tuuk \& Bus\% | 6.0\% |  |  | 6.0\% |  |  | 6.0\% |  | 6.0\% |  |  |
| Rv\% | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 |  |  | 1.5 |  |  | 1.5 |  | 1.5 |  |  |
|  | 1.2 |  |  | 1.2 |  |  | 1.2 |  | 1.2 |  |  |
|  | 0.971 |  |  | 0.971 |  |  | 0.971 |  | 0.971 |  |  |
| $f_{H V}$ $f_{P}$ | 1.00 |  |  | 1.00 |  |  | 1.00 |  | 1.00 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |


 кеу $\geqslant \rightarrow$ -










$\underset{>\text { Express Lane (HOV) }}{\text { Key }}$

| Name | Northate Blvd Of:-Ramp |  | Del Paso Elva to Leisiure Ln |
| :---: | :---: | :---: | :---: |
| Operations tor Exiting | PPLanes |  |  |
| Fow (poph) | 2.746 | 2.232 |  |
| Lanes | 3 | 2 |  |
| Capacit (poph) | 7.050 | 4.800 |  |
| vecratio | 0.39 | 0.46 |  |
| Fow Rate (pochno) | 915 | 1,116 |  |
| Speed (mph) | 65.0 | 70.0 |  |
| Density (pochpo) | ${ }^{14.1}$ | 15.9 |  |
| Los | в | в |  |



$\stackrel{\text { Key }}{<>}$ Kxpess Lane (HOV)


On Ramp Fiow Rate e
On Ramp R Roadway operation



 $\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

[^60]


| Key |
| :---: |
| Expess Lane (HOV) |




$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | North of Def Pasa Blvd | Del Paso Evid On.Ramp |  |
| :---: | :---: | :---: | :---: |
| Operations ore Exting GP Lanes |  |  |  |
| Fow |  |  |  |
| $\underset{\substack{\text { Capacity (pocph) }}}{\substack{\text { ches }}}$ |  |  |  |
|  |  |  |  |
| Flow Rate (pcphpl) Speed (mph) |  |  |  |
|  |  |  |  |
| Density (coctpo) |  |  |  |
| Los |  |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | North of Del Paso Elivd | Del Paso Blvd On-Ramp |  | Northate Elvid On-Ram |
| :---: | :---: | :---: | :---: | :---: |
| Flow Rate in Express Lanes Operations in Express Lane |  |  |  |  |
|  |  |  |  |  |
| Operations in Express Lanes On Ramp Flow Rate |  |  |  |  |
| Volume (pph) |  | ${ }^{74}$ |  | 481 |
| PHF |  | 0.88 |  | 0.88 |
| Lanes |  |  |  | 1 |
| Terain |  | Level |  | Level |
| Grade \% |  | 0.0\% |  | 0.0\% |
| Grade Lengt (mi) |  | 0.00 |  | 0.00 |
| Tuck \& Bus \% |  | 3.0\% |  | 3.0\% |
| Rv\% |  | 0.0\% |  | 0.0\% |
| $\mathrm{ET}_{\text {T }}$ |  | 1.5 |  | 1.5 |
| $\mathrm{En}_{\square}$ |  | 1.2 |  | 1.2 |
| ${ }_{\text {tuv }}$ |  | 0.985 |  | 0.985 |
| pr |  | 1.00 |  | 1.00 |
| Fow (poph) |  | 862 |  | 555 |
| Fow rate (Pcophn) |  | ${ }_{862}$ |  | 555 |
| On Ramp Roadway Operations |  |  |  |  |
|  |  |  |  |  |
| Ramp Type |  | Right |  | Right |
| Ramp Speed (mph) |  | 45 |  | 45 |
| Ramp Capacity (pcph) Ramp v/c ratio |  | 2.100 0.41 |  | 2,100 0.26 |
|  |  |  |  |  |


$\underset{\substack{\text { Key } \\ \text { Kxpess Lane (HOV) }}}{\text {. }}$

| Name | North of Del Paso Bivd | Del Paso Blvd On-Ramp | Sold | dind |
| :---: | :---: | :---: | :---: | :---: |
| Offramp flow Rate |  |  |  |  |
| Off Ramp Roadway | rations |  |  |  |
| Adiacent Ramp for Three.Lane Mainine Segmens with one-Lane Ramps |  |  |  |  |
| Up Tpe |  |  |  | No |
|  |  |  |  |  |
| Up Fow (poph) |  |  |  |  |
| Down Type |  |  |  | No |
| Down Distance |  |  |  |  |
| Down Fiow (poph) |  |  |  |  |
| Merge infuence Area Operations |  |  |  |  |
| Eftective $v_{\mathrm{p}}($ (poph $)$ |  | 3,826 |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $P_{\text {fal }}($ Ean 13:3) |  | 0.599 |  |  |
| $\mathrm{P}_{\text {Pm }}(\underline{E q n} 13.4)$ |  |  |  |  |
| $P_{\text {Pm }}($ Eqn 13.5$)$ |  |  |  |  |
| $\mathrm{P}_{\text {fum }}$ |  | 1.000 |  |  |
| $v_{12}($ Pcon $)$ |  | ${ }^{3,826}$ |  |  |
| $v_{s}($ poph $)$ |  |  |  |  |
| $v_{3}($ Poph $)$ |  |  |  |  |
| $\mathrm{V}_{\text {va }}($ (poch $)$ |  | ${ }^{3,826}$ |  |  |
| $v^{\text {varat (opht) }}$ |  | 4.687 |  |  |
| Speed Index <br> Area Soed |  | 0.68 494 |  |  |
| Area Speed Outer Lanes Volume |  | 49.4 |  |  |
| Outer Lanes Speed |  |  |  |  |
| Segment Speed |  | 49.4 |  |  |
| ve ratio |  | 1.02 |  |  |
| ${ }^{\text {Density }}$ |  | ${ }_{\text {36 }} \times$ |  |  |
| Los |  |  |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | Notht of del Pasa Blvd | Del Paso Bud On-Ramp |  | Northate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Diverge infuence Area Operations |  |  |  |  |
| Eteceive $v_{p}$ (poph) |  |  |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $\left.{ }^{\text {Prof (Ean }} 13.9\right)$ |  |  |  |  |
| Pro (Eap 13-11) |  |  |  |  |
| Pro |  |  |  |  |
| $v_{12}($ Poph $)$ |  |  |  |  |
| $v_{3}$ (poph) |  |  |  |  |
|  |  |  |  |  |
| $v^{\text {vasempoph }}$ |  |  |  |  |
| Speed Index |  |  |  |  |
| Area Speed |  |  |  |  |
| Outer Lanes Volume |  |  |  |  |
| Outer Lanes Speed <br> Segment Speed |  |  |  |  |
|  |  |  |  |  |
| Segment Speed v/c ratio |  |  |  |  |
| Density |  |  |  |  |
|  |  |  |  |  |
| Ramp to off Ramp | Rate for weave Segr |  |  |  |
| amp to Mainine | ate for Weave Seg |  |  |  |



$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$


| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |


$\stackrel{\text { Key }}{<>\text { Expess Lane (HOV) }}$

| Name | North of Pel Paso Blvd | Dal Paso Blvd On.Ramp | Dei Paso Evatio Nootryate give | Northate Evd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Weave Segment Operations Summarize Segment Operations |  |  |  |  |
|  |  |  |  |  |
| Segment V/ cratio | ${ }^{0.85}$ | 1.02 | 1.00 | ${ }^{0.74}$ |
| Segment Density | ${ }^{35.0}$ |  | 44.8 | 27.6 |
| SegmentLos | D | F | E | D |
| Over Capacity |  | Merge |  |  |

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 8,334 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 8,734 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 340 |
| :---: |
| $4 \%$ |
| 1.5 |
| 347 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ |
| :---: |
|  |
| $\frac{5}{1,700}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Cumulative Plus Project PM Pk Hr |
| Freeway | I-5 NB |
| On-ramp | I Street |
| Off-ramp | Richards Blvd |
|  |  |


| Volume (vph)* |  |
| :--- | :---: |
|  | 8,005 |
| Truck Percentage |  |
| PCE for Trucks |  |
| Volume (pcph) | $10 \%$ |

n-ramp to Mainline ( $\mathrm{W}_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 926 |
| :---: |
| $4 \%$ |
| 1.5 |
| 945 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 1,302 |
| :---: |
| $4 \%$ |
| 1.5 |
| 1,328 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\mathrm{N}_{\mathrm{b}} \frac{4}{\frac{5}{1,500}}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Cumulative Plus Project PM Pk Hr |
| Freeway | I-5 NB |
| On-ramp | Richards Blvd |
| Off-ramp | Garden Highway |
|  |  |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $N_{b}$ | 4 |
| :---: | :---: |
| $N$ | 5 |
|  | 1,175 |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Cumulative Plus Project PM Pk Hr |
| Freeway | I-5 NB |
| On-ramp | Garden Highway |
| Off-ramp | El Camino Ave |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 7,335 |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 7,687 |

On-ramp to Mainline ( $\mathrm{W}_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 518 |
| :---: |
| $4 \%$ |
| 1.5 |
| 528 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 1,086 |
| :---: |
| $4 \%$ |
| 1.5 |
| 1,108 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
|  | $\frac{5}{2,000}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Cumulative Plus Project PM Pk Hr |
| Freeway | I-5 SB |
| On-ramp | Garden Highway |
| Off-ramp | Richards Blvd |
|  |  |


| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 7,953 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 8,335 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 639 | Volume (vph)* | 1,917 |
| :---: | :--- | :---: |
| $4 \%$ | Truck Percentage | $4 \%$ |
| 1.5 | PCE for Trucks | 1.5 <br> 652 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections , Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $N_{b}$ | 4 |
| :---: | :---: |
| $N$ | 5 |
|  | 2,300 |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Cumulative Plus Project PM Pk Hr |
| Freeway | I-5 SB |
| On-ramp | Richards Blvd |
| Off-ramp | J Street |
|  |  |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project PM Peak Hour

Intersection $1 \quad$ I 5 SB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 844 | 832 | 98.6\% | 28.2 | 2.4 | C |
|  | Through | 69 | 69 | 99.7\% | 28.1 | 3.1 | C |
|  | Right Turn | 148 | 131 | 88.4\% | 6.2 | 0.9 | A |
|  | Subtotal | 1,061 | 1,032 | 97.3\% | 25.4 | 2.1 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 773 | 605 | 78.3\% | 147.9 | 22.8 | F |
|  | Right Turn | 146 | 124 | 85.2\% | 123.4 | 25.1 | F |
|  | Subtotal | 919 | 730 | 79.4\% | 143.6 | 23.1 | F |
| WB | Left Turn | 722 | 559 | 77.5\% | 45.8 | 5.9 | D |
|  | Through Right Turn | 289 | 239 | 82.6\% | 9.6 | 1.4 | A |
|  | Subtotal | 1,011 | 798 | 78.9\% | 35.0 | 4.6 | D |
| Total |  | 2,991 | 2,560 | 85.6\% | 61.8 | 5.4 | E |

Intersection $2 \quad 15$ NB Ramps/Richards Blvd-I-80 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 | 69 | 59 | 85.8\% | 31.0 | 4.5 | C |
|  | Through | 10 | 11 | 112.0\% | 33.3 | 13.6 | C |
|  | Right Turn | 465 | 463 | 99.5\% | 12.7 | 2.1 | B |
|  | Subtotal | 544 | 533 | 98.0\% | 15.2 | 1.6 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 665 | 468 | 70.3\% | 25.6 | 4.5 | C |
|  | Through Right Turn | 952 | 953 | 100.1\% | 4.4 | 1.0 | A |
|  | Subtotal | 1,617 | 1,420 | 87.8\% | 11.3 | 1.8 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 942 | 767 | 81.4\% | 18.7 | 3.1 | B |
|  | Right Turn | 1,056 | 856 | 81.0\% | 11.7 | 1.7 | B |
|  | Subtotal | 1,998 | 1,622 | 81.2\% | 15.0 | 2.3 | B |
| Total |  | 4,159 | 3,576 | 86.0\% | 13.6 | 1.3 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project PM Peak Hour

Intersection 3 Bercut Dr/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 268 | 256 | 95.7\% | 33.1 | 6.0 | C |
|  | Through | 33 | 27 | 82.4\% | 34.8 | 11.7 | C |
|  | Right Turn | 62 | 64 | 103.2\% | 8.1 | 3.0 | A |
|  | Subtotal | 363 | 348 | 95.8\% | 28.8 | 4.8 | C |
| SB | Left Turn | 45 | 41 | 91.6\% | 32.5 | 6.8 | C |
|  | Through | 61 | 57 | 93.1\% | 32.9 | 6.0 | C |
|  | Right Turn | 60 | 56 | 92.7\% | 13.6 | 6.0 | B |
|  | Subtotal | 166 | 154 | 92.5\% | 25.9 | 4.2 | C |
| EB | Left Turn | 24 | 22 | 91.7\% | 36.1 | 6.9 | D |
|  | Through | 1,060 | 1,077 | 101.6\% | 24.8 | 2.9 | C |
|  | Right Turn | 333 | 345 | 103.5\% | 4.2 | 0.7 | A |
|  | Subtotal | 1,417 | 1,444 | 101.9\% | 20.0 | 2.3 | C |
| WB | Left Turn | 108 | 77 | 71.5\% | 61.2 | 10.0 | E |
|  | Through | 1,670 | 1,311 | 78.5\% | 47.8 | 11.0 | D |
|  | Right Turn | 20 | 15 | 74.0\% | 42.1 | 18.0 | D |
|  | Subtotal | 1,798 | 1,403 | 78.0\% | 48.5 | 10.9 | D |
| Total |  | 3,744 | 3,348 | 89.4\% | 33.1 | 4.8 | C |

Intersection 4 N 3rd St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 178 | 172 | 96.6\% | 38.6 | 10.9 | D |
|  | Through | 26 | 31 | 120.0\% | 28.4 | 8.0 | C |
|  | Right Turn | 35 | 34 | 98.3\% | 11.8 | 6.0 | B |
|  | Subtotal | 239 | 238 | 99.4\% | 33.8 | 8.4 | C |
| SB | Left Turn | 90 | 97 | 108.0\% | 32.2 | 6.5 | C |
|  | Through | 9 | 9 | 97.8\% | 33.1 | 20.3 | C |
|  | Right Turn | 190 | 197 | 103.8\% | 16.7 | 3.8 | B |
|  | Subtotal | 289 | 303 | 104.9\% | 22.4 | 4.2 | C |
| EB | Left Turn | 190 | 197 | 103.8\% | 45.6 | 2.5 | D |
|  | Through | 901 | 902 | 100.1\% | 15.4 | 2.7 | B |
|  | Right Turn | 76 | 64 | 83.7\% | 14.2 | 4.4 | B |
|  | Subtotal | 1,167 | 1,162 | 99.6\% | 20.4 | 2.7 | C |
| WB | Left Turn | 23 | 20 | 85.2\% | 41.9 | 17.5 | D |
|  | Through | 1,430 | 1,034 | 72.3\% | 39.9 | 11.9 | D |
|  | Right Turn | 21 | 16 | 76.2\% | 42.1 | 21.2 | D |
|  | Subtotal | 1,474 | 1,070 | 72.6\% | 40.0 | 11.9 | D |
| Total |  | 3,169 | 2,773 | 87.5\% | 29.3 | 5.6 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Project
PM Peak Hour

| Direction | Movement | Sequoia Pacific Blvd/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 312 | 297 | 95.1\% | 34.9 | 5.7 | C |
|  | Through | 400 | 404 | 100.9\% | 39.0 | 9.5 | D |
|  | Right Turn | 26 | 26 | 100.0\% | 34.3 | 6.4 | C |
|  | Subtotal | 738 | 726 | 98.4\% | 37.2 | 7.8 | D |
| SB | Left Turn | 195 | 132 | 67.7\% | 238.5 | 34.2 | F |
|  | Through | 447 | 282 | 63.1\% | 248.3 | 32.0 | F |
|  | Right Turn | 71 | 48 | 67.0\% | 237.7 | 38.0 | F |
|  | Subtotal | 713 | 462 | 64.7\% | 244.6 | 30.9 | F |
| EB | Left Turn | 41 | 46 | 111.2\% | 50.6 | 9.3 | D |
|  | Through | 883 | 858 | 97.2\% | 33.4 | 5.4 | C |
|  | Right Turn | 217 | 228 | 105.3\% | 34.4 | 6.4 | C |
|  | Subtotal | 1,141 | 1,132 | 99.2\% | 34.3 | 5.6 | C |
| WB | Left Turn | 5 | 3 | 64.0\% | 54.3 | 64.1 | D |
|  | Through | 1,193 | 858 | 71.9\% | 87.7 | 21.6 | F |
|  | Right Turn | 203 | 151 | 74.3\% | 96.2 | 25.2 | F |
|  | Subtotal | 1,401 | 1,012 | 72.2\% | 89.1 | 21.8 | F |
| Total |  | 3,993 | 3,332 | 83.4\% | 80.4 | 8.2 | F |

Intersection $6 \quad$ N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 20 | 83.3\% | 30.1 | 9.4 | C |
|  | Through | 153 | 156 | 102.0\% | 30.4 | 4.5 | C |
|  | Right Turn | 130 | 129 | 99.4\% | 13.1 | 1.9 | B |
|  | Subtotal | 307 | 305 | 99.4\% | 23.2 | 3.2 | C |
| SB | Left Turn | 5 | 4 | 80.0\% | 18.8 | 24.6 | B |
|  | Through | 155 | 151 | 97.5\% | 23.3 | 3.9 | C |
|  | Right Turn | 104 | 104 | 100.0\% | 20.7 | 4.7 | C |
|  | Subtotal | 264 | 259 | 98.2\% | 22.3 | 3.8 | C |
| EB | Left Turn | 91 | 78 | 86.2\% | 37.6 | 4.8 | D |
|  | Through | 990 | 921 | 93.1\% | 25.8 | 2.7 | C |
|  | Right Turn | 23 | 25 | 109.6\% | 24.5 | 7.6 | C |
|  | Subtotal | 1,104 | 1,025 | 92.8\% | 26.8 | 2.5 | C |
| WB | Left Turn | 140 | 108 | 76.9\% | 84.0 | 29.4 | F |
|  | Through | 1,273 | 1,041 | 81.8\% | 67.0 | 31.0 | E |
|  | Right Turn | 15 | 12 | 82.7\% | 60.1 | 42.2 | E |
|  | Subtotal | 1,428 | 1,161 | 81.3\% | 68.5 | 30.6 | E |
| Total |  | 3,103 | 2,750 | 88.6\% | 43.3 | 12.8 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project PM Peak Hour

Intersection $7 \quad \mathrm{~N}$ 7th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 286 | 294 | 102.8\% | 56.8 | 7.6 | E |
|  | Through | 219 | 212 | 96.6\% | 38.6 | 4.5 | D |
|  | Right Turn | 5 | 4 | 88.0\% | 8.2 | 11.7 | A |
|  | Subtotal | 510 | 510 | 100.0\% | 48.7 | 5.2 | D |
| SB | Left Turn | 48 | 46 | 96.7\% | 66.1 | 14.6 | E |
|  | Through | 239 | 231 | 96.6\% | 47.9 | 4.7 | D |
|  | Right Turn | 42 | 42 | 99.0\% | 49.5 | 14.6 | D |
|  | Subtotal | 329 | 319 | 96.9\% | 50.7 | 4.2 | D |
| EB | Left Turn | 15 | 10 | 64.0\% | 94.8 | 28.2 | F |
|  | Through | 929 | 750 | 80.7\% | 80.8 | 21.3 | F |
|  | Right Turn | 181 | 145 | 80.2\% | 85.4 | 21.8 | F |
|  | Subtotal | 1,125 | 905 | 80.4\% | 81.7 | 21.1 | F |
| WB | Left Turn | 428 | 352 | 82.2\% | 120.2 | 40.7 | F |
|  | Through | 1,102 | 980 | 88.9\% | 50.0 | 19.3 | D |
|  | Right Turn | 3 | 2 | 80.0\% | 52.1 | 40.1 | D |
|  | Subtotal | 1,533 | 1,334 | 87.0\% | 68.6 | 24.9 | E |
| Total |  | 3,497 | 3,068 | 87.7\% | 67.0 | 15.6 | E |

Intersection 8 N 10th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 3 | 56.0\% | 11.2 | 17.8 | B |
|  | Through | 9 | 9 | 102.2\% | 24.5 | 14.8 | C |
|  | Right Turn | 262 | 272 | 103.7\% | 8.9 | 1.6 | A |
|  | Subtotal | 276 | 284 | 102.8\% | 9.7 | 1.2 | A |
| SB | Left Turn | 274 | 271 | 98.8\% | 32.0 | 4.3 | C |
|  | Through | 72 | 73 | 101.7\% | 25.9 | 2.9 | C |
|  | Right Turn | 136 | 126 | 92.4\% | 18.8 | 4.6 | B |
|  | Subtotal | 482 | 470 | 97.4\% | 27.6 | 3.2 | C |
| EB | Left Turn | 37 | 29 | 78.9\% | 41.4 | 10.7 | D |
|  | Through | 865 | 692 | 80.0\% | 27.3 | 4.1 | C |
|  | Right Turn | 58 | 44 | 76.6\% | 13.2 | 3.8 | B |
|  | Subtotal | 960 | 766 | 79.8\% | 27.0 | 3.9 | C |
| WB | Left Turn | 311 | 307 | 98.6\% | 37.8 | 4.1 | D |
|  | Through | 1,336 | 1,313 | 98.3\% | 19.7 | 4.6 | B |
|  | Right Turn | 25 | 30 | 120.0\% | 16.6 | 7.2 | B |
|  | Subtotal | 1,672 | 1,650 | 98.7\% | 23.1 | 3.5 | C |
| Total |  | 3,390 | 3,168 | 93.5\% | 23.5 | 2.2 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Project
PM Peak Hour

| Direction | Movement | Dos Rios St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 38 | 42 | 109.5\% | 31.0 | 8.9 | C |
|  | Through | 5 | 5 | 104.0\% | 18.3 | 21.0 | B |
|  | Right Turn | 15 | 22 | 146.7\% | 14.8 | 6.7 | B |
|  | Subtotal | 58 | 69 | 118.6\% | 25.9 | 6.4 | C |
| SB | Left Turn | 44 | 43 | 98.2\% | 34.8 | 10.1 | C |
|  | Through | 5 | 3 | 64.0\% | 20.9 | 25.2 | C |
|  | Right Turn | 58 | 62 | 107.6\% | 22.4 | 4.4 | C |
|  | Subtotal | 107 | 109 | 101.7\% | 27.5 | 5.5 | C |
| EB | Left Turn | 24 | 16 | 66.7\% | 51.2 | 18.7 | D |
|  | Through | 1,333 | 1,162 | 87.2\% | 19.9 | 3.2 | B |
|  | Right Turn | 44 | 38 | 85.5\% | 19.9 | 9.3 | B |
|  | Subtotal | 1,401 | 1,216 | 86.8\% | 20.3 | 3.3 | C |
| WB | Left Turn | 45 | 44 | 96.9\% | 48.8 | 10.1 | D |
|  | Through | 1,576 | 1,594 | 101.2\% | 16.2 | 5.4 | B |
|  | Right Turn | 24 | 30 | 123.3\% | 9.2 | 3.8 | A |
|  | Subtotal | 1,645 | 1,668 | 101.4\% | 16.9 | 5.2 | B |
| Total |  | 3,211 | 3,061 | 95.3\% | 18.8 | 3.4 | B |

Intersection 11
Bercut Dr/Bannon St
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 | 79 | 79 | 99.7\% | 6.6 | 1.1 | A |
|  | Right Turn | 49 | 46 | 93.9\% | 3.4 | 0.4 | A |
|  | Subtotal | 128 | 125 | 97.5\% | 5.4 | 0.8 | A |
| SB | Left Turn | 77 | 80 | 103.4\% | 7.7 | 0.9 | A |
|  | Through | 376 | 360 | 95.7\% | 7.8 | 0.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 453 | 440 | 97.0\% | 7.8 | 0.9 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 61 | 58 | 94.4\% | 11.6 | 2.1 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 297 | 297 | 100.1\% | 6.8 | 0.6 | A |
|  | Subtotal | 358 | 355 | 99.1\% | 7.5 | 0.7 | A |
| Total |  | 939 | 919 | 97.9\% | 7.4 | 0.5 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project PM Peak Hour

Intersection 12
Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 350 | 336 | 95.9\% | 50.2 | 17.1 | F |
|  | Through | 576 | 542 | 94.1\% | 59.3 | 19.3 | F |
|  | Right Turn | 2 | 2 | 120.0\% | 14.7 | 27.5 | B |
|  | Subtotal | 928 | 880 | 94.8\% | 55.8 | 18.5 | F |
| SB | Left Turn | 177 | 136 | 77.1\% | 11.7 | 0.9 | B |
|  | Through | 479 | 385 | 80.3\% | 20.6 | 3.9 | C |
|  | Right Turn | 13 | 9 | 70.8\% | 15.2 | 9.0 | C |
|  | Subtotal | 669 | 530 | 79.3\% | 18.2 | 3.1 | C |
| EB | Left Turn | 12 | 8 | 70.0\% | 11.6 | 3.0 | B |
|  | Through | 55 | 46 | 82.9\% | 11.3 | 1.4 | B |
|  | Right Turn | 118 | 110 | 93.2\% | 6.6 | 1.0 | A |
|  | Subtotal | 185 | 164 | 88.6\% | 8.2 | 0.8 | A |
| WB | Left Turn | 2 | 2 | 100.0\% | 3.3 | 6.2 | A |
|  | Through | 53 | 61 | 114.7\% | 10.9 | 1.5 | B |
|  | Right Turn | 150 | 143 | 95.5\% | 7.0 | 1.1 | A |
|  | Subtotal | 205 | 206 | 100.5\% | 8.2 | 1.3 | A |
| Total |  | 1,987 | 1,780 | 89.6\% | 34.8 | 9.0 | D |

Average Results from 10 Runs
Volume and Delay by Movement

Cumulative Plus Project
PM Peak Hour

Intersection 18 7th St/F St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 500 | 345 | 69.0\% | 38.2 | 6.3 | D |
|  | Right Turn | 33 | 27 | 81.2\% | 32.0 | 10.1 | C |
|  | Subtotal | 533 | 372 | 69.7\% | 37.8 | 6.2 | D |
| SB | Left Turn | 716 | 446 | 62.3\% | 163.2 | 15.4 | F |
|  | Through | 718 | 504 | 70.3\% | 34.8 | 10.9 | C |
|  | Right Turn | 20 | 10 | 52.0\% | 29.4 | 16.1 | C |
|  | Subtotal | 1,454 | 961 | 66.1\% | 95.1 | 14.4 | F |
| EB | Left Turn | 40 | 40 | 99.0\% | 38.5 | 17.5 | D |
|  | Through | 9 | 9 | 97.8\% | 37.6 | 23.9 | D |
|  | Right Turn | 11 | 8 | 76.4\% | 16.7 | 15.9 | B |
|  | Subtotal | 60 | 57 | 94.7\% | 35.9 | 17.2 | D |
| WB | Left Turn | 83 | 94 | 112.8\% | 31.7 | 3.2 | C |
|  | Through | 3 | 5 | 173.3\% | 12.8 | 9.8 | B |
|  | Right Turn | 398 | 400 | 100.4\% | 14.0 | 2.6 | B |
|  | Subtotal | 484 | 498 | 103.0\% | 17.4 | 2.1 | B |
| Total |  | 2,531 | 1,888 | 74.6\% | 61.4 | 7.3 | E |

Intersection 19
8th St/F St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 140 | 138 | 98.9\% | 11.6 | 1.3 | B |
|  | Through | 404 | 387 | 95.8\% | 9.5 | 0.5 | A |
|  | Right Turn | 18 | 16 | 86.7\% | 7.7 | 1.9 | A |
|  | Subtotal | 562 | 541 | 96.3\% | 10.0 | 0.7 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 176 | 122 | 69.5\% | 42.0 | 3.2 | E |
|  | Through Right Turn | 708 | 486 | 68.7\% | 41.9 | 3.4 | E |
|  | Subtotal | 884 | 609 | 68.9\% | 41.9 | 3.2 | E |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 374 | 393 | 105.1\% | 16.4 | 5.8 | C |
|  | Right Turn | 6 | 6 | 106.7\% | 12.0 | 10.1 | B |
|  | Subtotal | 380 | 400 | 105.2\% | 16.4 | 5.8 | C |
| Total |  | 1,826 | 1,550 | 84.9\% | 24.2 | 1.9 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
PM Peak Hour

Intersection 21 7th St/G St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 3 | 64.0\% | 35.0 | 47.7 | C |
|  | Through Right Turn | 251 | 168 | 66.8\% | 9.7 | 5.8 | A |
|  | Subtotal | 256 | 171 | 66.7\% | 10.8 | 6.2 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 826 | 637 | 77.1\% | 24.3 | 5.1 | C |
|  | Right Turn | 33 | 23 | 69.1\% | 33.1 | 15.7 | C |
|  | Subtotal | 859 | 660 | 76.8\% | 24.6 | 5.3 | C |
| EB | Left Turn | 127 | 82 | 64.9\% | 44.6 | 31.5 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 614 | 391 | 63.7\% | 26.9 | 12.5 | C |
|  | Subtotal | 741 | 474 | 63.9\% | 30.3 | 16.2 | C |
| WB | Left Turn | 5 | 2 | 32.0\% | 20.9 | 14.5 | C |
|  | Through | 555 | 384 | 69.2\% | 48.0 | 23.2 | D |
|  | Right Turn | 295 | 219 | 74.2\% | 25.3 | 8.7 | C |
|  | Subtotal | 855 | 604 | 70.7\% | 39.4 | 17.0 | D |
| Total |  | 2,711 | 1,909 | 70.4\% | 28.8 | 6.1 | C |

Intersection 22 5th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 11 | 8 | 69.1\% | 66.0 | 29.9 | E |
|  | Through | 672 | 503 | 74.9\% | 45.3 | 3.5 | D |
|  | Right Turn | 76 | 50 | 65.3\% | 18.4 | 2.5 | B |
|  | Subtotal | 759 | 560 | 73.8\% | 43.3 | 3.5 | D |
| SB | Left Turn | 109 | 61 | 56.1\% | 90.6 | 26.6 | F |
|  | Through | 740 | 445 | 60.1\% | 61.7 | 10.4 | E |
|  | Right Turn | 15 | 8 | 50.7\% | 65.1 | 29.5 | E |
|  | Subtotal | 864 | 514 | 59.4\% | 65.5 | 10.0 | E |
| EB | Left Turn | 5 | 4 | 88.0\% | 9.5 | 11.6 | A |
|  | Through | 35 | 40 | 113.1\% | 14.0 | 3.7 | B |
|  | Right Turn | 5 | 5 | 96.0\% | 18.6 | 13.9 | B |
|  | Subtotal | 45 | 49 | 108.4\% | 14.5 | 4.0 | B |
| WB | Left Turn | 218 | 107 | 49.2\% | 234.7 | 68.2 | F |
|  | Through | 5 | 3 | 56.0\% | 160.9 | 185.0 | F |
|  | Right Turn | 31 | 14 | 43.9\% | 231.3 | 99.1 | F |
|  | Subtotal | 254 | 124 | 48.7\% | 236.5 | 66.0 | F |
| Total |  | 1,922 | 1,246 | 64.8\% | 68.8 | 6.3 | E |

Average Results from 10 Runs
Volume and Delay by Movement

Cumulative Plus Project
PM Peak Hour

Intersection 23 6th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 2 | 48.0\% | 29.2 | 55.3 | C |
|  | Through | 488 | 290 | 59.4\% | 31.1 | 16.5 | C |
|  | Right Turn | 205 | 133 | 64.8\% | 10.1 | 2.0 | B |
|  | Subtotal | 698 | 425 | 60.9\% | 24.4 | 9.8 | C |
| SB | Left Turn | 104 | 69 | 66.2\% | 30.1 | 7.6 | C |
|  | Through | 682 | 432 | 63.4\% | 42.7 | 12.8 | D |
|  | Right Turn | 51 | 40 | 78.4\% | 53.2 | 22.8 | D |
|  | Subtotal | 837 | 541 | 64.7\% | 41.7 | 12.5 | D |
| EB | Left Turn | 39 | 22 | 57.4\% | 52.5 | 31.2 | D |
|  | Through | 100 | 74 | 74.0\% | 56.4 | 36.5 | E |
|  | Right Turn | 81 | 55 | 68.1\% | 47.8 | 42.7 | D |
|  | Subtotal | 220 | 152 | 68.9\% | 53.5 | 37.7 | D |
| WB | Left Turn | 22 | 12 | 52.7\% | 196.5 | 89.6 | F |
|  | Through | 198 | 110 | 55.8\% | 195.2 | 65.6 | F |
|  | Right Turn | 10 | 5 | 48.0\% | 222.0 | 159.6 | F |
|  | Subtotal | 230 | 127 | 55.1\% | 197.5 | 63.1 | F |
| Total |  | 1,985 | 1,245 | 62.7\% | 52.0 | 10.1 | D |

Intersection $24 \quad$ 7th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 454 | 312 | 68.7\% | 16.4 | 4.0 | B |
|  | Through | 941 | 684 | 72.7\% | 18.1 | 7.3 | B |
|  | Right Turn | 41 | 30 | 74.1\% | 28.0 | 20.8 | C |
|  | Subtotal | 1,436 | 1,026 | 71.5\% | 17.9 | 6.3 | B |
| EB | Left Turn | 254 | 169 | 66.5\% | 21.7 | 5.5 | C |
|  | Through | 96 | 66 | 68.8\% | 23.6 | 7.7 | C |
|  | Right Turn | 59 | 44 | 74.6\% | 21.3 | 9.9 | C |
|  | Subtotal | 409 | 279 | 68.2\% | 21.9 | 6.1 | C |
| WB | Left Turn | 274 | 178 | 64.8\% | 74.0 | 20.6 | E |
|  | Through | 189 | 130 | 68.8\% | 90.1 | 35.5 | F |
|  | Right Turn | 2 | 2 | 120.0\% | 54.4 | 34.0 | D |
|  | Subtotal | 465 | 310 | 66.7\% | 80.9 | 26.8 | F |
| Total |  | 2,310 | 1,615 | 69.9\% | 29.9 | 6.8 | C |

Average Results from 10 Runs
Volume and Delay by Movement

Cumulative Plus Project
PM Peak Hour

Intersection 25 8th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 15 | 9 | 61.3\% | 80.2 | 83.0 | F |
|  | Through | 852 | 670 | 78.6\% | 34.3 | 19.6 | C |
|  | Right Turn | 215 | 195 | 90.6\% | 11.1 | 1.8 | B |
|  | Subtotal | 1,082 | 874 | 80.7\% | 29.3 | 15.3 | C |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 108 | 73 | 67.8\% | 30.3 | 13.0 | C |
|  | Through Right Turn | 442 | 305 | 69.0\% | 25.9 | 8.9 | C |
|  | Subtotal | 550 | 378 | 68.8\% | 26.6 | 9.4 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 450 | 315 | 70.0\% | 93.9 | 42.5 | F |
|  | Right Turn | 3 | 4 | 120.0\% | 74.8 | 105.1 | E |
|  | Subtotal | 453 | 318 | 70.3\% | 93.6 | 42.9 | F |
| Total |  | 2,085 | 1,570 | 75.3\% | 40.6 | 12.4 | D |

Intersection 27 5th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 396 | 333 | 84.0\% | 50.7 | 11.6 | D |
|  | Through Right Turn | 705 | 513 | 72.7\% | 100.0 | 15.0 | F |
|  | Subtotal | 1,101 | 846 | 76.8\% | 80.9 | 9.9 | F |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 979 | 568 | 58.0\% | 51.5 | 5.5 | D |
|  | Subtotal | 979 | 568 | 58.0\% | 51.5 | 5.5 | D |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 2,643 | 2,088 | 79.0\% | 28.6 | 3.3 | C |
|  | Right Turn | 47 | 32 | 68.9\% | 26.0 | 9.0 | C |
|  | Subtotal | 2,690 | 2,120 | 78.8\% | 28.6 | 3.2 | C |
| Total |  | 4,770 | 3,533 | 74.1\% | 44.6 | 3.1 | D |

Average Results from 10 Runs
Volume and Delay by Movement

Cumulative Plus Project
PM Peak Hour

Intersection 28 6th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 260 | 145 | 55.8\% | 89.7 | 17.2 | F |
|  | Through Right Turn | 668 | 396 | 59.3\% | 86.2 | 15.1 | F |
|  | Subtotal | 928 | 542 | 58.4\% | 87.1 | 15.5 | F |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 441 | 281 | 63.7\% | 51.9 | 8.5 | D |
|  | Right Turn | 344 | 228 | 66.2\% | 42.4 | 8.2 | D |
|  | Subtotal | 785 | 508 | 64.8\% | 47.6 | 8.3 | D |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 18 | 10 | 55.6\% | 42.8 | 20.7 | D |
|  | Through | 2,086 | 1,775 | 85.1\% | 55.2 | 7.6 | E |
|  | Right Turn | 30 | 28 | 92.0\% | 57.9 | 22.4 | E |
|  | Subtotal | 2,134 | 1,813 | 84.9\% | 55.2 | 7.7 | E |
| Total |  | 3,847 | 2,863 | 74.4\% | 59.8 | 6.5 | E |

Intersection 29 7th St/I St 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 <br> Through <br> Right Turn | $\begin{gathered} 1,040 \\ 234 \end{gathered}$ | $\begin{aligned} & 746 \\ & 166 \end{aligned}$ | $\begin{aligned} & 71.7 \% \\ & 70.9 \% \end{aligned}$ | $\begin{aligned} & 24.6 \\ & 35.6 \end{aligned}$ | $\begin{gathered} 2.1 \\ 23.6 \end{gathered}$ | C |
|  | Subtotal | 1,274 | 912 | 71.6\% | 26.7 | 5.0 | C |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn Through Right Turn | $\begin{gathered} 259 \\ 1,900 \end{gathered}$ | $\begin{gathered} \hline 234 \\ 1,685 \end{gathered}$ | $\begin{aligned} & \hline 90.5 \% \\ & 88.7 \% \end{aligned}$ | $\begin{aligned} & 24.3 \\ & 30.9 \end{aligned}$ | $\begin{aligned} & 6.1 \\ & 7.1 \end{aligned}$ | C |
|  | Subtotal | 2,159 | 1,920 | 88.9\% | 30.0 | 6.8 | C |
| Total |  | 3,433 | 2,832 | 82.5\% | 29.0 | 5.7 | C |

Average Results from 10 Runs
Volume and Delay by Movement

Cumulative Plus Project
PM Peak Hour

Intersection 30 8th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 502 | 332 | 66.1\% | 164.5 | 42.5 | F |
|  | Through Right Turn | 950 | 795 | 83.7\% | 72.8 | 16.9 | E |
|  | Subtotal | 1,452 | 1,127 | 77.6\% | 99.5 | 22.1 | F |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 1,657 \\ 132 \end{gathered}$ | $\begin{gathered} 1,601 \\ 118 \end{gathered}$ | $\begin{aligned} & 96.6 \% \\ & 89.7 \% \end{aligned}$ | $\begin{aligned} & 25.4 \\ & 31.2 \end{aligned}$ | $\begin{gathered} 8.7 \\ 14.1 \end{gathered}$ | $\begin{aligned} & \mathrm{C} \\ & \mathrm{C} \end{aligned}$ |
|  | Subtotal | 1,789 | 1,720 | 96.1\% | 25.8 | 8.6 | C |
| Total |  | 3,241 | 2,846 | 87.8\% | 54.2 | 8.4 | D |

Intersection 31
3rd St-I 5 NB Off Ramp/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 5 | 2 | 48.0\% | 64.4 | 77.5 | E |
|  | Through | 787 | 676 | 85.9\% | 61.5 | 25.7 | E |
|  | Right Turn | 27 | 26 | 97.8\% | 29.1 | 21.7 | C |
|  | Subtotal | 819 | 705 | 86.1\% | 60.4 | 25.2 | E |
| SB | Left Turn | 277 | 228 | 82.5\% | 77.1 | 23.1 | E |
|  | Through Right Turn | 330 | 288 | 87.3\% | 82.3 | 18.7 | F |
|  | Subtotal | 607 | 516 | 85.1\% | 79.8 | 19.3 | E |
| EB | Left Turn | 5 | 4 | 88.0\% | 63.0 | 79.0 | E |
|  | Through | 739 | 653 | 88.3\% | 70.8 | 26.1 | E |
|  | Right Turn | 591 | 551 | 93.3\% | 56.9 | 13.5 | E |
|  | Subtotal | 1,335 | 1,208 | 90.5\% | 64.0 | 18.4 | E |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 151 | 139 | 92.2\% | 11.1 | 5.2 | B |
|  | Subtotal | 151 | 139 | 92.2\% | 11.1 | 5.2 | B |
| Total |  | 2,912 | 2,569 | 88.2\% | 63.1 | 15.2 | E |

Average Results from 10 Runs
Volume and Delay by Movement

Cumulative Plus Project
PM Peak Hour

Intersection 32 5th St/J St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 351 | 342 | 97.3\% | 37.4 | 15.5 | D |
|  | Right Turn | 459 | 468 | 102.0\% | 19.8 | 5.1 | B |
|  | Subtotal | 810 | 810 | 100.0\% | 27.3 | 9.5 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 750 | 543 | 72.4\% | 80.6 | 30.9 | F |
|  | Through | 1,186 | 1,068 | 90.1\% | 29.2 | 8.2 | C |
|  | Right Turn | 103 | 104 | 101.0\% | 26.8 | 8.3 | C |
|  | Subtotal | 2,039 | 1,715 | 84.1\% | 44.9 | 14.4 | D |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,849 | 2,525 | 88.6\% | 39.0 | 10.9 | D |

Intersection 33 7th St/J St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 101 | 70 | 69.7\% | 7.1 | 1.1 | A |
|  | Through Right Turn | 1,198 | 911 | 76.0\% | 7.1 | 0.8 | A |
|  | Subtotal | 1,299 | 981 | 75.5\% | 7.1 | 0.7 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,312 | 1,215 | 92.6\% | 11.2 | 0.8 | B |
|  | Right Turn | 383 | 363 | 94.8\% | 10.7 | 1.4 | B |
|  | Subtotal | 1,695 | 1,578 | 93.1\% | 11.1 | 0.8 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,994 | 2,560 | 85.5\% | 9.6 | 0.5 | A |

Average Results from 10 Runs
Volume and Delay by Movement

Cumulative Plus Project
PM Peak Hour

Intersection 64 5th St/G St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 543 | 393 | 72.3\% | 16.1 | 4.3 | B |
|  | Right Turn | 165 | 121 | 73.2\% | 9.9 | 6.9 | A |
|  | Subtotal | 708 | 514 | 72.5\% | 14.6 | 4.8 | B |
| SB | Left Turn | 343 | 215 | 62.7\% | 108.7 | 11.6 | F |
|  | Through | 608 | 381 | 62.7\% | 99.5 | 14.3 | F |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 951 | 596 | 62.7\% | 103.0 | 11.0 | F |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 256 | 149 | 58.1\% | 131.7 | 54.3 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 174 | 113 | 64.8\% | 40.0 | 19.2 | D |
|  | Subtotal | 430 | 262 | 60.8\% | 93.7 | 42.8 | F |
| Total |  | 2,089 | 1,372 | 65.7\% | 66.6 | 7.6 | E |

Intersection 65 6th St/G St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 64 | 42 | 66.3\% | 42.0 | 26.9 | D |
|  | Through | 366 | 227 | 62.0\% | 9.1 | 4.5 | A |
|  | Right Turn | 127 | 64 | 50.7\% | 8.3 | 13.2 | A |
|  | Subtotal | 557 | 334 | 59.9\% | 13.4 | 7.0 | B |
| SB | Left Turn | 241 | 171 | 71.0\% | 78.9 | 9.2 | E |
|  | Through | 552 | 366 | 66.2\% | 85.2 | 14.5 | F |
|  | Right Turn | 83 | 57 | 68.4\% | 89.2 | 33.0 | F |
|  | Subtotal | 876 | 594 | 67.8\% | 84.0 | 13.9 | F |
| EB | Left Turn | 7 | 5 | 74.3\% | 19.2 | 19.4 | B |
|  | Through | 373 | 241 | 64.6\% | 28.5 | 11.6 | C |
|  | Right Turn | 128 | 81 | 63.4\% | 23.6 | 14.5 | C |
|  | Subtotal | 508 | 327 | 64.4\% | 27.2 | 11.8 | C |
| WB | Left Turn | 105 | 72 | 68.2\% | 138.7 | 69.0 | F |
|  | Through | 283 | 190 | 67.0\% | 72.2 | 42.4 | E |
|  | Right Turn | 205 | 127 | 61.9\% | 74.9 | 51.1 | E |
|  | Subtotal | 593 | 388 | 65.4\% | 84.6 | 34.4 | F |
| Total |  | 2,534 | 1,642 | 64.8\% | 56.8 | 9.7 | E |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project PM Peak Hour

Intersection 36 5th St/Tower Bridge Gateway
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 80.0\% | 44.3 | 38.0 | D |
|  | Through | 481 | 482 | 100.2\% | 30.7 | 3.0 | C |
|  | Right Turn | 95 | 96 | 100.6\% | 7.4 | 1.2 | A |
|  | Subtotal | 581 | 582 | 100.1\% | 27.1 | 2.5 | C |
| SB | Left Turn | 155 | 149 | 96.0\% | 45.1 | 5.4 | D |
|  | Through | 450 | 452 | 100.5\% | 25.0 | 4.0 | C |
|  | Right Turn | 556 | 529 | 95.1\% | 25.7 | 6.1 | C |
|  | Subtotal | 1,161 | 1,130 | 97.3\% | 27.9 | 4.6 | C |
| EB | Left Turn | 367 | 370 | 100.9\% | 45.5 | 5.6 | D |
|  | Through | 99 | 105 | 106.3\% | 24.7 | 5.0 | C |
|  | Right Turn | 5 | 8 | 168.0\% | 7.3 | 8.1 | A |
|  | Subtotal | 471 | 484 | 102.8\% | 40.3 | 4.2 | D |
| WB | Left Turn | 201 | 202 | 100.5\% | 48.5 | 7.7 | D |
|  | Through | 429 | 414 | 96.6\% | 35.6 | 8.3 | D |
|  | Right Turn | 209 | 204 | 97.8\% | 17.7 | 4.9 | B |
|  | Subtotal | 839 | 821 | 97.8\% | 34.2 | 5.9 | C |
| Total |  | 3,052 | 3,016 | 98.8\% | 31.5 | 2.8 | C |

Intersection 37 3rd St-Riverfront St/Tower Bridge Gateway Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 1 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through | 319 | 322 | 100.9\% | 40.4 | 2.9 | D |
|  | Right Turn | 86 | 81 | 94.0\% | 20.6 | 6.9 | C |
|  | Subtotal | 406 | 403 | 99.2\% | 36.4 | 3.1 | D |
| SB | Left Turn | 257 | 247 | 96.0\% | 35.1 | 3.3 | D |
|  | Through | 466 | 446 | 95.6\% | 37.3 | 3.8 | D |
|  | Right Turn | 216 | 210 | 97.4\% | 30.0 | 3.9 | C |
|  | Subtotal | 939 | 903 | 96.1\% | 35.0 | 2.9 | D |
| EB | Left Turn | 59 | 66 | 111.9\% | 57.3 | 10.5 | E |
|  | Through | 285 | 280 | 98.2\% | 32.1 | 3.4 | C |
|  | Right Turn | 5 | 6 | 120.0\% | 12.6 | 15.2 | B |
|  | Subtotal | 349 | 352 | 100.9\% | 36.8 | 3.1 | D |
| WB | Left Turn | 96 | 100 | 104.2\% | 54.8 | 5.5 | D |
|  | Through | 622 | 600 | 96.4\% | 37.8 | 2.3 | D |
|  | Right Turn | 121 | 117 | 96.5\% | 34.1 | 5.5 | C |
|  | Subtotal | 839 | 816 | 97.3\% | 39.3 | 2.3 | D |
| Total |  | 2,533 | 2,474 | 97.7\% | 36.9 | 1.8 | D |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Project
PM Peak Hour

Intersection 17 12th St/ $\square$ St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 186 | 180 | 96.8\% | 11.8 | 1.1 | B |
|  | Through | 1,370 | 1,335 | 97.5\% | 9.2 | 0.6 | A |
|  | Right Turn | 5 | 4 | 72.0\% | 1.9 | 2.5 | A |
|  | Subtotal | 1,561 | 1,519 | 97.3\% | 9.4 | 0.7 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 387 | 398 | 102.7\% | 18.3 | 3.8 | B |
|  | Right Turn | 22 | 24 | 107.3\% | 11.5 | 3.8 | B |
|  | Subtotal | 409 | 421 | 103.0\% | 17.9 | 3.7 | B |
| WB | Left Turn | 51 | 46 | 89.4\% | 30.5 | 11.7 | C |
|  | Through Right Turn | 31 | 34 | 108.4\% | 12.5 | 3.3 | B |
|  | Subtotal | 82 | 79 | 96.6\% | 21.9 | 6.0 | C |
| Total |  | 2,052 | 2,019 | 98.4\% | 11.8 | 1.0 | B |

Intersection 20
12th St/F St
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 | 252 | 250 | 99.0\% | 18.7 | 0.7 | B |
|  | Through | 1,168 | 1,133 | 97.0\% | 18.7 | 0.8 | B |
|  | Right Turn | 23 | 19 | 83.5\% | 15.0 | 4.9 | B |
|  | Subtotal | 1,443 | 1,402 | 97.1\% | 18.7 | 0.7 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 455 | 432 | 94.9\% | 54.8 | 21.8 | D |
|  | Right Turn | 241 | 242 | 100.4\% | 50.2 | 23.5 | D |
|  | Subtotal | 696 | 674 | 96.8\% | 53.2 | 22.2 | D |
| WB | Left Turn | 6 | 6 | 106.7\% | 21.2 | 15.5 | C |
|  | Through | 220 | 229 | 104.0\% | 10.9 | 3.3 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 226 | 235 | 104.1\% | 11.1 | 3.4 | B |
| Total |  | 2,365 | 2,311 | 97.7\% | 28.0 | 6.7 | C |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour

Intersection 13
7th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 99 | 88 | 88.5\% | 60.2 | 13.4 | E |
|  | Through | 151 | 129 | 85.6\% | 37.8 | 9.7 | D |
|  | Right Turn | 747 | 561 | 75.1\% | 59.4 | 22.6 | E |
|  | Subtotal | 997 | 778 | 78.0\% | 56.0 | 19.0 | E |
| SB | Left Turn | 180 | 185 | 102.9\% | 65.1 | 15.4 | E |
|  | Through | 747 | 709 | 94.9\% | 43.3 | 18.6 | D |
|  | Right Turn | 112 | 118 | 105.0\% | 44.5 | 22.0 | D |
|  | Subtotal | 1,039 | 1,012 | 97.4\% | 47.5 | 18.5 | D |
| EB | Left Turn | 49 | 37 | 75.9\% | 72.2 | 13.3 | E |
|  | Through | 472 | 392 | 83.0\% | 36.9 | 6.8 | D |
|  | Right Turn | 5 | 6 | 112.0\% | 27.8 | 27.0 | C |
|  | Subtotal | 526 | 434 | 82.6\% | 40.0 | 7.0 | D |
| WB | Left Turn | 196 | 160 | 81.8\% | 67.3 | 28.2 | E |
|  | Through | 364 | 305 | 83.8\% | 58.0 | 7.5 | E |
|  | Right Turn | 247 | 218 | 88.4\% | 51.1 | 8.2 | D |
|  | Subtotal | 807 | 684 | 84.8\% | 57.9 | 6.3 | E |
| Total |  | 3,369 | 2,908 | 86.3\% | 51.0 | 9.2 | D |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour
Intersection 14 Dos Rios St/N B St-N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 8 | 9 | 115.0\% | 40.9 | 26.8 | D |
|  | Through | 403 | 414 | 102.6\% | 13.5 | 2.6 | B |
|  | Right Turn | 5 | 4 | 72.0\% | 5.5 | 10.7 | A |
|  | Subtotal | 416 | 426 | 102.5\% | 14.2 | 2.6 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 21 | 25 | 120.0\% | 0.1 | 0.2 | A |
|  | Subtotal | 21 | 25 | 120.0\% | 0.1 | 0.2 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,243 | 907 | 73.0\% | 54.4 | 5.8 | D |
|  | Right Turn | 537 | 392 | 73.1\% | 68.4 | 7.7 | E |
|  | Subtotal | 1,780 | 1,300 | 73.0\% | 58.7 | 6.3 | E |
| SW | Left Turn | 63 | 52 | 83.2\% | 21.9 | 3.6 | C |
|  | Through | 1,290 | 1,246 | 96.6\% | 20.9 | 1.8 | C |
|  | Right Turn | 475 | 461 | 97.1\% | 31.4 | 8.2 | C |
|  | Subtotal | 1,828 | 1,759 | 96.2\% | 23.6 | 2.8 | C |
| Total |  | 4,045 | 3,510 | 86.8\% | 35.3 | 2.7 | D |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour

| Intersection 15 |  | N 16th St/N B St |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand Volume (vph) | Served Volume (vph) |  |  |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 248 | 248 | 100.0\% | 27.3 | 2.9 | C |
|  | Through | 2,588 | 2,589 | 100.0\% | 22.2 | 1.6 | C |
|  | Right Turn | 12 | 10 | 86.7\% | 11.3 | 8.5 | B |
|  | Subtotal | 2,848 | 2,848 | 100.0\% | 22.6 | 1.7 | C |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 1,267 | 924 | 73.0\% | 34.9 | 5.8 | C |
|  | Through Right Turn | 18 | 12 | 64.4\% | 37.4 | 13.8 | D |
|  | Subtotal | 1,285 | 936 | 72.8\% | 34.9 | 5.8 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 28 | 36 | 128.6\% | 12.6 | 4.0 | B |
|  | Right Turn | 18 | 18 | 97.8\% | 14.1 | 6.9 | B |
|  | Subtotal | 46 | 54 | 116.5\% | 13.3 | 3.9 | B |
| Total |  | 4,179 | 3,837 | 91.8\% | 25.5 | 1.8 | C |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour

Intersection 38
5th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 457 | 330 | 72.1\% | 49.3 | 12.4 | D |
|  | Through | 267 | 202 | 75.7\% | 26.3 | 9.1 | C |
|  | Right Turn | 16 | 12 | 75.0\% | 19.2 | 12.9 | B |
|  | Subtotal | 740 | 544 | 73.5\% | 40.1 | 10.2 | D |
| SB | Left Turn | 23 | 20 | 85.2\% | 78.6 | 39.8 | E |
|  | Through | 272 | 242 | 89.1\% | 92.2 | 38.4 | F |
|  | Right Turn | 70 | 70 | 99.4\% | 84.8 | 39.4 | F |
|  | Subtotal | 365 | 332 | 90.8\% | 90.0 | 38.0 | F |
| EB | Left Turn | 59 | 58 | 99.0\% | 60.9 | 8.3 | E |
|  | Through | 388 | 376 | 97.0\% | 32.1 | 10.5 | C |
|  | Right Turn | 311 | 291 | 93.5\% | 23.8 | 13.8 | C |
|  | Subtotal | 758 | 726 | 95.7\% | 31.2 | 10.8 | C |
| WB | Left Turn | 19 | 17 | 90.5\% | 80.1 | 27.3 | F |
|  | Through | 503 | 408 | 81.0\% | 32.4 | 5.6 | C |
|  | Right Turn | 25 | 19 | 75.2\% | 20.6 | 16.6 | C |
|  | Subtotal | 547 | 444 | 81.1\% | 33.5 | 5.3 | C |
| Total |  | 2,410 | 2,044 | 84.8\% | 43.4 | 9.1 | D |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour
Intersection 39 6th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 229 | 155 | 67.8\% | 16.7 | 1.8 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 307 | 231 | 75.2\% | 11.4 | 2.5 | B |
|  | Subtotal | 536 | 386 | 72.0\% | 13.5 | 1.6 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 219 | 202 | 92.4\% | 45.2 | 12.4 | D |
|  | Right Turn | 208 | 202 | 97.3\% | 37.8 | 9.6 | D |
|  | Subtotal | 427 | 405 | 94.8\% | 41.6 | 10.6 | D |
| WB | Left Turn | 257 | 233 | 90.6\% | 30.7 | 6.8 | C |
|  | Through | 318 | 283 | 88.9\% | 11.0 | 2.4 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 575 | 516 | 89.7\% | 19.9 | 4.4 | B |
| Total |  | 1,538 | 1,306 | 84.9\% | 24.7 | 4.4 | C |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour
Intersection 40 8th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 30 | 30 | 100.0\% | 34.2 | 16.2 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 195 | 164 | 84.1\% | 25.8 | 11.5 | C |
|  | Subtotal | 225 | 194 | 86.2\% | 26.9 | 11.1 | C |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,397 | 1,122 | 80.3\% | 17.2 | 3.5 | B |
|  | Right Turn | 2 | 2 | 80.0\% | 6.0 | 11.0 | A |
|  | Subtotal | 1,399 | 1,124 | 80.3\% | 17.2 | 3.5 | B |
| WB | Left Turn | 50 | 38 | 76.0\% | 36.2 | 11.1 | D |
|  | Through | 777 | 685 | 88.2\% | 51.9 | 14.2 | D |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 827 | 723 | 87.4\% | 51.1 | 13.8 | D |
| Total |  | 2,451 | 2,041 | 83.3\% | 30.2 | 4.4 | C |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour

| Intersection 41 |  | 10th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand | Served | me (vph) |  | Delay (sec/ |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 3 | 64.0\% | 54.8 | 55.2 | D |
|  | Through | 393 | 318 | 80.8\% | 38.7 | 8.7 | D |
|  | Right Turn | 194 | 165 | 84.9\% | 28.6 | 7.3 | C |
|  | Subtotal | 592 | 486 | 82.0\% | 35.8 | 7.6 | D |
| SB | Left Turn | 19 | 16 | 86.3\% | 106.5 | 41.8 | F |
|  | Through | 77 | 72 | 94.0\% | 75.5 | 50.6 | E |
|  | Right Turn | 228 | 220 | 96.3\% | 66.5 | 53.9 | E |
|  | Subtotal | 324 | 308 | 95.2\% | 70.7 | 51.9 | E |
| EB | Left Turn | 87 | 63 | 72.2\% | 93.1 | 18.6 | F |
|  | Through | 1,567 | 1,197 | 76.4\% | 63.1 | 17.5 | E |
|  | Right Turn | 5 | 2 | 40.0\% | 40.3 | 29.9 | D |
|  | Subtotal | 1,659 | 1,262 | 76.1\% | 64.6 | 17.4 | E |
| WB | Left Turn | 255 | 249 | 97.7\% | 44.4 | 9.4 | D |
|  | Through | 629 | 594 | 94.4\% | 26.9 | 16.7 | C |
|  | Right Turn | 10 | 14 | 144.0\% | 32.6 | 36.5 | C |
|  | Subtotal | 894 | 858 | 95.9\% | 32.2 | 14.5 | C |
| Total |  | 3,469 | 2,914 | 84.0\% | 50.1 | 12.5 | D |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU

Intersection 42
Bercut Dr/South Park St
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 | 581 | 342 | 58.9\% | 17.9 | 8.9 | C |
|  | Right Turn | 189 | 119 | 63.1\% | 14.4 | 8.5 | B |
|  | Subtotal | 770 | 461 | 59.9\% | 16.9 | 8.6 | C |
| SB | Left Turn | 74 | 46 | 62.7\% | 178.1 | 128.6 | F |
|  | Through | 303 | 192 | 63.2\% | 182.2 | 127.2 | F |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 377 | 238 | 63.1\% | 180.0 | 125.8 | F |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 116 | 46 | 39.3\% | 290.1 | 278.3 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 139 | 71 | 51.2\% | 161.0 | 231.1 | F |
|  | Subtotal | 255 | 117 | 45.8\% | 203.9 | 241.8 | F |
| Total |  | 1,402 | 816 | 58.2\% | 79.6 | 53.5 | F |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour

Intersection 43 5th St/South Park St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 146 | 128 | 87.9\% | 81.2 | 15.1 | F |
|  | Through | 498 | 380 | 76.2\% | 34.1 | 6.7 | C |
|  | Right Turn | 13 | 8 | 64.6\% | 26.2 | 18.8 | C |
|  | Subtotal | 657 | 516 | 78.6\% | 45.8 | 9.5 | D |
| SB | Left Turn | 23 | 18 | 80.0\% | 114.9 | 25.2 | F |
|  | Through | 507 | 424 | 83.6\% | 82.2 | 34.9 | F |
|  | Right Turn | 72 | 56 | 77.2\% | 75.1 | 31.8 | E |
|  | Subtotal | 602 | 498 | 82.7\% | 82.8 | 33.5 | F |
| EB | Left Turn | 161 | 98 | 60.6\% | 157.5 | 80.3 | F |
|  | Through | 184 | 107 | 58.3\% | 156.6 | 72.5 | F |
|  | Right Turn | 148 | 92 | 62.4\% | 155.1 | 87.2 | F |
|  | Subtotal | 493 | 297 | 60.3\% | 155.8 | 78.2 | F |
| WB | Left Turn | 21 | 16 | 76.2\% | 73.7 | 47.0 | E |
|  | Through | 87 | 86 | 99.3\% | 57.9 | 17.3 | E |
|  | Right Turn | 36 | 28 | 77.8\% | 38.4 | 22.6 | D |
|  | Subtotal | 144 | 130 | 90.6\% | 55.6 | 17.3 | E |
| Total |  | 1,896 | 1,442 | 76.0\% | 79.9 | 20.6 | E |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU

PM Peak Hour

Intersection 44
Judah St/South Park St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 48 | 39 | 81.7\% | 7.7 | 2.4 | A |
|  | Through | 5 | 7 | 144.0\% | 6.1 | 2.4 | A |
|  | Right Turn | 33 | 26 | 78.8\% | 5.5 | 2.9 | A |
|  | Subtotal | 86 | 72 | 84.2\% | 6.8 | 2.5 | A |
| SB | Left Turn | 5 | 7 | 136.0\% | 5.1 | 2.9 | A |
|  | Through | 5 | 5 | 104.0\% | 4.8 | 4.5 | A |
|  | Right Turn | 20 | 21 | 106.0\% | 5.0 | 2.8 | A |
|  | Subtotal | 30 | 33 | 110.7\% | 5.6 | 2.1 | A |
| EB | Left Turn | 22 | 12 | 56.4\% | 3.6 | 1.9 | A |
|  | Through | 174 | 108 | 62.1\% | 2.4 | 0.5 | A |
|  | Right Turn | 24 | 19 | 78.3\% | 2.1 | 0.9 | A |
|  | Subtotal | 220 | 139 | 63.3\% | 2.5 | 0.4 | A |
| WB | Left Turn | 20 | 14 | 70.0\% | 3.6 | 1.6 | A |
|  | Through | 76 | 71 | 93.7\% | 2.0 | 0.5 | A |
|  | Right Turn | 17 | 12 | 70.6\% | 1.6 | 1.0 | A |
|  | Subtotal | 113 | 97 | 86.0\% | 2.2 | 0.5 | A |
| Total |  | 449 | 342 | 76.2\% | 3.7 | 0.5 | A |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour

Intersection 45 6th St/South Park St All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 15 | 9 | 58.7\% | 26.1 | 17.5 | D |
|  | Through | 323 | 218 | 67.4\% | 29.6 | 13.2 | D |
|  | Right Turn | 153 | 102 | 66.4\% | 27.1 | 15.1 | D |
|  | Subtotal | 491 | 328 | 66.8\% | 28.9 | 13.6 | D |
| SB | Left Turn | 67 | 58 | 86.6\% | 35.2 | 42.5 | E |
|  | Through | 337 | 308 | 91.4\% | 39.8 | 40.0 | E |
|  | Right Turn | 43 | 35 | 81.9\% | 32.5 | 36.5 | D |
|  | Subtotal | 447 | 401 | 89.8\% | 38.6 | 39.7 | E |
| EB | Left Turn | 98 | 67 | 68.2\% | 17.8 | 3.5 | C |
|  | Through | 89 | 54 | 60.7\% | 18.1 | 5.1 | C |
|  | Right Turn | 25 | 20 | 80.0\% | 18.0 | 7.6 | C |
|  | Subtotal | 212 | 141 | 66.4\% | 17.8 | 4.0 | C |
| WB | Left Turn | 231 | 188 | 81.6\% | 39.1 | 22.9 | E |
|  | Through | 55 | 50 | 90.2\% | 36.3 | 23.0 | E |
|  | Right Turn | 74 | 62 | 83.8\% | 32.5 | 15.3 | D |
|  | Subtotal | 360 | 300 | 83.3\% | 37.5 | 21.1 | E |
| Total |  | 1,510 | 1,170 | 77.5\% | 33.1 | 17.5 | D |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour
Intersection 46 7th St/South Park St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 93 | 74 | 79.6\% | 46.2 | 12.3 | D |
|  | Through Right Turn | 714 | 603 | 84.4\% | 16.6 | 8.6 | B |
|  | Subtotal | 807 | 677 | 83.9\% | 19.8 | 7.6 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 720 | 601 | 83.5\% | 31.4 | 19.1 | C |
|  | Right Turn | 267 | 234 | 87.6\% | 37.6 | 25.3 | D |
|  | Subtotal | 987 | 835 | 84.6\% | 33.1 | 20.5 | C |
| EB | Left Turn | 250 | 163 | 65.3\% | 29.4 | 16.3 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 59 | 40 | 67.8\% | 32.5 | 27.6 | C |
|  | Subtotal | 309 | 203 | 65.8\% | 29.9 | 18.4 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,103 | 1,715 | 81.6\% | 27.2 | 12.3 | C |

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

Intersection 47 Railyards Blvd/Jibboom St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 302 | 278 | 91.9\% | 81.8 | 17.1 | F |
|  | Right Turn | 70 | 67 | 96.0\% | 28.0 | 10.4 | C |
|  | Subtotal | 372 | 345 | 92.7\% | 71.2 | 14.2 | E |
| EB | Left Turn <br> Through <br> Right Turn | 1,290 | 748 | 58.0\% | 294.1 | 9.4 | F |
|  | Subtotal | 1,290 | 748 | 58.0\% | 294.1 | 9.4 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,555 | 930 | 59.8\% | 18.0 | 2.1 | B |
|  | Right Turn | 544 | 334 | 61.3\% | 4.7 | 0.9 | A |
|  | Subtotal | 2,099 | 1,264 | 60.2\% | 14.5 | 1.7 | B |
| Total |  | 3,761 | 2,356 | 62.7\% | 111.5 | 5.6 | F |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour
Intersection $48 \quad$ Bercut Dr/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 297 | 173 | 58.3\% | 215.0 | 25.2 | F |
|  | Through | 93 | 50 | 53.8\% | 124.5 | 20.5 | F |
|  | Right Turn | 5 | 2 | 40.0\% | 96.1 | 34.1 | F |
|  | Subtotal | 395 | 225 | 57.0\% | 194.3 | 27.1 | F |
| SB | Left Turn | 4 | 3 | 80.0\% | 255.2 | 95.8 | F |
|  | Through | 27 | 12 | 43.0\% | 353.4 | 137.3 | F |
|  | Right Turn | 335 | 151 | 45.1\% | 350.2 | 126.6 | F |
|  | Subtotal | 366 | 166 | 45.4\% | 349.1 | 123.3 | F |
| EB | Left Turn | 374 | 213 | 57.0\% | 50.4 | 4.6 | D |
|  | Through | 824 | 536 | 65.0\% | 32.7 | 1.5 | C |
|  | Right Turn | 394 | 247 | 62.7\% | 27.5 | 1.4 | C |
|  | Subtotal | 1,592 | 996 | 62.6\% | 35.1 | 1.3 | D |
| WB | Left Turn | 5 | 2 | 48.0\% | 67.3 | 51.1 | E |
|  | Through | 1,384 | 922 | 66.6\% | 51.6 | 1.6 | D |
|  | Right Turn | 84 | 67 | 79.5\% | 35.0 | 8.2 | C |
|  | Subtotal | 1,473 | 991 | 67.3\% | 50.6 | 1.7 | D |
| Total |  | 3,826 | 2,378 | 62.2\% | 76.5 | 4.6 | E |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour
Intersection 49 Huntington St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 254 | 204 | 80.2\% | 59.8 | 5.8 | E |
|  | Through | 2 | 3 | 160.0\% | 22.5 | 23.4 | C |
|  | Right Turn | 66 | 54 | 82.4\% | 49.8 | 8.8 | D |
|  | Subtotal | 322 | 261 | 81.1\% | 57.4 | 5.7 | E |
| SB | Left Turn | 146 | 131 | 89.9\% | 60.8 | 10.6 | E |
|  | Through | 66 | 57 | 86.1\% | 66.7 | 17.3 | E |
|  | Right Turn | 82 | 81 | 98.5\% | 53.2 | 14.4 | D |
|  | Subtotal | 294 | 269 | 91.4\% | 59.0 | 10.7 | E |
| EB | Left Turn | 82 | 46 | 56.6\% | 100.8 | 24.0 | F |
|  | Through | 663 | 422 | 63.6\% | 26.4 | 8.6 | C |
|  | Right Turn | 123 | 83 | 67.6\% | 24.4 | 12.1 | C |
|  | Subtotal | 868 | 551 | 63.5\% | 32.4 | 9.8 | C |
| WB | Left Turn | 28 | 12 | 42.9\% | 155.6 | 60.2 | F |
|  | Through | 1,116 | 688 | 61.6\% | 107.1 | 21.8 | F |
|  | Right Turn | 186 | 114 | 61.1\% | 82.1 | 18.8 | F |
|  | Subtotal | 1,330 | 814 | 61.2\% | 104.6 | 21.2 | F |
| Total |  | 2,814 | 1,895 | 67.3\% | 70.4 | 10.6 | E |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour
Intersection 50 Stanford St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 227 | 138 | 60.8\% | 118.1 | 29.5 | F |
|  | Through | 5 | 4 | 88.0\% | 92.4 | 29.9 | F |
|  | Right Turn | 228 | 146 | 64.0\% | 117.3 | 64.8 | F |
|  | Subtotal | 460 | 288 | 62.7\% | 116.5 | 44.3 | F |
| SB | Left Turn | 10 | 9 | 92.0\% | 53.8 | 48.2 | D |
|  | Through | 5 | 5 | 96.0\% | 34.4 | 34.6 | C |
|  | Right Turn | 10 | 9 | 92.0\% | 17.3 | 21.6 | B |
|  | Subtotal | 25 | 23 | 92.8\% | 44.7 | 27.1 | D |
| EB | Left Turn | 5 | 2 | 40.0\% | 30.8 | 34.8 | C |
|  | Through | 930 | 666 | 71.7\% | 34.0 | 12.2 | C |
|  | Right Turn | 10 | 8 | 80.0\% | 27.0 | 21.2 | C |
|  | Subtotal | 945 | 676 | 71.6\% | 34.1 | 12.2 | C |
| WB | Left Turn | 19 | 12 | 63.2\% | 101.2 | 30.3 | F |
|  | Through | 953 | 652 | 68.4\% | 36.6 | 14.1 | D |
|  | Right Turn | 10 | 6 | 56.0\% | 29.1 | 26.2 | C |
|  | Subtotal | 982 | 670 | 68.2\% | 37.8 | 14.0 | D |
| Total |  | 2,412 | 1,658 | 68.7\% | 48.6 | 7.7 | D |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour

Intersection 51 5th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 29 | 20 | 70.3\% | 100.3 | 41.0 | F |
|  | Through | 288 | 232 | 80.7\% | 58.0 | 17.6 | E |
|  | Right Turn | 106 | 93 | 87.5\% | 52.0 | 20.8 | D |
|  | Subtotal | 423 | 346 | 81.7\% | 58.6 | 17.8 | E |
| SB | Left Turn | 151 | 120 | 79.7\% | 134.4 | 28.8 | F |
|  | Through | 426 | 301 | 70.6\% | 82.6 | 22.8 | F |
|  | Right Turn | 169 | 117 | 69.1\% | 75.5 | 24.5 | E |
|  | Subtotal | 746 | 538 | 72.1\% | 92.7 | 24.2 | F |
| EB | Left Turn | 273 | 179 | 65.6\% | 96.8 | 18.7 | F |
|  | Through | 953 | 651 | 68.3\% | 35.2 | 9.8 | D |
|  | Right Turn | 12 | 10 | 80.0\% | 36.9 | 36.2 | D |
|  | Subtotal | 1,238 | 840 | 67.8\% | 48.5 | 13.0 | D |
| WB | Left Turn | 59 | 48 | 80.7\% | 107.0 | 26.9 | F |
|  | Through | 644 | 465 | 72.2\% | 63.9 | 21.4 | E |
|  | Right Turn | 35 | 27 | 77.7\% | 54.5 | 31.2 | D |
|  | Subtotal | 738 | 540 | 73.2\% | 67.6 | 20.5 | E |
| Total |  | 3,145 | 2,263 | 72.0\% | 64.3 | 8.5 | E |

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

Intersection 52
Judah St/Railyards Blvd
Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU

| 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 <br> Through <br> Right Turn | 26 | 12 | 47.7\% | 235.4 | 183.5 | F |
|  | Subtotal | 26 | 12 | 47.7\% | 195.0 | 186.7 | F |
| EB | Left Turn <br> Through <br> Right Turn | 1,210 | 875 | 72.3\% | 7.5 | 2.5 | A |
|  | Subtotal | 1,210 | 875 | 72.3\% | 7.5 | 2.5 | A |
| WB | Left Turn Through Right Turn | $\begin{gathered} 712 \\ 32 \end{gathered}$ | $\begin{gathered} 535 \\ 26 \end{gathered}$ | $\begin{aligned} & 75.2 \% \\ & 80.0 \% \end{aligned}$ | $\begin{aligned} & 17.3 \\ & 13.6 \end{aligned}$ | $\begin{gathered} 9.3 \\ 13.1 \end{gathered}$ | $\begin{aligned} & \text { C } \\ & \text { B } \end{aligned}$ |
|  | Subtotal | 744 | 561 | 75.4\% | 17.1 | 9.3 | C |
| Total |  | 1,980 | 1,448 | 73.1\% | 12.9 | 3.5 | B |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour
Intersection 53 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 11 | 10 | 94.5\% | 97.4 | 26.5 | F |
|  | Through | 160 | 102 | 64.0\% | 73.0 | 20.9 | E |
|  | Right Turn | 320 | 238 | 74.4\% | 65.4 | 22.3 | E |
|  | Subtotal | 491 | 351 | 71.4\% | 68.2 | 21.2 | E |
| SB | Left Turn | 112 | 105 | 93.9\% | 103.0 | 18.0 | F |
|  | Through | 261 | 207 | 79.2\% | 54.8 | 17.3 | D |
|  | Right Turn | 254 | 205 | 80.6\% | 47.0 | 13.4 | D |
|  | Subtotal | 627 | 517 | 82.4\% | 61.3 | 14.9 | E |
| EB | Left Turn | 250 | 145 | 57.9\% | 92.1 | 10.3 | F |
|  | Through | 945 | 715 | 75.6\% | 30.9 | 4.2 | C |
|  | Right Turn | 15 | 11 | 72.0\% | 20.3 | 11.8 | C |
|  | Subtotal | 1,210 | 870 | 71.9\% | 40.9 | 5.6 | D |
| WB | Left Turn | 208 | 143 | 68.7\% | 102.0 | 19.0 | F |
|  | Through | 479 | 351 | 73.2\% | 46.0 | 8.3 | D |
|  | Right Turn | 84 | 58 | 69.5\% | 42.3 | 9.8 | D |
|  | Subtotal | 771 | 552 | 71.6\% | 60.1 | 7.3 | E |
| Total |  | 3,099 | 2,290 | 73.9\% | 54.1 | 3.0 | D |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour
Intersection 54 7th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 238 | 189 | 79.3\% | 191.9 | 69.9 | F |
|  | Through | 463 | 433 | 93.6\% | 43.3 | 13.7 | D |
|  | Right Turn | 237 | 228 | 96.2\% | 31.0 | 10.5 | C |
|  | Subtotal | 938 | 850 | 90.6\% | 72.0 | 19.8 | E |
| SB | Left Turn | 20 | 18 | 92.0\% | 102.1 | 36.7 | F |
|  | Through | 584 | 456 | 78.1\% | 102.5 | 23.2 | F |
|  | Right Turn | 175 | 108 | 61.5\% | 235.1 | 79.5 | F |
|  | Subtotal | 779 | 582 | 74.7\% | 125.5 | 28.9 | F |
| EB | Left Turn | 325 | 230 | 70.9\% | 59.5 | 3.2 | E |
|  | Through | 449 | 332 | 73.9\% | 25.9 | 2.2 | C |
|  | Right Turn | 603 | 474 | 78.7\% | 7.4 | 1.1 | A |
|  | Subtotal | 1,377 | 1,037 | 75.3\% | 24.9 | 1.0 | C |
| WB | Left Turn | 267 | 200 | 74.8\% | 111.5 | 31.5 | F |
|  | Through | 358 | 270 | 75.3\% | 135.0 | 49.6 | F |
|  | Right Turn | 19 | 18 | 94.7\% | 136.6 | 64.9 | F |
|  | Subtotal | 644 | 487 | 75.7\% | 125.3 | 41.7 | F |
| Total |  | 3,738 | 2,956 | 79.1\% | 73.6 | 10.4 | E |

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

8th St/Railyards Blvd
d
Intersection 55

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU

PM Peak Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through | 5 | 3 | 56.0\% | 36.5 | 54.5 | E |
|  | Right Turn | 15 | 8 | 53.3\% | 67.8 | 66.5 | F |
|  | Subtotal | 20 | 11 | 54.0\% | 60.8 | 55.1 | F |
| EB | Left Turn | 105 | 82 | 77.7\% | 12.0 | 4.2 | B |
|  | Through | 601 | 486 | 80.9\% | 2.7 | 0.7 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 706 | 568 | 80.4\% | 4.1 | 1.0 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 629 | 510 | 81.0\% | 43.4 | 27.1 | E |
|  | Right Turn | 5 | 5 | 96.0\% | 30.1 | 29.9 | D |
|  | Subtotal | 634 | 514 | 81.1\% | 43.2 | 26.7 | E |
| Total |  | 1,360 | 1,093 | 80.4\% | 22.4 | 11.6 | C |

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

Intersection 56 10th St/Railyards Blvd Signal

| Direction | Movement | $\begin{array}{\|c\|} \text { Demand } \\ \text { Volume (vph) } \\ \hline \end{array}$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 361 | 338 | 93.7\% | 20.4 | 7.4 | C |
|  | Subtotal | 361 | 338 | 93.7\% | 20.4 | 7.4 | C |
| EB | Left Turn <br> Through <br> Right Turn | 606 | 484 | 79.9\% | 23.2 | 3.5 | C |
|  | Subtotal | 606 | 484 | 79.9\% | 23.2 | 3.5 | C |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 250 \\ 10 \end{gathered}$ | $\begin{gathered} 209 \\ 8 \end{gathered}$ | $\begin{aligned} & 83.7 \% \\ & 80.0 \% \end{aligned}$ | $\begin{aligned} & 28.6 \\ & 24.2 \end{aligned}$ | $\begin{aligned} & 13.8 \\ & 24.9 \end{aligned}$ | C |
|  | Subtotal | 260 | 217 | 83.5\% | 28.5 | 13.6 | C |
| Total |  | 1,227 | 1,040 | 84.8\% | 23.4 | 5.1 | C |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour

Intersection $57 \quad$ Bercut Dr/Camille Ln All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 80.0\% | 60.4 | 68.2 | F |
|  | Through | 101 | 69 | 68.1\% | 139.7 | 54.3 | F |
|  | Right Turn | 180 | 117 | 65.1\% | 129.5 | 56.5 | F |
|  | Subtotal | 286 | 190 | 66.4\% | 132.0 | 54.4 | F |
| SB | Left Turn | 254 | 160 | 63.0\% | 16.8 | 7.6 | C |
|  | Through | 124 | 78 | 62.6\% | 13.3 | 3.4 | B |
|  | Right Turn | 33 | 20 | 60.6\% | 10.0 | 4.4 | A |
|  | Subtotal | 411 | 258 | 62.7\% | 15.3 | 6.2 | C |
| EB | Left Turn | 122 | 71 | 58.0\% | 145.9 | 52.1 | F |
|  | Through | 140 | 100 | 71.4\% | 118.6 | 47.1 | F |
|  | Right Turn | 5 | 2 | 48.0\% | 56.0 | 62.2 | F |
|  | Subtotal | 267 | 173 | 64.9\% | 130.0 | 48.3 | F |
| WB | Left Turn | 168 | 94 | 56.2\% | 164.2 | 56.8 | F |
|  | Through | 90 | 50 | 55.1\% | 163.3 | 50.3 | F |
|  | Right Turn | 138 | 75 | 54.5\% | 169.7 | 58.1 | F |
|  | Subtotal | 396 | 219 | 55.4\% | 166.1 | 55.1 | F |
| Total |  | 1,360 | 840 | 61.8\% | 102.8 | 31.1 | F |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU

Intersection 58
Huntington St/Camille Ln
Side-street Stop

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 178 | 124 | 69.7\% | 42.8 | 43.5 | E |
|  | Right Turn | 39 | 24 | 60.5\% | 45.6 | 47.9 | E |
|  | Subtotal | 217 | 148 | 68.0\% | 43.3 | 44.1 | E |
| EB | Left Turn | 55 | 40 | 72.7\% | 8.5 | 8.9 | A |
|  | Through | 485 | 314 | 64.8\% | 7.5 | 15.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 540 | 354 | 65.6\% | 7.7 | 14.7 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 267 | 199 | 74.6\% | 33.3 | 35.3 | D |
|  | Right Turn | 218 | 162 | 74.3\% | 26.4 | 31.8 | D |
|  | Subtotal | 485 | 361 | 74.5\% | 30.4 | 33.9 | D |
| Total |  | 1,242 | 863 | 69.5\% | 21.0 | 16.9 | C |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU

Intersection 59
Stanford St/Camille Ln
All-way Stop

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 75 | 7 | 9.6\% | 4.0 | 2.2 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 20 | 14 | 72.0\% | 5.4 | 6.4 | A |
|  | Subtotal | 95 | 22 | 22.7\% | 5.0 | 2.7 | A |
| EB | Left Turn | 11 | 39 | 352.7\% | 44.4 | 42.2 | E |
|  | Through | 742 | 343 | 46.3\% | 32.1 | 17.6 | D |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 753 | 382 | 50.7\% | 33.1 | 19.3 | D |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 403 | 261 | 64.8\% | 52.5 | 26.1 | F |
|  | Right Turn | 80 | 95 | 119.0\% | 57.9 | 51.3 | F |
|  | Subtotal | 483 | 356 | 73.8\% | 53.2 | 30.3 | F |
| Total |  | 1,331 | 760 | 57.1\% | 41.9 | 21.9 | E |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour

| Intersection 60 |  | 5th St/Camille Ln |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 148 | 478.7\% | 128.2 | 57.5 | F |
|  | Through | 229 | 237 | 103.6\% | 73.2 | 30.0 | E |
|  | Right Turn | 212 | 62 | 29.4\% | 67.6 | 33.7 | E |
|  | Subtotal | 472 | 448 | 94.9\% | 91.5 | 40.0 | F |
| SB | Left Turn | 41 | 118 | 286.8\% | 103.6 | 24.3 | F |
|  | Through | 339 | 255 | 75.2\% | 59.7 | 25.7 | E |
|  | Right Turn | 31 | 23 | 73.5\% | 60.9 | 29.0 | E |
|  | Subtotal | 411 | 395 | 96.2\% | 72.9 | 23.7 | E |
| EB | Left Turn | 85 | 23 | 26.8\% | 87.4 | 13.0 | F |
|  | Through | 398 | 238 | 59.9\% | 36.1 | 11.0 | D |
|  | Right Turn | 334 | 179 | 53.5\% | 28.6 | 7.9 | C |
|  | Subtotal | 817 | 440 | 53.9\% | 35.8 | 8.8 | D |
| WB | Left Turn | 31 | 8 | 24.5\% | 55.2 | 30.2 | E |
|  | Through | 229 | 245 | 107.1\% | 47.9 | 24.7 | D |
|  | Right Turn | 212 | 139 | 65.7\% | 43.9 | 25.7 | D |
|  | Subtotal | 472 | 392 | 83.1\% | 46.7 | 24.5 | D |
| Total |  | 2,172 | 1,675 | 77.1\% | 61.2 | 14.1 | E |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour
Intersection 61 6th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 258 | 226 | 87.6\% | 57.0 | 25.2 | E |
|  | Through Right Turn | 348 | 239 | 68.6\% | 44.6 | 32.9 | D |
|  | Subtotal | 606 | 465 | 76.7\% | 50.6 | 28.3 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 510 | 296 | 58.1\% | 30.2 | 16.0 | C |
|  | Right Turn | 106 | 86 | 80.8\% | 24.8 | 18.0 | C |
|  | Subtotal | 616 | 382 | 62.0\% | 28.9 | 16.3 | C |
| EB | Left Turn | 164 | 135 | 82.4\% | 33.3 | 14.7 | C |
|  | Through <br> Right Turn | 243 | 235 | 96.6\% | 15.9 | 4.5 | B |
|  | Subtotal | 407 | 370 | 90.9\% | 22.3 | 5.7 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,629 | 1,217 | 74.7\% | 35.0 | 11.7 | D |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU

Intersection 62
5th St/Stevens St
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 | 493 | 379 | 76.9\% | 39.4 | 27.5 | E |
|  | Right Turn | 91 | 46 | 50.1\% | 36.1 | 33.9 | E |
|  | Subtotal | 584 | 425 | 72.7\% | 38.8 | 27.8 | E |
| SB | Left Turn | 30 | 15 | 49.3\% | 73.5 | 21.0 | F |
|  | Through | 674 | 422 | 62.6\% | 20.8 | 3.6 | C |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 704 | 437 | 62.0\% | 22.6 | 3.7 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 89 | 76 | 85.8\% | 133.5 | 85.3 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 60 | 8 | 13.3\% | 126.9 | 122.1 | F |
|  | Subtotal | 149 | 84 | 56.6\% | 133.3 | 89.9 | F |
| Total |  | 1,437 | 946 | 65.8\% | 38.3 | 9.4 | E |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU

PM Peak Hour

Intersection 63
6th St/Stevens St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 76 | 87 | 114.7\% | 37.0 | 21.2 | E |
|  | Through Right Turn | 606 | 458 | 75.6\% | 18.7 | 20.9 | C |
|  | Subtotal | 682 | 546 | 80.0\% | 21.7 | 19.5 | C |
| SB | Left Turn Through Right Turn | $\begin{gathered} 680 \\ 73 \end{gathered}$ | $\begin{gathered} 517 \\ 41 \end{gathered}$ | $\begin{aligned} & 76.0 \% \\ & 56.4 \% \end{aligned}$ | $\begin{aligned} & 2.5 \\ & 5.3 \end{aligned}$ | $\begin{aligned} & 1.1 \\ & 4.4 \end{aligned}$ | A |
|  | Right Turn |  |  |  |  |  | A |
|  | Subtotal | 753 | 558 | 74.1\% | 2.7 | 1.3 | A |
| EB | Left Turn <br> Through <br> Right Turn | 108 | 159 | 147.4\% | 18.8 | 6.2 | C |
|  | Subtotal | 108 | 159 | 147.4\% | 18.8 | 6.2 | C |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,543 | 1,263 | 81.8\% | 13.2 | 9.6 | B |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus RSPU PM Peak Hour

| Intersection 34 |  | 5th St/C St (West Sacramento) |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand | Served V | me (vph) |  |  |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 192 | 179 | 93.3\% | 79.3 | 30.9 | E |
|  | Through | 344 | 320 | 93.0\% | 58.3 | 25.8 | E |
|  | Right Turn | 433 | 275 | 63.6\% | 153.5 | 50.9 | F |
|  | Subtotal | 969 | 774 | 79.9\% | 97.1 | 33.0 | F |
| SB | Left Turn | 108 | 36 | 33.7\% | 362.5 | 119.3 | F |
|  | Through | 245 | 184 | 75.3\% | 40.3 | 10.7 | D |
|  | Right Turn | 21 | 20 | 95.2\% | 11.2 | 7.9 | B |
|  | Subtotal | 374 | 241 | 64.4\% | 90.8 | 31.2 | F |
| EB | Left Turn | 31 | 14 | 46.5\% | 160.5 | 120.7 | F |
|  | Through | 248 | 114 | 46.0\% | 214.1 | 56.8 | F |
|  | Right Turn | 161 | 75 | 46.5\% | 37.7 | 31.5 | D |
|  | Subtotal | 440 | 203 | 46.2\% | 145.8 | 42.6 | F |
| WB | Left Turn | 394 | 242 | 61.4\% | 112.8 | 40.1 | F |
|  | Through | 371 | 238 | 64.0\% | 75.2 | 52.7 | E |
|  | Right Turn | 171 | 82 | 48.0\% | 32.4 | 25.7 | C |
|  | Subtotal | 936 | 562 | 60.0\% | 85.3 | 44.4 | F |
| Total |  | 2,719 | 1,780 | 65.5\% | 95.8 | 20.6 | F |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs Cumulative Plus RSPU
Volume and Delay by Movement

| Intersection 35 |  | 3rd St/C St (West Sacramento) |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand Volume (vph) | Served Volume (vph) |  |  |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 32 | 22 | 68.8\% | 88.4 | 49.9 | F |
|  | Through | 18 | 14 | 75.6\% | 100.9 | 65.3 | F |
|  | Right Turn | 569 | 420 | 73.7\% | 93.3 | 45.3 | F |
|  | Subtotal | 619 | 455 | 73.5\% | 93.0 | 44.7 | F |
| SB | Left Turn | 5 | 6 | 112.0\% | 39.5 | 34.5 | D |
|  | Through | 15 | 15 | 101.3\% | 31.0 | 15.1 | C |
|  | Right Turn | 11 | 10 | 90.9\% | 15.4 | 22.6 | B |
|  | Subtotal | 31 | 31 | 99.4\% | 31.1 | 16.4 | C |
| EB | Left Turn | 16 | 7 | 42.5\% | 182.5 | 76.3 | F |
|  | Through | 749 | 359 | 48.0\% | 201.2 | 12.7 | F |
|  | Right Turn | 24 | 13 | 53.3\% | 158.9 | 35.8 | F |
|  | Subtotal | 789 | 379 | 48.0\% | 199.8 | 12.8 | F |
| WB | Left Turn | 559 | 390 | 69.8\% | 234.3 | 26.1 | F |
|  | Through | 893 | 540 | 60.4\% | 208.7 | 30.6 | F |
|  | Right Turn | 33 | 26 | 80.0\% | 206.9 | 24.7 | F |
|  | Subtotal | 1,485 | 956 | 64.4\% | 219.4 | 25.1 | F |
| Total |  | 2,924 | 1,821 | 62.3\% | 180.0 | 19.6 | F |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs Cumulative Plus Project
Queue Length
PM Peak Hour

Intersection 15 SB Ramps/Richards Blvd Signal

Intersection 215 NB Ramps/Richards Blvd-I-80 EB On-ramp Signal

| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left Turn | 225 | 228 | 5 | 245 | 7 | 244 | 7 | 19\% | 1\% |
|  | Through | 261 | 148 | 59 | 353 | 116 | 319 | 118 | 1\% | 6\% |
|  |  |  |  |  |  |  |  |  |  |  |
| NB | Left Turn | 300 | 44 | 9 | 76 | 15 | 73 | 16 | 0\% | 0\% |
|  | Through/Right | 1,153 | 90 | 15 | 137 | 28 | 138 | 30 | 0\% | 0\% |
|  | Right Turn | 1,153 | 57 | 8 | 107 | 23 | 117 | 33 | 0\% | 0\% |
| WB | Through | 212 | 121 | 26 | 203 | 38 | 193 | 36 | 0\% | 1\% |
|  | Through/Right | 212 | 167 | 17 | 241 | 21 | 228 | 12 | 0\% | 3\% |
|  | Right Turn | 212 | 148 | 17 | 234 | 19 | 214 | 15 | 0\% | 1\% |

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
PM Peak Hour

Intersection 31
3rd St-I 5 NB Off Ramp/J St
Signal

| Direction | Lane Group | Storage (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left/Through | 1,584 | 235 | 54 | 368 | 114 | 412 | 146 | 0\% | 0\% |
|  | Through | 1,584 | 238 | 50 | 365 | 103 | 438 | 138 | 0\% | 0\% |
|  | Through/Right | 583 | 295 | 52 | 407 | 92 | 422 | 112 | 0\% | 0\% |
|  | Right Turn | 583 | 295 | 50 | 396 | 80 | 384 | 75 | 0\% | 0\% |
| NB | Right Turn | 1,062 | 27 | 10 | 60 | 21 | 73 | 36 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| NE | Shared | 2,995 | 334 | 97 | 571 | 207 | 672 | 205 | 0\% | 0\% |
|  | Right Turn | 2,995 | 3 | 11 | 17 | 24 | 24 | 28 | 0\% | 0\% |
|  | Right Turn | 2,995 | 3 | 11 | 17 | 24 | 24 | 28 | 0\% | 0\% |
|  | Right Turns | 330 | 128 | 25 | 202 | 61 | 233 | 91 | 0\% | 0\% |
| SB | Left Turn | 298 | 0 | 0 | 0 | 0 | 0 | 0 | 0\% | 0\% |
|  | Left/Through | 298 | 0 | 0 | 0 | 0 | 0 | 0 | 0\% | 0\% |
|  | Left/Through | 298 | 0 | 0 | 0 | 0 | 0 | 0 | 0\% | 0\% |









| Name | Pstio St | J sto L St | Lston-Ramp | 1 Stio Richards Bud | ${ }^{\text {Bercut D P On Ramp }}$ | Bwn Eercut Richards | Richars Suvto Garden Huy\| | Beween Carden HMy Ramps | Gasarentur ow. EC Camino ate | W. EI C amino Ave to 1.80 | 1.80 of |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate off Ramp Fow Rate |  |  |  |  |  |  |  |  |  |  |  |
|  | 819 |  |  | 544 |  |  | 922 |  | 876 |  | 1.661 |
|  | 0.96 |  |  | 0.9 |  |  | 0.94 |  | 0.93 |  | 0.96 |
| Lanes | 2 |  |  | 1 |  |  | 1 |  | 2 |  | 2 |
| TerrainGrade \% | Level |  |  | Level |  |  | Level |  | Level |  | Level |
|  | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  | 0.0\% |
| Grade engnt (mi) | ${ }^{0.00}$ |  |  | 0.00 |  |  | 0.00 |  | ${ }^{0.00}$ |  | 0.00 |
| Truck \& Bus \% | 3.0\% |  |  | 3.0\% |  |  | 3.0\% |  | 3.0\% |  | 10.0\% |
|  | 0.0\% |  |  | 0.0\% |  |  | ${ }^{0.0 \%}$ |  | ${ }^{0.0 \%}$ |  | ${ }_{1.5}$ |
| ${ }_{\text {E }}$ | 1.2 |  |  | 1.2 |  |  | 1.2 |  | 1.2 |  | 1.2 |
|  | 0.985 |  |  | 0.985 |  |  | 0.985 |  | 0.985 |  | 0.952 |
| ${ }_{\text {tow }}^{\text {tow }}$ | 1.00 |  |  | 1.00 |  |  | 1.00 |  | 1.00 |  | 1.00 |
| Foww (poph) | 866 |  |  | 614 |  |  | 996 |  | 956 |  | 1.817 |
| Fow Rate (pochnop) | 433 |  |  | 614 |  |  | ${ }_{996}$ |  | 478 |  | ${ }^{908}$ |
| Calculate off Ramp Roadway Operations |  |  |  |  |  |  |  |  |  |  |  |
| Ramp Type Ramp Speed | Right |  |  | Right |  |  | Right |  | Right |  | Maior |
|  | 45 |  |  | 45 |  |  | 45 |  | 45 |  | 60 |
| Ramp Capacity (pcph) Ramp v/c ratio | 4,200 |  |  | 2.100 |  |  | 2.100 |  | 4,200 |  | 4.600 |
|  | 0.21 |  |  | 0.29 |  |  | 0.47 |  | 0.23 |  | 0.39 |
| Determine Adiceent Ramp for Three-Lane Maininine Segments with one-Lane Ramps |  |  |  |  |  |  |  |  |  |  |  |
| Up Type Up Distance Up Flow (pcph) Down Type Down Distance Down Flow (pcph) |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  | Calculat Merge influence Area Operations |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Effective $\mathrm{v}_{\mathrm{P}}$ (pcph) Up Ramp $L_{E Q}$ Down Ramp $L_{\text {EQ }}$ |  |  | ${ }_{6}^{6,882}$ |  | 8.828 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | 0.589 |  | 0.594 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| $P_{\text {fax }}(\underline{E q n} 13.5)$ |  |  |  |  |  |  |  |  |  |  |  |
| ${ }_{V_{12}(\text { Pop }(\text { Pof })}$ |  |  | 0.065 410 |  | ${ }^{0.1184}$ |  |  |  |  |  |  |
|  |  |  | 410 |  | 1,187 |  |  |  |  |  |  |
|  |  |  | 5.872 |  | 7.641 |  |  |  |  |  |  |
|  |  |  | 2.513 |  | 3,531 |  |  |  |  |  |  |
|  |  |  | 3,733 |  | 4,98 |  |  |  |  |  |  |
| Speed Index Area Speed |  |  | $\begin{aligned} & 0.45 \\ & 54.7 \end{aligned}$ |  |  |  |  |  |  |  |  |
| Outer Lanes Volume |  |  | ${ }_{1.885}$ |  |  |  |  |  |  |  |  |
| Ouler Lanes Speed |  |  | 60.0 |  |  |  |  |  |  |  |  |
| Segment Speed |  |  | 57.3 |  |  |  |  |  |  |  |  |
| $\begin{gathered} \text { v/c ratio } \\ \text { Density } \\ \text { LOS } \end{gathered}$ |  |  | 0.81 31.4 |  | 0.91 |  |  |  |  |  |  |
|  |  |  | $\begin{gathered} 31.4 \\ D \end{gathered}$ |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { Density } \\ & \text { Los } \end{aligned}$ |  |  |  |  |  |  |  |  |  |  |  |




кеу



Key

| Name | Pstio St | Jstio St | LSton-Ramp | 1 Sto Richards Blvd | Bercut P On Ramp | Bwn Bercut Richards | Richars Sudx to Garden Huy | Beween Garden Hwy Rampe | Sardontwrow.ECamino Ale | W. EIC amino Ave to 1.80 | 1.800 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Mainine to off Ramp Fow Rate for Weave Segments |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  | 0.95 |  |  | 0.95 |  |  | 0.95 |  | 0.95 |  |  |
| Terain | Level |  |  | Level |  |  | Level |  | Level |  |  |
| Grade \% | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
| Grade Length (mi) Truck \& Bus \% | 0.00 |  |  | 0.00 |  |  | 0.00 |  | 0.00 |  |  |
|  | 6.0\% |  |  | 6.0\% |  |  | 6.0\% |  | 6.0\% |  |  |
| RV\% | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
| $E_{T}$ | 1.5 |  |  | 1.5 |  |  | 1.5 |  | 1.5 |  |  |
| $\mathrm{E}_{\text {r }}$ | 1.2 |  |  | 1.2 |  |  | 1.2 |  | 1.2 |  |  |
|  | 0.971 |  |  | 0.971 |  |  | 0.971 |  | 0.971 |  |  |
|  | 1.00 |  |  | 1.00 |  |  | 1.00 |  | 1.00 |  |  |
| MLto off fiow (peph) |  |  |  |  |  |  | -106 |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Calculat General Purpose Lanes to General Purpose Lanes Flow Rate tor Weave Segments |  |  |  |  |  |  | 8.646 |  |  |  |  |
| PHFTerrainGrade \%Grade Length (mi)Truck \& Bus \%RV \% | 0.95 |  |  | 0.95 |  |  | 0.95 |  | 0.95 |  |  |
|  | Level |  |  | Level |  |  | Level |  | Level |  |  |
|  | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
|  | 0.00 |  |  | 0.00 |  |  | 0.00 |  | 0.00 |  |  |
|  | 6.0\% |  |  | 6.0\% |  |  | 6.0\% |  | 6.0\% |  |  |
|  | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
| $E_{T}$ | 1.5 |  |  |  |  |  |  |  |  |  |  |
|  | 1.2 0.971 |  |  | 1.2 0.971 |  |  | 1.2 0.971 |  | $1.2$ |  |  |
| ${ }_{\substack{\text { fuv }}}$ | ${ }_{1}^{0.90}$ |  |  | ${ }_{1}^{0.90}$ |  |  | 1.97 <br> 00 |  | ${ }_{1.90}$ |  |  |
| GP to GP Fiow (poph) |  |  |  |  |  |  | 9,375 |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |





| Location | 1 | $\square$ | ${ }^{3}$ | 4 | 5 | $1{ }^{6}$ | 7 | 8 | 9 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |
|  | ST | S-¢イ- | ST-イ®- | ---- |  | - < - - ¢ - |  | -c-cos | - ¢ ¢ - |
|  | - |  |  | - - - - - |  | - - - - - - - - |  |  |  |
|  |  |  |  |  |  |  |  |  | $\xrightarrow{\text { a }}$ |
| $\bigcirc$ Expeas Lane (Hov) |  |  |  |  |  |  |  |  |  |
| Name | 1.80 On-Ramp | W. El Camin Ave WB On | W. EIC Camino Ave EB On | Garden Hwy off | Bewwen Garden Huy Ramos | Garden Huyt ofichars Bud | Jiboom Stofif ramp | Bun Jiboom and Richards | Richards Elvd to J St |
|  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Lanes |  | , | 1 | 1 | 1 | 1 | 1 | 1 | , |
| Terain | Level | Level | Level | Level | Level | Level | Level | Level | Level |
| Grade\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
| Grade Length (mi) Truck \& Bus \% | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|  | 2.0\% | 20\% | 2.0\% | 2.0\% | 2.0\% | 2.0\% | 2.0\% | 2.0\% | 2.0\% |
|  | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| ${ }_{\text {E }}^{\text {E }}$ | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| ${ }_{\text {fruv }}$ | 0.990 | 0.990 | 0.990 | 0.990 | 0.990 | 0.990 | 0.990 | 0.990 | 0.990 |
| ${ }_{\text {Fow (poph) }}^{\text {for }}$ | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
|  | 884 | 1.226 | 1,293 | 1,391 | 1,283 | 1.283 | 1,251 | 1,195 | 1,195 |
| ${ }_{\text {Flow }}^{\text {Flate (pochn }}$ (popl) | ${ }^{88} 4$ | 1.226 | 1,293 | 1,391 | 1,283 | 1.283 | 1,251 | 1,195 | 1,195 |
| Calculate Operations in Express Lanes |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| $\begin{gathered} \text { FFS } \\ \text { Capacily (poph) } \end{gathered}$ | 1,750 | ${ }^{1,750}$ | 1,750 | 1,750 | ${ }^{1,750}$ | 1,750 | 1,750 | 1,750 | 1,750 |
|  | 0.50 | 0.70 | 0.74 | 0.79 | 0.73 | 0.73 | 0.71 | ${ }_{0}$ | 0.68 |
| Calculate on Ramp Fow rate |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| Volume (vph) <br> PHF | ${ }_{0}^{2.963}$ | 0.9 | 0.9 |  |  | ${ }^{860}$ |  |  | ${ }_{0.97}$ |
| Lanes | 2 | 1 | 1 |  |  | 1 |  |  | 1 |
| ${ }_{\text {Terain }}^{\text {Lenes }}$ | Level | Level | Level |  |  | Level |  |  | Level |
| Grade\% | 0.0\% | 0.0\% | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |
| Grade Length (mi) Truck \& Bus \% | 0.00 | 0.00 | 0.00 |  |  | 0.00 |  |  | 0.00 |
|  | 10.0\% | 3.0\% | 3.0\% |  |  | 3.0\% |  |  | 3.0\% |
| Tuuk\& Bus \% Rv\% | 0.0\% | 0.0\% | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 | 1.5 | 1.5 |  |  | 1.5 |  |  | 1.5 |
| ${ }_{\text {E }}^{\text {R }}$ | 1.2 | 1.2 | 1.2 |  |  | $1.2$ |  |  | 1.2 |
| ${ }_{\text {fivo }}$ | 0.952 | 0.985 1.00 | 0.985 1.00 |  |  | 0.985 1.00 |  |  | 0.935 1.00 |
| $i_{p}$ | 1.00 2.423 | 1.00 475 | 1.00 695 |  |  | 1.00 970 |  |  | 1.00 980 |
|  | 2,423 1,211 | 475 4 | ${ }_{695}^{695}$ |  |  | 990 970 |  |  | $\begin{aligned} & 980 \\ & 980 \end{aligned}$ |
|  |  |  |  |  |  |  |  |  |  |
| Calculate on Ramp Roadway Operations |  |  |  |  |  |  |  |  |  |
| $\begin{gathered} \text { Ramp Type } \\ \text { Ramp Speed (mph) } \end{gathered}$ | 60 | 45 | 45 |  |  | 45 |  |  | 45 |
|  | 4.600 0.53 | 2,100 0.23 | 2.100 0.33 |  |  | 2.100 0.46 |  |  | 2, 100 0.47 |
|  |  |  |  |  |  |  |  |  |  |







$\underset{>\text { Express Lane (HOV) }}{\text { Key }}$

| Name | Northate Blvd Of:-Ramp |  | Del Paso Elva to Leisiure Ln |
| :---: | :---: | :---: | :---: |
| Operations tor Exiting | nes |  |  |
| Fow (opat) | 5.997 | 4,756 |  |
| Lanes | 3 | 2 |  |
| Capacit (poph) | 7.050 | 4.800 |  |
| vcratio | 0.85 | 0.99 |  |
| Fiow Rate (caphpl) | 1,999 | 2.378 |  |
| Speed (mph) | 59.9 | 53.9 |  |
| Density (pochpo) | ${ }^{33}$. | 44.1 |  |
| Los | D | E |  |



$\stackrel{\text { Key }}{\text { Kenes }}$


$\xrightarrow[\text { Expreses Lane (HOV) }]{\text { Key }}$

| Name | Northate Bud Off-Ramp |  | Del Paso Blvd to Leisure Ln |
| :---: | :---: | :---: | :---: |
| Diverge influence Area Operations |  |  |  |
| Efferitive $v_{p}$ (poch) | 6,684 |  |  |
| Up Ramp Loo |  |  |  |
| Down Ramp Leo |  |  |  |
| ${ }^{\text {Prof (Ean } 13.90}{ }_{\text {Pro (Gq 13-10) }}$ |  |  |  |
|  |  |  |  |
| $P_{\text {P00 }}(\operatorname{Ean} 13111)$ |  |  |  |
| $P_{\text {Pro }}$ | 0.561 |  |  |
| $v_{12}($ Poph $)$ | 4,053 |  |  |
| $\mathrm{v}_{3}(\mathrm{pcph})$ 2,631 <br> $\mathrm{v}_{34}(\mathrm{pcph})$  |  |  |  |
|  |  |  |  |
|  |  |  |  |
| Speed Index ${ }^{\text {0.36 }}$ |  |  |  |
| Area Speed ${ }^{\text {a }}$ |  |  |  |
| Outer Lanes Volume ${ }_{\text {2, }}^{631}$ |  |  |  |
| Outer Lanes Speed | 64.9 |  |  |
| Segment Speed | 59.7 |  |  |
| Vcratio | 0.92 |  |  |
|  | ${ }^{37.8}$ |  |  |
| Density | E |  |  |
| On Ramp to off Ramp | wow Rat for Weave Segme |  |  |
| Ramp to Mainine | R Rate for Weave Segmers |  |  |

 $\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

[^61]


| Key |
| :---: |
| Expess Lane (HOV) |


| Name | Northgate Elvd Off-Ramp |  | Del Paso Evid to Leisure $L$ Ln |
| :---: | :---: | :---: | :---: |
| Weave Segment Operations |  |  |  |
| Summarie Segment Operations |  |  |  |
| Segment ve raio | 0.92 | ${ }^{0.83}$ | 0.99 |
| Segment Density | 37.8 | 31.9 | 44.1 |
| Segment Los | E | - | E |
| Over Capacily |  |  |  |






| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | North of Del Paso Elivd | Del Paso Blvd On-Ramp |  | Northate Elvid On-Ram |
| :---: | :---: | :---: | :---: | :---: |
| Flow Rate in Express Lanes Operations in Express Lane |  |  |  |  |
|  |  |  |  |  |
| Operations in Express Lanes On Ramp Flow Rate |  |  |  |  |
| Volume (pph) |  | 548 |  | 419 |
| PHF |  | 0.98 |  | 0.98 |
| Lanes |  |  |  | 1 |
| Terain |  | Level |  | Level |
| Grade \% |  | 0.0\% |  | 0.0\% |
| Grade Lengt (mi) |  | 0.00 |  | 0.00 |
| Tuck \& Bus \% |  | 3.0\% |  | 3.0\% |
| Rv\% |  | 0.0\% |  | 0.0\% |
| $\mathrm{ET}_{\text {T }}$ |  | 1.5 |  | 1.5 |
| $\mathrm{En}_{\square}$ |  | 1.2 |  | 1.2 |
| ${ }_{\text {tuv }}$ |  | 0.985 |  | 0.985 |
| to |  | 1.00 |  | 1.00 |
| Fow (poph) |  | ${ }_{568}$ |  | 434 |
| Fow rate (Pcophn) |  | ${ }_{568}$ |  | 434 |
|  |  |  |  |  |
| On Ramp Roadway Operations |  |  |  |  |
| Ramp Type |  | Right |  | Right |
| Ramp Speed (mph) |  | 45 |  | 45 |
| Ramp Capacity (pcph) Ramp v/c ratio |  | $\begin{gathered} 2,100 \\ 0.27 \end{gathered}$ |  | 2,100 0.21 |
|  |  |  |  |  |

 $\underset{\substack{\text { Ke Expess Lane (HOV) }}}{\text { K. }}$

| Name | North of Del Paso Blvd | Del Paso Blvd On-Ramp | So | Northgate Evid On |
| :---: | :---: | :---: | :---: | :---: |
| Off Ramp Flow Rate |  |  |  |  |
| Off Ramp Roadway O | ations |  |  |  |
|  |  |  |  |  |
| Adiacentr Ramp for Three-Lane Mainine Segments with one-Lane Ramps |  |  |  | No |
| Up isisance |  |  |  |  |
| Up Fow (poph) |  |  |  |  |
| Down Type |  |  |  | No |
| Down Distance |  |  |  |  |
| Down Fow (poch) |  |  |  |  |
|  |  |  |  |  |
| Merge infuence Area operations | abors | 2.600 |  |  |
| UP Ramp $^{\text {Leo }}$ |  |  |  |  |
| Down Ramp Lo |  |  |  |  |
|  |  | 0.599 |  |  |
| $\mathrm{Pam}_{\text {mag }}(\underline{0 n} 13.4)$ |  |  |  |  |
| $P_{\text {Pm }}($ Ean 13.5$)$ |  |  |  |  |
| $\mathrm{P}_{\text {fam }}$ |  | 1.000 2.600 |  |  |
| $v_{12}($ (coph $)$ |  | 2.600 |  |  |
| $v_{s}($ Peph $)$ |  |  |  |  |
| $v_{\text {vel }}($ (coph $)$ |  |  |  |  |
| ${ }^{\text {Viza }}$ (oph) |  | $\begin{aligned} & 2,600 \\ & 3,167 \end{aligned}$ |  |  |
|  |  | ${ }_{0.155}$ |  |  |
| Area Speed |  | 57.1 |  |  |
| Ouer Lanes Voume |  |  |  |  |
| Outer Lanes Speed |  |  |  |  |
| Segment Speed <br> v/c ratio |  | 57.1 |  |  |
| Density |  | 0.69 25.2 |  |  |
|  |  | c |  |  |
|  |  |  |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | Noth of Pel Paso Blvd | Del Paso Bud On-Ramp |  | Northate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Diverge infuence Area Operations |  |  |  |  |
| Eteceive $v_{p}$ (poph) |  |  |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $\left.{ }^{\text {Prof (Ean }} 13.9\right)$ |  |  |  |  |
| Pro (Eap 13-11) |  |  |  |  |
| Pro |  |  |  |  |
| $v_{12}($ Poph $)$ |  |  |  |  |
| $v_{3}$ (poph) |  |  |  |  |
|  |  |  |  |  |
| $v^{\text {vasempoph }}$ |  |  |  |  |
| Speed Index |  |  |  |  |
| Area Speed |  |  |  |  |
| Outer Lanes Volume |  |  |  |  |
| Outer Lanes Speed <br> Segment Speed |  |  |  |  |
|  |  |  |  |  |
| Segment Speed v/c ratio |  |  |  |  |
| Density |  |  |  |  |
|  |  |  |  |  |
| Ramp to off Ramp | Rate for Weave Segn |  |  |  |
| amp to Mainine | ate for Weave Seg |  |  |  |



$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$


| Location | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |


$\stackrel{\text { Key }}{<>\text { Expess Lane (HOV) }}$

| Name | North of del Paso Elvd | Dal Paso Blvd On.Ramp | Def Pase ivid to Noftrgate Evod | Northate Evd 0 -R-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Weave Segment Operations Summarize Segment Operations |  |  |  |  |
|  |  |  |  |  |
| Segment V/ cratio | ${ }^{0.58}$ | ${ }^{0.69}$ | ${ }^{0.67}$ | ${ }^{0.51}$ |
| Segment Density | ${ }^{23.6}$ | 25. | 24.5 | 18.5 |
| SegmentLos | c | c | c | c |

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume $(\mathrm{vph})^{*}$ | 6,294 |
|  |  |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume $(\mathrm{pcph})$ | 6,596 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 690 |
| :---: |
| $4 \%$ |
| 1.5 |
| 704 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\mathrm{N}^{\frac{4}{5}} \frac{5}{1,700}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Cumulative Plus Project PM Pk Hr |
| Freeway | I-5 NB |
| On-ramp | I Street |
| Off-ramp | Richards Blvd |
|  |  |

On-ramp

| Volume (vph)* | 8,510 |
| :---: | :---: |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 8,918 |

On-ramp to Mainline ( $\mathrm{W}_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 544 |
| :---: |
| $4 \%$ |
| 1.5 |
| 555 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\mathrm{N}_{\mathrm{b}} \frac{4}{\frac{5}{1,500}}$

Total Weaving Section (V)
Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 10,279 |
| :---: |
| $10 \%$ |
| 1.5 |
| 10,772 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 1,644 | Volume (vph)* |
| :---: | :--- |
| $4 \%$ | Truck Percentage |
| 1.5 | PCE for Trucks |
| 1,677 | Volume (pcph) |

Volume (pcph)

The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\mathrm{N}_{\mathrm{b}} \frac{4}{\frac{5}{1,175}}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Cumulative Plus Project PM Pk Hr |
| Freeway | I-5 NB |
| On-ramp | Garden Highway |
| Off-ramp | El Camino Ave |
|  |  |


| Total Weaving Section (V) |  | On-ramp to Mainline ( $\mathrm{W}_{1}$ ) |  | Mainline to Off-ramp ( $\mathrm{W}_{2}$ ) |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Volume (vph)* | 10,370 | Volume (vph)* | 1,018 | Volume (vph)* | 876 |
| Truck Percentage | 10\% | Truck Percentage | 4\% | Truck Percentage | 4\% |
| PCE for Trucks | 1.5 | PCE for Trucks | 1.5 | PCE for Trucks | 1.5 |
| Volume (pcph) | 10,868 | Volume (pcph) | 1,038 | Volume (pcph) | 894 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\mathrm{N}_{\mathrm{b}} \frac{4}{\frac{5}{1,900}}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Cumulative Plus Project PM Pk Hr |
| Freeway | I-5 SB |
| On-ramp | Garden Highway |
| Off-ramp | Richards Blvd |
|  |  |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{2,300}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Cumulative Plus Project PM Pk Hr |
| Freeway | I-5 SB |
| On-ramp | Richards Blvd |
| Off-ramp | J Street |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 7,305 |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 7,656 |

On-ramp to Mainline ( $\mathrm{W}_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 909 |
| :---: |
| $4 \%$ |
| 1.5 |
| 927 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 1,295 |
| :---: |
| $4 \%$ |
| 1.5 |
| 1,321 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

SimTraffic Post-Processor
Average Results from 11 Runs
Volume and Delay by Movement

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
Pre-Event Hour

Intersection 1 I 5 SB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 844 | 882 | 104.5\% | 29.9 | 3.1 | C |
|  | Through | 69 | 82 | 119.4\% | 29.4 | 4.4 | C |
|  | Right Turn | 104 | 103 | 98.8\% | 6.4 | 0.9 | A |
|  | Subtotal | 1,017 | 1,067 | 104.9\% | 27.6 | 2.7 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 773 | 510 | 66.0\% | 223.8 | 13.3 | F |
|  | Right Turn | 146 | 96 | 66.0\% | 185.5 | 18.7 | F |
|  | Subtotal | 919 | 607 | 66.0\% | 217.7 | 13.8 | F |
| WB | Left Turn | 722 | 584 | 80.9\% | 11.2 | 1.8 | B |
|  | Through | 289 | 265 | 91.8\% | 3.9 | 0.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 1,011 | 850 | 84.0\% | 9.0 | 1.4 | A |
| Total |  | 2,947 | 2,524 | 85.6\% | 67.0 | 2.9 | E |

[^62]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 69 | 67 | 96.8\% | 32.0 | 8.1 | C |
|  | Through | 10 | 10 | 104.0\% | 42.9 | 15.9 | D |
|  | Right Turn | 465 | 462 | 99.4\% | 11.7 | 1.7 | B |
|  | Subtotal | 544 | 540 | 99.2\% | 14.8 | 1.4 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 665 | 431 | 64.8\% | 35.9 | 6.7 | D |
|  | Through Right Turn | 952 | 940 | 98.8\% | 2.3 | 0.5 | A |
|  | Subtotal | 1,617 | 1,372 | 84.8\% | 12.8 | 2.0 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 942 | 780 | 82.8\% | 12.8 | 1.5 | B |
|  | Right Turn | 1,002 | 811 | 81.0\% | 8.2 | 0.8 | A |
|  | Subtotal | 1,944 | 1,591 | 81.9\% | 10.5 | 1.1 | B |
| Total |  | 4,105 | 3,502 | 85.3\% | 12.0 | 1.1 | B |

SimTraffic Post-Processor
Average Results from 11 Runs
Volume and Delay by Movement

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
Pre-Event Hour

Intersection 3 Bercut Dr/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 214 | 205 | 95.7\% | 31.4 | 2.0 | C |
|  | Through | 33 | 34 | 103.0\% | 32.9 | 9.2 | C |
|  | Right Turn | 62 | 50 | 80.6\% | 6.1 | 1.6 | A |
|  | Subtotal | 309 | 289 | 93.5\% | 27.3 | 2.3 | C |
| SB | Left Turn | 45 | 47 | 104.0\% | 32.0 | 9.8 | C |
|  | Through | 61 | 64 | 104.3\% | 31.5 | 4.4 | C |
|  | Right Turn | 60 | 56 | 92.7\% | 11.9 | 4.0 | B |
|  | Subtotal | 166 | 166 | 100.0\% | 25.0 | 3.5 | C |
| EB | Left Turn | 24 | 24 | 100.0\% | 34.6 | 13.7 | C |
|  | Through | 1,060 | 1,045 | 98.6\% | 16.7 | 3.9 | B |
|  | Right Turn | 333 | 318 | 95.6\% | 3.1 | 0.2 | A |
|  | Subtotal | 1,417 | 1,388 | 97.9\% | 13.9 | 3.2 | B |
| WB | Left Turn | 108 | 88 | 81.5\% | 65.3 | 7.8 | E |
|  | Through | 1,670 | 1,353 | 81.0\% | 39.7 | 8.2 | D |
|  | Right Turn | 20 | 21 | 104.0\% | 30.2 | 12.2 | C |
|  | Subtotal | 1,798 | 1,462 | 81.3\% | 41.1 | 7.9 | D |
| Total |  | 3,690 | 3,304 | 89.6\% | 27.6 | 4.4 | C |

## Intersection 4 N 3rd St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 178 | 182 | 102.0\% | 34.5 | 3.4 | C |
|  | Through | 26 | 28 | 109.2\% | 31.8 | 6.8 | C |
|  | Right Turn | 35 | 34 | 98.3\% | 15.3 | 4.9 | B |
|  | Subtotal | 239 | 244 | 102.3\% | 31.3 | 3.0 | C |
| SB | Left Turn | 90 | 86 | 95.1\% | 30.7 | 5.3 | C |
|  | Through | 9 | 8 | 93.3\% | 29.0 | 21.6 | C |
|  | Right Turn | 190 | 177 | 93.3\% | 17.8 | 3.5 | B |
|  | Subtotal | 289 | 271 | 93.8\% | 22.1 | 2.9 | C |
| EB | Left Turn | 190 | 184 | 97.1\% | 41.0 | 9.1 | D |
|  | Through | 901 | 884 | 98.1\% | 17.7 | 2.9 | B |
|  | Right Turn | 76 | 79 | 103.7\% | 15.9 | 3.4 | B |
|  | Subtotal | 1,167 | 1,147 | 98.3\% | 21.4 | 3.2 | C |
| WB | Left Turn | 23 | 23 | 99.1\% | 77.1 | 27.2 | E |
|  | Through | 1,430 | 1,171 | 81.9\% | 54.9 | 14.9 | D |
|  | Right Turn | 21 | 18 | 87.6\% | 50.7 | 27.3 | D |
|  | Subtotal | 1,474 | 1,212 | 82.2\% | 55.4 | 15.2 | E |
| Total |  | 3,169 | 2,875 | 90.7\% | 36.6 | 7.3 | D |

SimTraffic Post-Processor
Average Results from 11 Runs
Volume and Delay by Movement

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
Pre-Event Hour

Intersection 5
Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 312 | 287 | 91.9\% | 47.3 | 12.6 | D |
|  | Through | 400 | 390 | 97.6\% | 45.4 | 8.1 | D |
|  | Right Turn | 26 | 19 | 72.3\% | 35.3 | 15.4 | D |
|  | Subtotal | 738 | 696 | 94.3\% | 45.8 | 8.4 | D |
| SB | Left Turn | 195 | 100 | 51.1\% | 312.2 | 45.1 | F |
|  | Through | 447 | 238 | 53.2\% | 330.0 | 37.1 | F |
|  | Right Turn | 71 | 37 | 52.4\% | 321.2 | 44.3 | F |
|  | Subtotal | 713 | 374 | 52.5\% | 324.9 | 37.2 | F |
| EB | Left Turn | 41 | 45 | 110.2\% | 43.3 | 11.0 | D |
|  | Through | 883 | 868 | 98.3\% | 19.9 | 1.7 | B |
|  | Right Turn | 217 | 215 | 99.2\% | 18.7 | 3.1 | B |
|  | Subtotal | 1,141 | 1,128 | 98.9\% | 20.6 | 1.9 | C |
| WB | Left Turn | 5 | 2 | 48.0\% | 47.5 | 54.1 | D |
|  | Through | 1,193 | 992 | 83.2\% | 83.9 | 17.4 | F |
|  | Right Turn | 203 | 164 | 81.0\% | 89.9 | 15.4 | F |
|  | Subtotal | 1,401 | 1,159 | 82.7\% | 84.8 | 16.9 | F |
| Total |  | 3,993 | 3,358 | 84.1\% | 81.8 | 7.2 | F |

## Intersection $6 \quad$ N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 25 | 103.3\% | 37.4 | 9.5 | D |
|  | Through | 153 | 147 | 95.9\% | 29.5 | 4.9 | C |
|  | Right Turn | 130 | 128 | 98.2\% | 13.0 | 4.2 | B |
|  | Subtotal | 307 | 299 | 97.5\% | 23.2 | 3.6 | C |
| SB | Left Turn | 5 | 3 | 64.0\% | 16.5 | 19.3 | B |
|  | Through | 155 | 158 | 101.9\% | 24.9 | 2.5 | C |
|  | Right Turn | 104 | 100 | 96.2\% | 19.0 | 3.2 | B |
|  | Subtotal | 264 | 261 | 98.9\% | 22.5 | 1.9 | C |
| EB | Left Turn | 91 | 78 | 86.2\% | 24.1 | 5.5 | C |
|  | Through | 990 | 863 | 87.2\% | 7.3 | 0.8 | A |
|  | Right Turn | 23 | 21 | 90.4\% | 7.2 | 2.9 | A |
|  | Subtotal | 1,104 | 962 | 87.1\% | 8.6 | 1.0 | A |
| WB | Left Turn | 140 | 116 | 82.9\% | 75.4 | 21.7 | E |
|  | Through | 1,273 | 1,097 | 86.2\% | 56.1 | 33.6 | E |
|  | Right Turn | 15 | 14 | 96.0\% | 66.1 | 57.7 | E |
|  | Subtotal | 1,428 | 1,227 | 85.9\% | 58.1 | 32.5 | E |
| Total |  | 3,103 | 2,750 | 88.6\% | 33.4 | 13.9 | C |

SimTraffic Post-Processor
Average Results from 11 Runs
Volume and Delay by Movement

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
Pre-Event Hour

| Intersection 7 |  | N 7th St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 288 | 273 | 94.9\% | 84.7 | 32.1 | F |
|  | Through | 219 | 217 | 99.2\% | 60.6 | 15.2 | E |
|  | Right Turn | 5 | 4 | 88.0\% | 27.0 | 31.8 | C |
|  | Subtotal | 512 | 495 | 96.6\% | 74.4 | 21.2 | E |
| SB | Left Turn | 48 | 46 | 95.0\% | 83.1 | 15.0 | F |
|  | Through | 239 | 232 | 96.9\% | 64.4 | 11.6 | E |
|  | Right Turn | 42 | 36 | 85.7\% | 59.2 | 13.4 | E |
|  | Subtotal | 329 | 313 | 95.2\% | 66.9 | 10.4 | E |
| EB | Left Turn | 15 | 13 | 85.3\% | 70.6 | 36.0 | E |
|  | Through | 929 | 842 | 90.6\% | 59.8 | 18.8 | E |
|  | Right Turn | 181 | 159 | 88.0\% | 65.0 | 24.7 | E |
|  | Subtotal | 1,125 | 1,014 | 90.1\% | 60.7 | 19.7 | E |
| WB | Left Turn | 428 | 336 | 78.4\% | 165.7 | 40.5 | F |
|  | Through | 1,102 | 1,000 | 90.7\% | 66.0 | 26.3 | E |
|  | Right Turn | 3 | 5 | 160.0\% | 72.8 | 48.7 | E |
|  | Subtotal | 1,533 | 1,340 | 87.4\% | 91.1 | 30.2 | F |
| Total |  | 3,499 | 3,162 | 90.4\% | 76.1 | 18.4 | E |

## Intersection 8

N 10th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 2 | 48.0\% | 11.9 | 19.9 | B |
|  | Through | 9 | 12 | 133.3\% | 19.2 | 11.6 | B |
|  | Right Turn | 262 | 267 | 102.0\% | 10.8 | 1.5 | B |
|  | Subtotal | 276 | 282 | 102.0\% | 11.4 | 1.9 | B |
| SB | Left Turn | 274 | 263 | 95.9\% | 30.8 | 2.4 | C |
|  | Through | 72 | 64 | 88.9\% | 24.5 | 4.1 | C |
|  | Right Turn | 136 | 132 | 96.8\% | 22.3 | 8.2 | C |
|  | Subtotal | 482 | 458 | 95.1\% | 27.6 | 2.2 | C |
| EB | Left Turn | 37 | 30 | 80.0\% | 56.2 | 11.0 | E |
|  | Through | 865 | 758 | 87.6\% | 32.2 | 5.2 | C |
|  | Right Turn | 58 | 51 | 88.3\% | 20.3 | 6.6 | C |
|  | Subtotal | 960 | 838 | 87.3\% | 32.3 | 5.4 | C |
| WB | Left Turn | 311 | 321 | 103.2\% | 51.1 | 12.2 | D |
|  | Through | 1,336 | 1,250 | 93.6\% | 30.0 | 20.3 | C |
|  | Right Turn | 25 | 27 | 108.8\% | 25.0 | 16.4 | C |
|  | Subtotal | 1,672 | 1,598 | 95.6\% | 34.2 | 18.2 | C |
| Total |  | 3,390 | 3,177 | 93.7\% | 30.5 | 8.4 | C |

SimTraffic Post-Processor
Average Results from 11 Runs
Volume and Delay by Movement

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
Pre-Event Hour

| Intersection 9 |  | Dos Rios St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 38 | 32 | 84.2\% | 29.9 | 9.8 | C |
|  | Through | 5 | 4 | 80.0\% | 33.8 | 29.0 | C |
|  | Right Turn | 15 | 19 | 128.0\% | 15.1 | 10.7 | B |
|  | Subtotal | 58 | 55 | 95.2\% | 25.6 | 9.2 | C |
| SB | Left Turn | 44 | 45 | 101.8\% | 32.9 | 7.5 | C |
|  | Through | 5 | 5 | 104.0\% | 37.7 | 26.6 | D |
|  | Right Turn | 58 | 58 | 100.7\% | 19.2 | 3.6 | B |
|  | Subtotal | 107 | 108 | 101.3\% | 25.5 | 3.9 | C |
| EB | Left Turn | 24 | 18 | 73.3\% | 29.1 | 19.3 | C |
|  | Through | 1,333 | 1,248 | 93.6\% | 9.6 | 3.2 | A |
|  | Right Turn | 44 | 38 | 85.5\% | 10.6 | 5.5 | B |
|  | Subtotal | 1,401 | 1,303 | 93.0\% | 9.9 | 3.3 | A |
| WB | Left Turn | 45 | 45 | 99.6\% | 41.7 | 9.6 | D |
|  | Through | 1,576 | 1,514 | 96.1\% | 17.1 | 5.7 | B |
|  | Right Turn | 24 | 20 | 81.7\% | 15.0 | 10.1 | B |
|  | Subtotal | 1,645 | 1,579 | 96.0\% | 17.8 | 5.6 | B |
| Total |  | 3,211 | 3,046 | 94.8\% | 14.9 | 2.9 | B |

Intersection 11
Bercut Dr/Bannon St
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 | 25 | 23 | 92.8\% | 5.7 | 1.0 | A |
|  | Right Turn | 49 | 52 | 105.3\% | 3.5 | 0.4 | A |
|  | Subtotal | 74 | 75 | 101.1\% | 4.3 | 0.5 | A |
| SB | Left Turn | 77 | 68 | 88.3\% | 5.3 | 0.3 | A |
|  | Through | 376 | 350 | 93.1\% | 5.4 | 0.3 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 453 | 418 | 92.3\% | 5.4 | 0.3 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 61 | 55 | 90.5\% | 12.0 | 2.4 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 297 | 278 | 93.7\% | 6.6 | 0.7 | A |
|  | Subtotal | 358 | 334 | 93.2\% | 7.5 | 0.8 | A |
| Total |  | 885 | 826 | 93.4\% | 6.1 | 0.4 | A |

SimTraffic Post-Processor
Average Results from 11 Runs
Volume and Delay by Movement

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
Pre-Event Hour

Intersection 12
Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 350 | 327 | 93.4\% | 63.2 | 48.5 | F |
|  | Through | 576 | 544 | 94.4\% | 70.2 | 44.6 | F |
|  | Right Turn | 2 | 2 | 80.0\% | 26.6 | 41.5 | D |
|  | Subtotal | 928 | 872 | 94.0\% | 67.6 | 46.0 | F |
| SB | Left Turn | 177 | 119 | 67.3\% | 10.3 | 1.6 | B |
|  | Through | 479 | 337 | 70.4\% | 15.0 | 1.4 | B |
|  | Right Turn | 13 | 8 | 58.5\% | 7.8 | 6.9 | A |
|  | Subtotal | 669 | 464 | 69.4\% | 13.7 | 1.2 | B |
| EB | Left Turn | 12 | 10 | 83.3\% | 10.8 | 5.7 | B |
|  | Through | 55 | 53 | 96.0\% | 10.4 | 1.4 | B |
|  | Right Turn | 118 | 119 | 101.0\% | 6.5 | 0.6 | A |
|  | Subtotal | 185 | 182 | 98.4\% | 7.9 | 0.8 | A |
| WB | Left Turn | 2 | 1 | 60.0\% | 2.4 | 3.9 | A |
|  | Through | 53 | 52 | 97.4\% | 11.0 | 2.7 | B |
|  | Right Turn | 150 | 144 | 96.0\% | 10.1 | 2.5 | B |
|  | Subtotal | 205 | 197 | 96.0\% | 10.5 | 2.1 | B |
| Total |  | 1,987 | 1,715 | 86.3\% | 40.1 | 22.7 | E |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
Pre-Event Hour

Intersection 18 7th St/F St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 294 | 298 | 101.2\% | 20.1 | 2.4 | C |
|  | Right Turn | 9 | 11 | 124.4\% | 12.8 | 6.2 | B |
|  | Subtotal | 303 | 309 | 101.9\% | 19.9 | 2.3 | B |
| SB | Left Turn | 328 | 320 | 97.4\% | 19.9 | 3.1 | B |
|  | Through | 224 | 222 | 98.9\% | 6.2 | 1.7 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 552 | 541 | 98.0\% | 14.4 | 2.1 | B |
| EB | Left Turn | 1 | 1 | 80.0\% | 0.3 | 0.6 | A |
|  | Through | 1 | 0 | 40.0\% | 3.6 | 11.4 | A |
|  | Right Turn | 2 | 2 | 80.0\% | 0.9 | 1.9 | A |
|  | Subtotal | 4 | 3 | 70.0\% | 4.5 | 11.2 | A |
| WB | Left Turn | 14 | 12 | 85.7\% | 13.4 | 11.9 | B |
|  | Through | 2 | 3 | 140.0\% | 10.5 | 11.2 | B |
|  | Right Turn | 435 | 438 | 100.6\% | 11.2 | 1.6 | B |
|  | Subtotal | 451 | 452 | 100.3\% | 11.4 | 1.6 | B |
| Total |  | 1,310 | 1,305 | 99.6\% | 14.6 | 1.5 | B |

Intersection 19
8th St/F St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 101 | 101 | 99.8\% | 8.4 | 1.6 | A |
|  | Through | 69 | 79 | 114.8\% | 6.9 | 0.8 | A |
|  | Right Turn | 22 | 24 | 109.1\% | 3.8 | 0.8 | A |
|  | Subtotal | 192 | 204 | 106.3\% | 7.3 | 1.0 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 77 | 71 | 92.5\% | 11.9 | 2.2 | B |
|  | Through Right Turn | 249 | 236 | 94.8\% | 11.7 | 1.5 | B |
|  | Subtotal | 326 | 307 | 94.2\% | 11.7 | 1.7 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 358 | 358 | 99.9\% | 9.1 | 1.4 | A |
|  | Right Turn | 3 | 3 | 93.3\% | 2.4 | 3.7 | A |
|  | Subtotal | 361 | 360 | 99.8\% | 9.0 | 1.4 | A |
| Total |  | 879 | 872 | 99.2\% | 9.6 | 1.0 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
Pre-Event Hour

Intersection 21 7th St/G St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 155 | 149 | 96.3\% | 13.8 | 1.4 | B |
|  | Subtotal | 155 | 149 | 96.3\% | 13.8 | 1.4 | B |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 292 \\ 4 \end{gathered}$ | $\begin{gathered} 279 \\ 5 \end{gathered}$ | $\begin{gathered} 95.5 \% \\ 130.0 \% \end{gathered}$ | $\begin{aligned} & 13.7 \\ & 15.9 \end{aligned}$ | $\begin{gathered} 2.3 \\ 27.4 \end{gathered}$ | B |
|  | Subtotal | 296 | 284 | 95.9\% | 13.6 | 2.3 | B |
| EB | Left Turn <br> Through <br> Right Turn | 73 298 | 69 299 | $\begin{aligned} & \hline 94.8 \% \\ & 100.4 \% \end{aligned}$ | 21.1 14.2 | 3.4 2.0 | C |
|  | Subtotal | 371 | 368 | 99.3\% | 15.5 | 2.1 | B |
| WB | Left Turn | 70 | 59 | 84.0\% | 22.7 | 5.0 | C |
|  | Through | 584 | 554 | 94.9\% | 19.3 | 4.4 | B |
|  | Right Turn | 228 | 243 | 106.5\% | 11.1 | 2.5 | B |
|  | Subtotal | 882 | 856 | 97.1\% | 17.2 | 3.7 | B |
| Total |  | 1,704 | 1,658 | 97.3\% | 15.9 | 1.9 | B |

Intersection 22
5th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 10 | 9 | 88.0\% | 32.8 | 25.1 | C |
|  | Through | 601 | 536 | 89.3\% | 16.1 | 4.3 | B |
|  | Right Turn | 118 | 104 | 87.8\% | 4.3 | 1.7 | A |
|  | Subtotal | 729 | 649 | 89.0\% | 14.7 | 3.6 | B |
| SB | Left Turn | 21 | 20 | 97.1\% | 58.3 | 17.4 | E |
|  | Through | 534 | 508 | 95.1\% | 43.1 | 15.3 | D |
|  | Right Turn | 5 | 4 | 80.0\% | 29.8 | 31.1 | C |
|  | Subtotal | 560 | 532 | 95.0\% | 43.8 | 14.9 | D |
| EB | Left Turn | 5 | 6 | 112.0\% | 18.9 | 21.4 | B |
|  | Through | 17 | 14 | 80.0\% | 20.9 | 14.1 | C |
|  | Right Turn | 5 | 5 | 104.0\% | 19.7 | 23.1 | B |
|  | Subtotal | 27 | 24 | 90.4\% | 20.5 | 6.8 | C |
| WB | Left Turn | 136 | 114 | 83.8\% | 149.5 | 81.1 | F |
|  | Through | 1 | 3 | 280.0\% | 62.2 | 117.8 | E |
|  | Right Turn | 15 | 16 | 104.0\% | 151.1 | 109.2 | F |
|  | Subtotal | 152 | 132 | 87.1\% | 148.1 | 83.4 | F |
| Total |  | 1,468 | 1,338 | 91.1\% | 38.7 | 14.7 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
Pre-Event Hour

Intersection 23 6th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 237 | 231 | 97.4\% | 24.5 | 1.3 | C |
|  | Right Turn | 270 | 258 | 95.6\% | 21.2 | 9.1 | C |
|  | Subtotal | 507 | 489 | 96.4\% | 22.8 | 5.2 | C |
| SB | Left Turn | 35 | 33 | 94.9\% | 17.8 | 7.6 | B |
|  | Through | 232 | 217 | 93.6\% | 9.9 | 6.0 | A |
|  | Right Turn | 21 | 32 | 152.4\% | 12.4 | 11.4 | B |
|  | Subtotal | 288 | 282 | 98.1\% | 11.4 | 6.5 | B |
| EB | Left Turn | 41 | 40 | 98.5\% | 39.3 | 9.2 | D |
|  | Through | 90 | 84 | 92.9\% | 40.6 | 13.4 | D |
|  | Right Turn | 25 | 20 | 80.0\% | 26.1 | 15.2 | C |
|  | Subtotal | 156 | 144 | 92.3\% | 38.8 | 10.8 | D |
| WB | Left Turn | 28 | 22 | 80.0\% | 75.0 | 54.8 | E |
|  | Through | 131 | 124 | 95.0\% | 64.6 | 46.8 | E |
|  | Right Turn | 50 | 44 | 88.8\% | 50.8 | 44.2 | D |
|  | Subtotal | 209 | 191 | 91.5\% | 62.6 | 47.1 | E |
| Total |  | 1,160 | 1,106 | 95.4\% | 28.6 | 8.9 | C |

Intersection 24
7th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 208 | 219 | 105.2\% | 12.0 | 1.4 | B |
|  | Through | 300 | 275 | 91.7\% | 9.8 | 1.2 | A |
|  | Right Turn | 29 | 28 | 95.2\% | 9.8 | 10.7 | A |
|  | Subtotal | 537 | 522 | 97.1\% | 10.7 | 1.2 | B |
| EB | Left Turn | 200 | 187 | 93.4\% | 49.2 | 17.9 | D |
|  | Through | 151 | 142 | 94.3\% | 50.2 | 19.4 | D |
|  | Right Turn | 44 | 41 | 92.7\% | 39.5 | 14.7 | D |
|  | Subtotal | 395 | 370 | 93.7\% | 48.6 | 17.6 | D |
| WB | Left Turn | 70 | 70 | 100.6\% | 35.7 | 11.2 | D |
|  | Through | 180 | 178 | 99.1\% | 36.3 | 14.6 | D |
|  | Right Turn | 80 | 88 | 110.0\% | 32.0 | 10.9 | C |
|  | Subtotal | 330 | 337 | 102.1\% | 35.1 | 13.1 | D |
| Total |  | 1,262 | 1,228 | 97.3\% | 28.7 | 5.8 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
Pre-Event Hour

Intersection 25 8th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 144 | 142 | 98.6\% | 11.7 | 10.0 | B |
|  | Through | 398 | 403 | 101.3\% | 11.0 | 1.8 | B |
|  | Right Turn | 172 | 169 | 98.1\% | 11.9 | 2.5 | B |
|  | Subtotal | 714 | 714 | 100.0\% | 11.3 | 1.6 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 19 | 20 | 103.2\% | 17.6 | 4.0 | B |
|  | Through Right Turn | 255 | 256 | 100.5\% | 11.1 | 1.2 | B |
|  | Subtotal | 274 | 276 | 100.7\% | 11.5 | 1.3 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 308 | 309 | 100.4\% | 15.4 | 9.0 | B |
|  | Right Turn | 4 | 4 | 110.0\% | 7.4 | 12.6 | A |
|  | Subtotal | 312 | 314 | 100.5\% | 15.4 | 9.0 | B |
| Total |  | 1,300 | 1,304 | 100.3\% | 12.3 | 2.9 | B |

Intersection 27
5th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 492 | 401 | 81.5\% | 146.7 | 19.3 | F |
|  | Through Right Turn | 642 | 567 | 88.3\% | 17.2 | 2.7 | B |
|  | Subtotal | 1,134 | 968 | 85.3\% | 70.9 | 8.7 | E |
| SB | Left Turn <br> Through <br> Right Turn | 790 | 733 | 92.8\% | 36.9 | 5.2 | D |
|  | Subtotal | 790 | 733 | 92.8\% | 36.9 | 5.2 | D |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 1,106 \\ 45 \end{gathered}$ | $\begin{gathered} 1,093 \\ 42 \end{gathered}$ | $\begin{aligned} & 98.8 \% \\ & 93.3 \% \end{aligned}$ | $\begin{aligned} & 7.0 \\ & 4.1 \end{aligned}$ | $\begin{aligned} & 1.1 \\ & 2.7 \end{aligned}$ | A |
|  | Subtotal | 1,151 | 1,135 | 98.6\% | 6.9 | 1.1 | A |
| Total |  | 3,075 | 2,836 | 92.2\% | 36.4 | 2.6 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
Pre-Event Hour

Intersection 28 6th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 23 | 22 | 97.4\% | 27.1 | 10.1 | C |
|  | Through Right Turn | 486 | 478 | 98.3\% | 31.3 | 5.5 | C |
|  | Subtotal | 509 | 500 | 98.2\% | 31.2 | 5.4 | C |
| SB | Left Turn Through | 174 | 165 | 94.9\% | 41.6 | 3.3 | D |
|  | Right Turn | 111 | 97 | 87.2\% | 14.5 | 1.3 | B |
|  | Subtotal | 285 | 262 | 91.9\% | 31.6 | 2.4 | C |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 8 | 8 | 100.0\% | 30.2 | 26.8 | C |
|  | Through | 1,017 | 1,014 | 99.7\% | 28.3 | 1.7 | C |
|  | Right Turn | 21 | 15 | 72.4\% | 23.6 | 17.6 | C |
|  | Subtotal | 1,046 | 1,038 | 99.2\% | 28.2 | 1.8 | C |
| Total |  | 1,840 | 1,800 | 97.8\% | 29.6 | 1.9 | C |

Intersection 29
7th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 390 \\ 24 \end{gathered}$ | $\begin{gathered} 364 \\ 17 \end{gathered}$ | $\begin{aligned} & 93.3 \% \\ & 70.0 \% \end{aligned}$ | $\begin{gathered} 17.1 \\ 7.7 \end{gathered}$ | $\begin{aligned} & 2.1 \\ & 3.8 \end{aligned}$ | $\begin{aligned} & \mathrm{B} \\ & \mathrm{~A} \end{aligned}$ |
|  | Subtotal | 414 | 381 | 92.0\% | 16.7 | 2.0 | B |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 142 \\ 1,022 \end{gathered}$ | $\begin{gathered} 135 \\ 1,016 \end{gathered}$ | $\begin{aligned} & 94.9 \% \\ & 99.4 \% \end{aligned}$ | $\begin{gathered} \hline 9.7 \\ 12.8 \end{gathered}$ | $\begin{aligned} & 2.9 \\ & 0.8 \end{aligned}$ | A |
|  | Subtotal | 1,164 | 1,150 | 98.8\% | 12.4 | 0.9 | B |
| Total |  | 1,578 | 1,531 | 97.0\% | 13.5 | 0.4 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
Pre-Event Hour

Intersection 30 8th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 190 | 176 | 92.4\% | 14.7 | 3.8 | B |
|  | Through Right Turn | 625 | 646 | 103.4\% | 23.1 | 2.2 | C |
|  | Subtotal | 815 | 822 | 100.8\% | 21.4 | 2.1 | C |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 974 \\ 89 \end{gathered}$ | $\begin{gathered} 968 \\ 85 \end{gathered}$ | $\begin{aligned} & 99.4 \% \\ & 95.3 \% \end{aligned}$ | $\begin{aligned} & 11.5 \\ & 11.4 \end{aligned}$ | $\begin{aligned} & 0.9 \\ & 3.6 \end{aligned}$ | B |
|  | Subtotal | 1,063 | 1,053 | 99.0\% | 11.4 | 0.9 | B |
| Total |  | 1,878 | 1,874 | 99.8\% | 15.8 | 1.0 | B |

Intersection 31
3rd St-I 5 NB Off Ramp/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 5 | 3 | 64.0\% | 97.3 | 72.4 | F |
|  | Through | 1,120 | 1,034 | 92.3\% | 92.9 | 36.0 | F |
|  | Right Turn | 21 | 22 | 104.8\% | 51.0 | 30.5 | D |
|  | Subtotal | 1,146 | 1,059 | 92.4\% | 92.2 | 36.0 | F |
| SB | Left Turn | 255 | 238 | 93.3\% | 57.6 | 13.3 | E |
|  | Through | 189 | 169 | 89.3\% | 60.7 | 16.2 | E |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 444 | 407 | 91.6\% | 58.9 | 14.0 | E |
| EB | Left Turn | 5 | 6 | 112.0\% | 10.5 | 13.0 | B |
|  | Through | 445 | 424 | 95.4\% | 42.7 | 9.3 | D |
|  | Right Turn | 162 | 145 | 89.6\% | 36.3 | 4.7 | D |
|  | Subtotal | 612 | 575 | 94.0\% | 41.0 | 6.7 | D |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 77 | 74 | 96.6\% | 8.7 | 2.7 | A |
|  | Subtotal | 77 | 74 | 96.6\% | 8.7 | 2.7 | A |
| Total |  | 2,279 | 2,115 | 92.8\% | 68.3 | 18.5 | E |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
Pre-Event Hour

Intersection 32 5th St/J St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 353 | 331 | 93.8\% | 18.4 | 3.4 | B |
|  | Right Turn | 325 | 315 | 96.9\% | 8.0 | 1.0 | A |
|  | Subtotal | 678 | 646 | 95.3\% | 13.4 | 2.3 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 781 | 652 | 83.5\% | 55.0 | 25.7 | D |
|  | Through | 1,059 | 987 | 93.2\% | 18.1 | 5.4 | B |
|  | Right Turn | 57 | 54 | 95.4\% | 14.8 | 5.0 | B |
|  | Subtotal | 1,897 | 1,694 | 89.3\% | 31.8 | 12.0 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,575 | 2,340 | 90.9\% | 26.6 | 8.7 | C |

Intersection 33 7th St/J St Signal


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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
Pre-Event Hour

Intersection 64 5th St/G St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 568 | 502 | 88.5\% | 6.3 | 2.9 | A |
|  | Right Turn | 38 | 38 | 101.1\% | 4.9 | 6.0 | A |
|  | Subtotal | 606 | 541 | 89.2\% | 6.2 | 3.0 | A |
| SB | Left Turn | 180 | 178 | 98.7\% | 44.7 | 12.1 | D |
|  | Through | 420 | 420 | 100.1\% | 23.4 | 18.3 | C |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 600 | 598 | 99.7\% | 29.8 | 16.1 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 140 | 124 | 88.9\% | 73.3 | 48.4 | E |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 150 | 134 | 89.6\% | 29.8 | 14.4 | C |
|  | Subtotal | 290 | 259 | 89.2\% | 51.2 | 31.6 | D |
| Total |  | 1,496 | 1,398 | 93.4\% | 24.3 | 10.9 | C |

Intersection 65
6th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 37 | 32 | 87.6\% | 12.1 | 6.0 | B |
|  | Through | 230 | 216 | 94.1\% | 8.4 | 1.2 | A |
|  | Right Turn | 62 | 66 | 107.1\% | 4.9 | 1.5 | A |
|  | Subtotal | 329 | 315 | 95.8\% | 7.9 | 1.0 | A |
| SB | Left Turn | 146 | 141 | 96.7\% | 22.2 | 2.1 | C |
|  | Through | 204 | 210 | 103.1\% | 12.2 | 2.4 | B |
|  | Right Turn | 10 | 10 | 104.0\% | 10.7 | 12.8 | B |
|  | Subtotal | 360 | 362 | 100.6\% | 16.1 | 1.8 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 163 | 168 | 102.8\% | 8.4 | 1.9 | A |
|  | Right Turn | 55 | 48 | 88.0\% | 3.8 | 1.7 | A |
|  | Subtotal | 218 | 216 | 99.1\% | 7.3 | 1.6 | A |
| WB | Left Turn | 44 | 40 | 90.9\% | 32.3 | 9.2 | C |
|  | Through | 243 | 232 | 95.3\% | 39.3 | 11.6 | D |
|  | Right Turn | 301 | 276 | 91.7\% | 30.1 | 8.1 | C |
|  | Subtotal | 588 | 548 | 93.1\% | 34.3 | 9.5 | C |
| Total |  | 1,495 | 1,441 | 96.4\% | 19.7 | 3.4 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Project
Pre-Event Hour

Intersection 36 5th St/Tower Bridge Gateway Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 3 | 56.0\% | 22.7 | 22.3 | C |
|  | Through | 592 | 581 | 98.1\% | 25.2 | 3.4 | C |
|  | Right Turn | 55 | 54 | 98.9\% | 5.8 | 1.6 | A |
|  | Subtotal | 652 | 638 | 97.9\% | 23.6 | 3.2 | C |
| SB | Left Turn | 75 | 80 | 106.1\% | 40.3 | 6.8 | D |
|  | Through | 284 | 307 | 108.0\% | 15.7 | 2.1 | B |
|  | Right Turn | 306 | 303 | 99.0\% | 10.1 | 2.7 | B |
|  | Subtotal | 665 | 689 | 103.6\% | 16.2 | 2.3 | B |
| EB | Left Turn | 341 | 333 | 97.7\% | 34.5 | 2.8 | C |
|  | Through | 49 | 57 | 115.9\% | 19.6 | 7.3 | B |
|  | Right Turn | 5 | 2 | 48.0\% | 5.2 | 11.0 | A |
|  | Subtotal | 395 | 392 | 99.3\% | 32.1 | 2.6 | C |
| WB | Left Turn | 63 | 64 | 102.2\% | 43.2 | 7.2 | D |
|  | Through | 116 | 105 | 90.7\% | 27.1 | 5.1 | C |
|  | Right Turn | 82 | 81 | 98.5\% | 9.8 | 2.4 | A |
|  | Subtotal | 261 | 250 | 95.9\% | 25.9 | 1.7 | C |
| Total |  | 1,973 | 1,970 | 99.8\% | 23.0 | 2.0 | C |

## Intersection 37 3rd St-Riverfront St/Tower Bridge Gateway <br> Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 6 | 5 | 80.0\% | 17.6 | 17.9 | B |
|  | Through | 367 | 376 | 102.3\% | 21.1 | 3.9 | C |
|  | Right Turn | 40 | 51 | 128.0\% | 11.1 | 4.6 | B |
|  | Subtotal | 413 | 432 | 104.5\% | 19.8 | 4.0 | B |
| SB | Left Turn | 40 | 39 | 98.0\% | 22.3 | 6.2 | C |
|  | Through | 104 | 98 | 94.2\% | 27.1 | 3.9 | C |
|  | Right Turn | 16 | 14 | 85.0\% | 4.4 | 3.5 | A |
|  | Subtotal | 160 | 151 | 94.3\% | 23.8 | 3.5 | C |
| EB | Left Turn | 20 | 23 | 114.0\% | 34.5 | 11.9 | C |
|  | Through | 157 | 169 | 107.8\% | 17.2 | 4.3 | B |
|  | Right Turn | 2 | 2 | 100.0\% | 1.8 | 3.0 | A |
|  | Subtotal | 179 | 194 | 108.4\% | 19.2 | 4.0 | B |
| WB | Left Turn | 17 | 19 | 112.9\% | 29.8 | 15.3 | C |
|  | Through | 239 | 229 | 95.9\% | 18.4 | 3.3 | B |
|  | Right Turn | 44 | 44 | 100.9\% | 10.9 | 4.8 | B |
|  | Subtotal | 300 | 293 | 97.6\% | 18.1 | 3.7 | B |
| Total |  | 1,052 | 1,069 | 101.6\% | 19.8 | 2.9 | B |

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

Medical Center / Stadium / Railyards SP EIR

## Cumulative Plus Project

Pre-Event Hour

Intersection 17 12th St/E St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 69 | 72 | 103.8\% | 7.1 | 1.3 | A |
|  | Through | 642 | 655 | 102.0\% | 5.4 | 0.7 | A |
|  | Right Turn | 10 | 9 | 92.0\% | 1.8 | 1.9 | A |
|  | Subtotal | 721 | 736 | 102.0\% | 5.5 | 0.7 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 109 | 122 | 111.6\% | 15.9 | 1.9 | B |
|  | Right Turn | 8 | 8 | 105.0\% | 6.9 | 8.0 | A |
|  | Subtotal | 117 | 130 | 111.1\% | 15.5 | 1.8 | B |
| WB | Left Turn | 24 | 22 | 91.7\% | 22.5 | 9.3 | C |
|  | Through | 96 | 92 | 96.3\% | 14.7 | 3.0 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 120 | 114 | 95.3\% | 16.0 | 3.1 | B |
| Total |  | 958 | 980 | 102.3\% | 8.1 | 0.8 | A |

Intersection 20 12th St/F St Signal

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 50 | 54 | 107.2\% | 10.3 | 3.8 | B |
|  | Through | 619 | 629 | 101.6\% | 10.3 | 1.4 | B |
|  | Right Turn | 5 | 3 | 64.0\% | 3.5 | 7.5 | A |
|  | Subtotal | 674 | 686 | 101.7\% | 10.2 | 1.4 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 126 | 129 | 102.5\% | 12.5 | 2.0 | B |
|  | Right Turn | 147 | 163 | 110.7\% | 7.2 | 1.2 | A |
|  | Subtotal | 273 | 292 | 107.0\% | 9.6 | 1.4 | A |
| WB | Left Turn | 7 | 4 | 57.1\% | 11.4 | 10.4 | B |
|  | Through | 340 | 342 | 100.6\% | 15.0 | 1.3 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 347 | 346 | 99.7\% | 15.0 | 1.3 | B |
| Total |  | 1,294 | 1,324 | 102.3\% | 11.3 | 0.8 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 28 | 22 | 78.6\% | 44.1 | 9.8 | D |
|  | Through | 314 | 273 | 86.9\% | 29.7 | 2.3 | C |
|  | Right Turn | 182 | 167 | 91.9\% | 26.8 | 1.9 | C |
|  | Subtotal | 524 | 462 | 88.2\% | 29.2 | 2.0 | C |
| SB | Left Turn | 136 | 137 | 100.6\% | 57.0 | 15.9 | E |
|  | Through | 226 | 218 | 96.5\% | 17.0 | 3.5 | B |
|  | Right Turn | 11 | 10 | 87.3\% | 9.5 | 9.8 | A |
|  | Subtotal | 373 | 364 | 97.7\% | 32.4 | 7.5 | C |
| EB | Left Turn | 29 | 28 | 95.2\% | 68.9 | 15.9 | E |
|  | Through | 366 | 357 | 97.5\% | 51.4 | 13.9 | D |
|  | Right Turn | 5 | 4 | 88.0\% | 28.3 | 30.5 | C |
|  | Subtotal | 400 | 389 | 97.2\% | 52.6 | 13.4 | D |
| WB | Left Turn | 335 | 310 | 92.7\% | 51.0 | 10.0 | D |
|  | Through | 332 | 332 | 99.9\% | 30.3 | 8.7 | C |
|  | Right Turn | 71 | 68 | 96.3\% | 31.7 | 9.9 | C |
|  | Subtotal | 738 | 710 | 96.3\% | 39.9 | 6.1 | D |
| Total |  | 2,035 | 1,926 | 94.6\% | 38.7 | 4.0 | D |

Intersection $14 \quad$ Dos Rios St/N B St-N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 25 | 21 | 84.8\% | 38.5 | 11.3 | D |
|  | Through | 557 | 532 | 95.6\% | 16.4 | 1.6 | B |
|  | Right Turn | 52 | 58 | 111.5\% | 16.3 | 5.1 | B |
|  | Subtotal | 634 | 612 | 96.5\% | 17.2 | 2.0 | B |
| SB | Left Turn <br> Through <br> Right Turn | 13 | 12 | 95.4\% | 0.0 | 0.0 | A |
|  | Subtotal | 13 | 12 | 95.4\% | 0.0 | 0.0 | A |
| EB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 750 \\ & 238 \end{aligned}$ | $\begin{aligned} & 688 \\ & 213 \end{aligned}$ | $\begin{aligned} & 91.7 \% \\ & 89.6 \% \end{aligned}$ | $\begin{aligned} & 39.1 \\ & 51.5 \end{aligned}$ | $\begin{gathered} 8.8 \\ 14.8 \end{gathered}$ | $\begin{aligned} & D \\ & D \end{aligned}$ |
|  | Subtotal | 988 | 901 | 91.2\% | 42.0 | 10.0 | D |
| SW | Left Turn | 204 | 195 | 95.7\% | 15.6 | 1.7 | B |
|  | Through | 763 | 810 | 106.2\% | 20.2 | 3.8 | C |
|  | Right Turn | 453 | 460 | 101.5\% | 50.1 | 21.3 | D |
|  | Subtotal | 1,420 | 1,465 | 103.2\% | 29.1 | 8.8 | C |
| Total |  | 3,055 | 2,990 | 97.9\% | 30.6 | 4.6 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus RSPU
Pre-Event Hour

Intersection 15
N 16th St/N B St
Signal

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS

Intersection 38 5th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 207 | 184 | 88.7\% | 101.7 | 52.1 | F |
|  | Through | 126 | 117 | 93.0\% | 31.3 | 29.6 | C |
|  | Right Turn | 8 | 4 | 55.0\% | 14.6 | 18.0 | B |
|  | Subtotal | 341 | 305 | 89.5\% | 74.0 | 43.5 | E |
| SB | Left Turn | 8 | 8 | 95.0\% | 31.3 | 17.4 | C |
|  | Through | 119 | 99 | 83.0\% | 13.3 | 2.2 | B |
|  | Right Turn | 34 | 32 | 95.3\% | 8.9 | 3.6 | A |
|  | Subtotal | 161 | 139 | 86.2\% | 13.3 | 2.0 | B |
| EB | Left Turn | 24 | 18 | 75.0\% | 30.4 | 8.5 | C |
|  | Through | 367 | 384 | 104.5\% | 16.4 | 2.4 | B |
|  | Right Turn | 183 | 198 | 108.4\% | 7.1 | 1.6 | A |
|  | Subtotal | 574 | 600 | 104.5\% | 13.8 | 2.1 | B |
| WB | Left Turn | 13 | 10 | 76.9\% | 32.3 | 20.3 | C |
|  | Through | 360 | 356 | 99.0\% | 16.3 | 2.1 | B |
|  | Right Turn | 1 | 1 | 80.0\% | 5.6 | 11.1 | A |
|  | Subtotal | 374 | 367 | 98.2\% | 16.8 | 1.9 | B |
| Total |  | 1,450 | 1,411 | 97.3\% | 27.3 | 8.8 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus RSPU

Intersection 39
6th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 139 | 128 | 92.1\% | 14.0 | 1.9 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 101 | 90 | 88.7\% | 11.5 | 5.0 | B |
|  | Subtotal | 240 | 218 | 90.7\% | 13.0 | 2.9 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 299 | 307 | 102.7\% | 29.0 | 21.0 | C |
|  | Right Turn | 84 | 80 | 95.7\% | 28.0 | 26.8 | C |
|  | Subtotal | 383 | 388 | 101.2\% | 28.7 | 22.0 | C |
| WB | Left Turn | 136 | 130 | 95.6\% | 30.9 | 5.5 | C |
|  | Through | 235 | 234 | 99.4\% | 9.7 | 1.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 371 | 364 | 98.0\% | 17.3 | 2.8 | B |
| Total |  | 994 | 969 | 97.5\% | 21.0 | 9.6 | C |

Intersection 40 8th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 6 | 6 | 93.3\% | 10.9 | 10.9 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 65 | 68 | 104.0\% | 7.4 | 1.5 | A |
|  | Subtotal | 71 | 73 | 103.1\% | 7.7 | 1.7 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 682 | 654 | 95.9\% | 15.1 | 2.2 | B |
|  | Right Turn | 2 | 3 | 140.0\% | 6.3 | 10.7 | A |
|  | Subtotal | 684 | 657 | 96.0\% | 15.1 | 2.2 | B |
| WB | Left Turn | 119 | 122 | 102.5\% | 33.0 | 6.5 | C |
|  | Through | 732 | 700 | 95.6\% | 10.5 | 2.9 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 851 | 822 | 96.6\% | 13.9 | 3.1 | B |
| Total |  | 1,606 | 1,552 | 96.6\% | 14.1 | 2.1 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 14 | 10 | 68.6\% | 41.9 | 17.5 | D |
|  | Through | 162 | 164 | 101.5\% | 16.8 | 5.2 | B |
|  | Right Turn | 305 | 289 | 94.7\% | 15.4 | 4.4 | B |
|  | Subtotal | 481 | 463 | 96.2\% | 16.6 | 4.2 | B |
| SB | Left Turn | 8 | 8 | 105.0\% | 36.2 | 20.5 | D |
|  | Through | 49 | 52 | 106.1\% | 15.2 | 4.5 | B |
|  | Right Turn | 133 | 127 | 95.3\% | 9.4 | 1.7 | A |
|  | Subtotal | 190 | 187 | 98.5\% | 12.3 | 2.1 | B |
| EB | Left Turn | 26 | 24 | 90.8\% | 48.2 | 8.4 | D |
|  | Through | 675 | 641 | 94.9\% | 25.4 | 5.1 | C |
|  | Right Turn | 11 | 10 | 87.3\% | 27.8 | 14.8 | C |
|  | Subtotal | 712 | 674 | 94.7\% | 26.1 | 4.8 | C |
| WB | Left Turn | 211 | 210 | 99.3\% | 45.0 | 14.2 | D |
|  | Through | 772 | 740 | 95.8\% | 15.8 | 1.8 | B |
|  | Right Turn | 40 | 39 | 97.0\% | 14.0 | 5.2 | B |
|  | Subtotal | 1,023 | 988 | 96.6\% | 22.2 | 3.9 | C |
| Total |  | 2,406 | 2,312 | 96.1\% | 21.4 | 2.5 | C |

Intersection 42
Bercut Dr/South Park St
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 | 390 | 328 | 84.1\% | 10.0 | 1.7 | A |
|  | Right Turn | 105 | 96 | 91.8\% | 7.4 | 1.3 | A |
|  | Subtotal | 495 | 424 | 85.7\% | 9.4 | 1.4 | A |
| SB | Left Turn | 21 | 17 | 81.9\% | 17.7 | 5.0 | C |
|  | Through | 301 | 290 | 96.5\% | 6.2 | 1.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 322 | 308 | 95.5\% | 6.9 | 1.2 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 68 | 66 | 97.1\% | 12.4 | 1.2 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 114 | 104 | 91.2\% | 8.0 | 1.2 | A |
|  | Subtotal | 182 | 170 | 93.4\% | 9.8 | 0.9 | A |
| Total |  | 999 | 902 | 90.3\% | 8.6 | 0.9 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

## Intersection 43

5th St/South Park St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 88 | 85 | 96.8\% | 37.2 | 9.0 | D |
|  | Through | 253 | 234 | 92.3\% | 14.4 | 2.5 | B |
|  | Right Turn | 15 | 13 | 88.0\% | 11.8 | 11.2 | B |
|  | Subtotal | 356 | 332 | 93.3\% | 19.9 | 2.0 | B |
| SB | Left Turn | 11 | 11 | 98.2\% | 56.1 | 19.1 | E |
|  | Through | 284 | 276 | 97.3\% | 26.9 | 4.6 | C |
|  | Right Turn | 20 | 16 | 80.0\% | 18.0 | 9.0 | B |
|  | Subtotal | 315 | 303 | 96.3\% | 27.6 | 4.9 | C |
| EB | Left Turn | 76 | 86 | 113.2\% | 33.2 | 7.5 | C |
|  | Through | 107 | 98 | 92.0\% | 37.1 | 2.7 | D |
|  | Right Turn | 156 | 150 | 96.4\% | 27.8 | 3.4 | C |
|  | Subtotal | 339 | 335 | 98.8\% | 31.9 | 3.4 | C |
| WB | Left Turn | 41 | 38 | 91.7\% | 29.7 | 8.9 | C |
|  | Through | 46 | 46 | 100.9\% | 27.7 | 9.0 | C |
|  | Right Turn | 16 | 17 | 105.0\% | 16.0 | 9.4 | B |
|  | Subtotal | 103 | 101 | 97.9\% | 26.7 | 5.7 | C |
| Total |  | 1,113 | 1,071 | 96.2\% | 26.4 | 2.0 | C |

Intersection $44 \quad$ Judah St/South Park St Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 6 | 112.0\% | 5.2 | 3.2 | A |
|  | Through | 5 | 6 | 120.0\% | 5.2 | 2.7 | A |
|  | Right Turn | 16 | 11 | 70.0\% | 3.6 | 0.9 | A |
|  | Subtotal | 26 | 23 | 87.7\% | 4.8 | 0.9 | A |
| SB | Left Turn | 8 | 10 | 120.0\% | 4.4 | 2.8 | A |
|  | Through | 5 | 3 | 64.0\% | 4.3 | 4.2 | A |
|  | Right Turn | 22 | 19 | 85.5\% | 3.4 | 1.1 | A |
|  | Subtotal | 35 | 32 | 90.3\% | 4.3 | 1.1 | A |
| EB | Left Turn | 10 | 10 | 96.0\% | 3.4 | 1.0 | A |
|  | Through | 112 | 97 | 86.4\% | 2.2 | 0.5 | A |
|  | Right Turn | 11 | 14 | 130.9\% | 2.2 | 1.4 | A |
|  | Subtotal | 133 | 121 | 90.8\% | 2.3 | 0.5 | A |
| WB | Left Turn | 8 | 8 | 95.0\% | 3.6 | 2.4 | A |
|  | Through | 76 | 76 | 100.5\% | 2.1 | 0.3 | A |
|  | Right Turn | 8 | 9 | 115.0\% | 1.4 | 0.8 | A |
|  | Subtotal | 92 | 93 | 101.3\% | 2.2 | 0.2 | A |
| Total |  | 286 | 268 | 93.8\% | 2.7 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 9 | 8 | 93.3\% | 9.5 | 5.4 | A |
|  | Through | 124 | 104 | 83.9\% | 12.9 | 3.1 | B |
|  | Right Turn | 120 | 105 | 87.7\% | 9.3 | 2.1 | A |
|  | Subtotal | 253 | 218 | 86.0\% | 11.1 | 2.5 | B |
| SB | Left Turn | 16 | 14 | 87.5\% | 8.7 | 3.6 | A |
|  | Through | 184 | 184 | 100.2\% | 12.8 | 2.4 | B |
|  | Right Turn | 20 | 13 | 66.0\% | 9.7 | 7.8 | A |
|  | Subtotal | 220 | 212 | 96.2\% | 12.3 | 2.5 | B |
| EB | Left Turn | 43 | 39 | 90.2\% | 11.1 | 2.8 | B |
|  | Through | 67 | 54 | 80.6\% | 12.1 | 3.1 | B |
|  | Right Turn | 26 | 26 | 100.0\% | 9.9 | 3.3 | A |
|  | Subtotal | 136 | 119 | 87.4\% | 11.3 | 2.3 | B |
| WB | Left Turn | 199 | 183 | 92.1\% | 11.7 | 3.6 | B |
|  | Through | 63 | 69 | 109.8\% | 13.5 | 5.2 | B |
|  | Right Turn | 69 | 71 | 103.2\% | 10.4 | 3.9 | B |
|  | Subtotal | 331 | 324 | 97.8\% | 11.8 | 3.8 | B |
| Total |  | 940 | 872 | 92.7\% | 11.7 | 2.5 | B |

Intersection 46 7th St/South Park St Signal

| Direction | Movement | $\begin{array}{\|c\|} \text { Demand } \\ \text { Volume }(\mathrm{vph}) \\ \hline \end{array}$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 87 | 76 | 87.8\% | 29.6 | 10.7 | C |
|  | Through Right Turn | 401 | 363 | 90.5\% | 13.0 | 1.1 | B |
|  | Subtotal | 488 | 439 | 90.0\% | 15.7 | 1.8 | B |
| SB | Left Turn <br> Through | 271 | 244 | 90.2\% | 11.9 | 1.8 | B |
|  | Right Turn | 244 | 247 | 101.1\% | 11.4 | 1.5 | B |
|  | Subtotal | 515 | 491 | 95.4\% | 11.6 | 0.9 | B |
| EB | Left Turn | 196 | 164 | 83.9\% | 16.9 | 2.0 | B |
|  | Through Right Turn | 7 | 6 | 85.7\% | 7.4 | 8.6 | A |
|  | Subtotal | 203 | 170 | 83.9\% | 16.6 | 2.0 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,206 | 1,101 | 91.3\% | 14.0 | 0.9 | B |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus RSPU
Pre-Event Hour

Intersection 47
Railyards Blvd/Jibboom St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 398 | 57 | 14.3\% | 480.1 | 38.4 | F |
|  | Through Right Turn | 41 | 6 | 15.6\% | 430.1 | 52.4 | F |
|  | Subtotal | 439 | 63 | 14.4\% | 474.3 | 37.0 | F |
| EB | Left Turn <br> Through Right Turn | 892 | 797 | 89.3\% | 108.2 | 43.4 | F |
|  | Subtotal | 892 | 797 | 89.3\% | 108.2 | 43.4 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 835 | 774 | 92.7\% | 5.0 | 0.6 | A |
|  | Right Turn | 242 | 223 | 92.2\% | 3.0 | 0.5 | A |
|  | Subtotal | 1,077 | 998 | 92.6\% | 4.5 | 0.5 | A |
| Total |  | 2,408 | 1,858 | 77.1\% | 64.6 | 18.8 | E |

Intersection 48 Bercut Dr/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 66 | 63 | 95.2\% | 50.2 | 19.5 | D |
|  | Through Right Turn | 38 | 40 | 105.3\% | 13.5 | 6.1 | B |
|  | Subtotal | 104 | 103 | 98.8\% | 35.9 | 14.0 | D |
| SB | Left Turn | 1 | 0 | 0.0\% | 2.4 | 1.6 | A |
|  | Through | 192 | 174 | 90.8\% | 34.9 | 5.9 | C |
|  | Right Turn | 133 | 131 | 98.3\% | 28.9 | 8.2 | C |
|  | Subtotal | 326 | 305 | 93.6\% | 32.3 | 6.7 | C |
| EB | Left Turn | 251 | 162 | 64.4\% | 42.8 | 5.0 | D |
|  | Through | 621 | 422 | 67.9\% | 42.4 | 4.0 | D |
|  | Right Turn | 418 | 270 | 64.6\% | 35.6 | 3.5 | D |
|  | Subtotal | 1,290 | 853 | 66.1\% | 40.3 | 2.7 | D |
| WB | Left Turn | 87 | 83 | 95.2\% | 54.4 | 11.8 | D |
|  | Through | 811 | 762 | 93.9\% | 22.3 | 6.3 | C |
|  | Right Turn | 113 | 99 | 87.8\% | 14.9 | 4.4 | B |
|  | Subtotal | 1,011 | 944 | 93.3\% | 24.4 | 6.2 | C |
| Total |  | 2,731 | 2,205 | 80.7\% | 32.3 | 3.4 | C |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

## Intersection 49

Huntington St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 167 | 172 | 102.8\% | 23.4 | 4.8 | C |
|  | Through | 1 | 1 | 120.0\% | 9.5 | 20.5 | A |
|  | Right Turn | 21 | 24 | 114.3\% | 17.6 | 7.9 | B |
|  | Subtotal | 189 | 197 | 104.1\% | 22.6 | 4.4 | C |
| SB | Left Turn | 59 | 66 | 112.5\% | 27.2 | 5.0 | C |
|  | Through | 42 | 47 | 112.4\% | 30.1 | 6.2 | C |
|  | Right Turn | 30 | 28 | 92.0\% | 15.5 | 8.1 | B |
|  | Subtotal | 131 | 141 | 107.8\% | 25.9 | 3.2 | C |
| EB | Left Turn | 1 | 0 | 40.0\% | 9.3 | 17.7 | A |
|  | Through | 569 | 386 | 67.9\% | 39.5 | 6.4 | D |
|  | Right Turn | 50 | 27 | 54.4\% | 28.7 | 14.1 | C |
|  | Subtotal | 620 | 414 | 66.8\% | 38.8 | 6.7 | D |
| WB | Left Turn | 15 | 12 | 80.0\% | 73.5 | 30.7 | E |
|  | Through | 761 | 696 | 91.4\% | 37.3 | 4.4 | D |
|  | Right Turn | 42 | 36 | 85.7\% | 29.0 | 6.3 | C |
|  | Subtotal | 818 | 744 | 90.9\% | 37.6 | 4.4 | D |
| Total |  | 1,758 | 1,496 | 85.1\% | 34.9 | 3.4 | C |

Intersection 50 Stanford St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 157 | 153 | 97.6\% | 34.5 | 6.9 | C |
|  | Through | 5 | 6 | 120.0\% | 22.4 | 24.5 | C |
|  | Right Turn | 90 | 95 | 105.8\% | 26.9 | 8.0 | C |
|  | Subtotal | 252 | 254 | 101.0\% | 31.9 | 7.1 | C |
| SB | Left Turn | 10 | 12 | 120.0\% | 27.7 | 8.8 | C |
|  | Through | 5 | 6 | 120.0\% | 15.0 | 20.1 | B |
|  | Right Turn | 5 | 7 | 136.0\% | 3.9 | 4.8 | A |
|  | Subtotal | 20 | 25 | 124.0\% | 19.4 | 6.7 | B |
| EB | Left Turn | 5 | 2 | 32.0\% | 28.0 | 40.8 | C |
|  | Through Right Turn | 650 | 484 | 74.5\% | 18.0 | 4.0 | B |
|  | Subtotal | 655 | 486 | 74.2\% | 18.2 | 4.0 | B |
| WB | Left Turn | 7 | 9 | 125.7\% | 72.6 | 24.5 | E |
|  | Through | 608 | 536 | 88.2\% | 37.6 | 10.7 | D |
|  | Right Turn | 10 | 9 | 92.0\% | 25.6 | 16.4 | C |
|  | Subtotal | 625 | 554 | 88.7\% | 37.9 | 11.0 | D |
| Total |  | 1,552 | 1,320 | 85.0\% | 29.5 | 4.9 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 17 | 18 | 108.2\% | 46.6 | 9.4 | D |
|  | Through | 153 | 156 | 101.7\% | 34.7 | 4.5 | C |
|  | Right Turn | 66 | 70 | 106.1\% | 27.7 | 7.5 | C |
|  | Subtotal | 236 | 244 | 103.4\% | 33.7 | 4.5 | C |
| SB | Left Turn | 94 | 98 | 104.3\% | 44.2 | 5.3 | D |
|  | Through | 234 | 226 | 96.4\% | 27.6 | 5.4 | C |
|  | Right Turn | 90 | 79 | 87.6\% | 22.4 | 7.8 | C |
|  | Subtotal | 418 | 402 | 96.3\% | 30.5 | 5.2 | C |
| EB | Left Turn | 118 | 94 | 80.0\% | 29.7 | 3.1 | C |
|  | Through | 574 | 449 | 78.3\% | 12.1 | 3.0 | B |
|  | Right Turn | 13 | 12 | 92.3\% | 5.7 | 5.1 | A |
|  | Subtotal | 705 | 556 | 78.8\% | 15.0 | 3.1 | B |
| WB | Left Turn | 153 | 125 | 81.6\% | 35.4 | 6.8 | D |
|  | Through | 543 | 481 | 88.5\% | 25.2 | 4.8 | C |
|  | Right Turn | 37 | 35 | 94.1\% | 26.0 | 9.3 | C |
|  | Subtotal | 733 | 640 | 87.4\% | 27.2 | 5.0 | C |
| Total |  | 2,092 | 1,842 | 88.1\% | 25.2 | 2.3 | C |

Intersection 52 Judah St/Railyards Blvd Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 22 | 20 | 90.9\% | 84.1 | 46.0 | F |
|  | Subtotal | 22 | 20 | 90.9\% | 84.1 | 46.0 | F |
| EB | Left Turn | 12 | 10 | 80.0\% | 24.2 | 13.8 | C |
|  | Through Right Turn | 722 | 607 | 84.1\% | 3.3 | 2.9 | A |
|  | Subtotal | 734 | 617 | 84.0\% | 3.6 | 3.1 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 711 | 631 | 88.8\% | 2.9 | 1.0 | A |
|  | Right Turn | 13 | 10 | 76.9\% | 2.7 | 3.1 | A |
|  | Subtotal | 724 | 641 | 88.6\% | 2.9 | 1.0 | A |
| Total |  | 1,480 | 1,278 | 86.4\% | 4.5 | 2.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 8 | 7 | 90.0\% | 28.8 | 27.7 | C |
|  | Through | 41 | 42 | 103.4\% | 14.6 | 9.7 | B |
|  | Right Turn | 195 | 180 | 92.3\% | 10.6 | 3.3 | B |
|  | Subtotal | 244 | 230 | 94.1\% | 12.2 | 4.3 | B |
| SB | Left Turn | 61 | 57 | 93.8\% | 56.1 | 6.2 | E |
|  | Through | 182 | 174 | 95.8\% | 32.4 | 6.1 | C |
|  | Right Turn | 162 | 159 | 98.3\% | 28.4 | 7.1 | C |
|  | Subtotal | 405 | 391 | 96.5\% | 34.3 | 5.8 | C |
| EB | Left Turn | 158 | 133 | 84.1\% | 37.8 | 6.9 | D |
|  | Through | 555 | 462 | 83.3\% | 20.3 | 9.5 | C |
|  | Right Turn | 9 | 11 | 124.4\% | 8.7 | 5.9 | A |
|  | Subtotal | 722 | 606 | 84.0\% | 23.9 | 8.6 | C |
| WB | Left Turn | 205 | 182 | 89.0\% | 27.3 | 5.7 | C |
|  | Through | 554 | 475 | 85.7\% | 22.4 | 3.0 | C |
|  | Right Turn | 46 | 41 | 89.6\% | 21.0 | 8.9 | C |
|  | Subtotal | 805 | 698 | 86.8\% | 23.5 | 3.0 | C |
| Total |  | 2,176 | 1,925 | 88.5\% | 24.4 | 3.0 | C |

Intersection 54 7th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 355 | 287 | 80.9\% | 122.9 | 29.8 | F |
|  | Through | 313 | 276 | 88.1\% | 30.3 | 10.1 | C |
|  | Right Turn | 262 | 269 | 102.7\% | 15.4 | 2.5 | B |
|  | Subtotal | 930 | 832 | 89.5\% | 57.3 | 12.5 | E |
| SB | Left Turn | 20 | 17 | 84.0\% | 50.5 | 22.7 | D |
|  | Through | 181 | 162 | 89.3\% | 21.4 | 3.3 | C |
|  | Right Turn | 77 | 69 | 89.9\% | 20.9 | 7.9 | C |
|  | Subtotal | 278 | 248 | 89.1\% | 23.2 | 3.9 | C |
| EB | Left Turn | 154 | 136 | 88.6\% | 63.8 | 20.0 | E |
|  | Through | 379 | 329 | 86.8\% | 20.1 | 4.3 | C |
|  | Right Turn | 278 | 231 | 83.2\% | 8.8 | 2.6 | A |
|  | Subtotal | 811 | 696 | 85.9\% | 25.1 | 5.9 | C |
| WB | Left Turn | 155 | 137 | 88.3\% | 102.8 | 53.4 | F |
|  | Through | 373 | 350 | 93.9\% | 105.9 | 60.8 | F |
|  | Right Turn | 21 | 19 | 89.5\% | 99.0 | 72.3 | F |
|  | Subtotal | 549 | 506 | 92.2\% | 105.4 | 58.5 | F |
| Total |  | 2,568 | 2,282 | 88.9\% | 54.0 | 13.6 | D |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus RSPU
Pre-Event Hour

Intersection 55
8th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 3 11 | 1 $12$ | $\begin{gathered} \hline 40.0 \% \\ 109.1 \% \end{gathered}$ | 5.7 14.1 | 5.8 11.6 | A |
|  | Subtotal | 14 | 13 | 94.3\% | 14.4 | 11.3 | B |
| EB | Left Turn | 6 | 4 | 60.0\% | 21.4 | 16.5 | C |
|  | Through Right Turn | 655 | 616 | 94.1\% | 12.1 | 1.5 | B |
|  | Subtotal | 661 | 620 | 93.8\% | 12.2 | 1.5 | B |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 538 \\ 5 \end{gathered}$ | $\begin{gathered} 508 \\ 4 \end{gathered}$ | $\begin{aligned} & 94.5 \% \\ & 72.0 \% \end{aligned}$ | $\begin{aligned} & 38.8 \\ & 19.7 \end{aligned}$ | $\begin{aligned} & 42.7 \\ & 17.4 \end{aligned}$ | D |
|  | Subtotal | 543 | 512 | 94.3\% | 38.7 | 42.6 | D |
| Total |  | 1,218 | 1,145 | 94.0\% | 23.7 | 17.2 | C |

Intersection 56 10th St/Railyards Blvd 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 |  |  |  |  |  |  |
|  | Right Turn | 161 | 156 | 96.9\% | 13.5 | 3.5 | B |
|  | Subtotal | 161 | 156 | 96.9\% | 13.5 | 3.5 | B |
| EB | Left Turn | 455 | 439 | 96.5\% | 37.8 | 12.4 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 455 | 439 | 96.5\% | 37.8 | 12.4 | D |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 394 | 394 | 100.1\% | 32.6 | 14.0 | C |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 394 | 394 | 100.1\% | 32.6 | 14.0 | C |
| Total |  | 1,010 | 990 | 98.0\% | 32.0 | 8.1 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 3 | 64.0\% | 1.7 | 2.8 | A |
|  | Through | 60 | 60 | 100.7\% | 8.4 | 1.1 | A |
|  | Right Turn | 40 | 45 | 112.0\% | 4.9 | 1.2 | A |
|  | Subtotal | 105 | 108 | 103.2\% | 6.9 | 1.1 | A |
| SB | Left Turn | 181 | 132 | 73.1\% | 9.8 | 1.0 | A |
|  | Through | 34 | 28 | 81.2\% | 10.9 | 2.4 | B |
|  | Right Turn | 20 | 17 | 86.0\% | 6.6 | 1.0 | A |
|  | Subtotal | 235 | 177 | 75.4\% | 9.6 | 1.0 | A |
| EB | Left Turn | 41 | 41 | 99.5\% | 6.8 | 1.7 | A |
|  | Through | 68 | 66 | 96.5\% | 8.4 | 1.3 | A |
|  | Right Turn | 5 | 4 | 88.0\% | 2.2 | 2.7 | A |
|  | Subtotal | 114 | 111 | 97.2\% | 7.7 | 1.0 | A |
| WB | Left Turn | 74 | 61 | 82.7\% | 8.4 | 1.4 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 166 | 160 | 96.6\% | 6.4 | 1.2 | A |
|  | Subtotal | 240 | 222 | 92.3\% | 6.9 | 1.2 | A |
| Total |  | 694 | 618 | 89.0\% | 7.8 | 0.8 | A |

Intersection 58 Huntington St/Camille Ln Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 60 8 | 50 7 | $83.3 \%$ 90.0\% | 14.0 6.4 | 4.7 4.0 | B A |
|  | Subtotal | 68 | 57 | 84.1\% | 13.1 | 4.6 | B |
| EB | Left Turn | 2 | 1 | 60.0\% | 3.4 | 4.6 | A |
|  | Through Right Turn | 328 | 281 | 85.7\% | 1.9 | 0.3 | A |
|  | Subtotal | 330 | 282 | 85.6\% | 1.9 | 0.3 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 253 | 237 | 93.8\% | 4.6 | 0.6 | A |
|  | Right Turn | 167 | 170 | 102.0\% | 3.7 | 0.5 | A |
|  | Subtotal | 420 | 408 | 97.0\% | 4.2 | 0.5 | A |
| Total |  | 818 | 747 | 91.3\% | 4.1 | 0.7 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 2 | 48.0\% | 3.1 | 3.3 | A |
|  | Through | 28 | 25 | 90.0\% | 9.4 | 1.5 | A |
|  | Right Turn | 4 | 5 | 130.0\% | 4.8 | 3.5 | A |
|  | Subtotal | 37 | 33 | 88.6\% | 8.6 | 1.6 | A |
| SB | Left Turn | 5 | 4 | 88.0\% | 4.3 | 3.7 | A |
|  | Through | 5 | 5 | 96.0\% | 4.2 | 4.7 | A |
|  | Right Turn | 7 | 8 | 120.0\% | 6.4 | 5.2 | A |
|  | Subtotal | 17 | 18 | 103.5\% | 7.0 | 3.1 | A |
| EB | Left Turn | 13 | 8 | 58.5\% | 8.3 | 4.4 | A |
|  | Through | 356 | 302 | 84.9\% | 11.3 | 0.8 | B |
|  | Right Turn | 1 | 1 | 120.0\% | 3.2 | 3.2 | A |
|  | Subtotal | 370 | 311 | 84.1\% | 11.3 | 0.8 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 324 | 316 | 97.7\% | 16.7 | 3.2 | C |
|  | Right Turn | 80 | 85 | 106.5\% | 14.2 | 2.8 | B |
|  | Subtotal | 404 | 402 | 99.4\% | 16.1 | 2.7 | C |
| Total |  | 828 | 763 | 92.2\% | 13.6 | 1.7 | B |

Intersection 60 5th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 135 | 145 | 107.6\% | 42.7 | 5.7 | D |
|  | Through | 246 | 403 | 163.7\% | 29.8 | 4.6 | C |
|  | Right Turn | 191 | 70 | 36.9\% | 25.2 | 5.2 | C |
|  | Subtotal | 572 | 618 | 108.1\% | 32.3 | 4.4 | C |
| SB | Left Turn | 76 | 62 | 82.1\% | 44.9 | 9.2 | D |
|  | Through | 198 | 192 | 97.0\% | 17.6 | 2.1 | B |
|  | Right Turn | 12 | 11 | 93.3\% | 10.6 | 4.5 | B |
|  | Subtotal | 286 | 266 | 92.9\% | 23.8 | 3.0 | C |
| EB | Left Turn | 5 | 6 | 112.0\% | 51.8 | 43.4 | D |
|  | Through | 187 | 157 | 84.1\% | 37.7 | 10.0 | D |
|  | Right Turn | 173 | 148 | 85.3\% | 28.4 | 14.1 | C |
|  | Subtotal | 365 | 310 | 85.0\% | 33.8 | 12.3 | C |
| WB | Left Turn | 135 | 144 | 107.0\% | 37.0 | 9.5 | D |
|  | Through | 246 | 246 | 100.2\% | 19.8 | 4.9 | B |
|  | Right Turn | 191 | 185 | 96.8\% | 12.9 | 3.8 | B |
|  | Subtotal | 572 | 576 | 100.6\% | 21.9 | 4.8 | C |
| Total |  | 1,795 | 1,770 | 98.6\% | 28.1 | 4.4 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus RSPU
Pre-Event Hour

Intersection 61
6th St/Camille Ln
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 290 | 314 | 108.4\% | 35.3 | 3.5 | D |
|  | Through Right Turn | 59 | 66 | 111.9\% | 13.9 | 3.1 | B |
|  | Subtotal | 349 | 380 | 109.0\% | 31.6 | 3.9 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 186 | 174 | 93.3\% | 23.1 | 2.0 | C |
|  | Right Turn | 210 | 199 | 94.7\% | 18.5 | 2.8 | B |
|  | Subtotal | 396 | 372 | 94.0\% | 20.6 | 1.8 | C |
| EB | Left Turn | 185 | 159 | 86.1\% | 28.3 | 2.8 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 192 | 168 | 87.7\% | 8.4 | 1.0 | A |
|  | Subtotal | 377 | 328 | 86.9\% | 18.1 | 1.7 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,122 | 1,080 | 96.3\% | 23.7 | 1.6 | C |

Intersection 62 5th St/Stevens St Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 108 | 98 | 90.4\% | 36.0 | 4.9 | E |
|  | Through | 550 | 564 | 102.5\% | 15.8 | 2.9 | C |
|  | Right Turn | 54 | 60 | 111.9\% | 13.2 | 4.4 | B |
|  | Subtotal | 712 | 722 | 101.4\% | 18.4 | 2.5 | C |
| SB | Left Turn | 44 | 46 | 104.5\% | 53.2 | 9.9 | F |
|  | Through | 380 | 360 | 94.8\% | 6.2 | 1.5 | A |
|  | Right Turn | 82 | 75 | 91.2\% | 4.1 | 1.4 | A |
|  | Subtotal | 506 | 481 | 95.1\% | 10.3 | 2.3 | B |
| EB | Left Turn | 20 | 24 | 120.0\% | 27.3 | 6.5 | D |
|  | Through | 86 | 89 | 103.3\% | 30.5 | 3.5 | D |
|  | Right Turn | 144 | 142 | 98.6\% | 20.4 | 4.7 | C |
|  | Subtotal | 250 | 255 | 101.9\% | 24.4 | 3.5 | C |
| WB | Left Turn | 87 | 78 | 89.7\% | 44.7 | 20.6 | E |
|  | Through | 16 | 15 | 92.5\% | 34.5 | 20.2 | D |
|  | Right Turn | 30 | 25 | 82.7\% | 30.0 | 16.1 | D |
|  | Subtotal | 133 | 118 | 88.4\% | 41.2 | 16.9 | E |
| Total |  | 1,601 | 1,576 | 98.4\% | 18.7 | 2.0 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 50 | 41 | 82.4\% | 7.7 | 3.3 | A |
|  | Through Right Turn | 497 | 529 | 106.4\% | 5.3 | 1.7 | A |
|  | Subtotal | 547 | 570 | 104.2\% | 5.4 | 1.7 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 301 | 264 | 87.6\% | 1.3 | 0.5 | A |
|  | Right Turn | 34 | 35 | 103.5\% | 0.7 | 0.7 | A |
|  | Subtotal | 335 | 299 | 89.2\% | 1.2 | 0.5 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 75 | 82 | 109.9\% | 8.5 | 1.6 | A |
|  | Subtotal | 75 | 82 | 109.9\% | 8.5 | 1.6 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 957 | 951 | 99.4\% | 4.4 | 1.0 | A |

Intersection 34 5th St/C St (West Sacramento) Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 93 | 89 | 95.9\% | 42.8 | 3.2 | D |
|  | Through | 229 | 239 | 104.3\% | 24.0 | 4.2 | C |
|  | Right Turn | 418 | 412 | 98.6\% | 15.0 | 5.3 | B |
|  | Subtotal | 740 | 740 | 100.0\% | 21.2 | 3.6 | C |
| SB | Left Turn | 93 | 92 | 98.9\% | 45.6 | 5.7 | D |
|  | Through | 156 | 168 | 107.9\% | 21.7 | 5.0 | C |
|  | Right Turn | 15 | 16 | 109.3\% | 5.6 | 6.7 | A |
|  | Subtotal | 264 | 277 | 104.8\% | 28.8 | 3.8 | C |
| EB | Left Turn | 7 | 7 | 97.1\% | 34.7 | 24.0 | C |
|  | Through | 235 | 232 | 98.6\% | 29.3 | 4.1 | C |
|  | Right Turn | 71 | 71 | 100.3\% | 15.1 | 4.1 | B |
|  | Subtotal | 313 | 310 | 98.9\% | 26.4 | 3.7 | C |
| WB | Left Turn | 264 | 230 | 87.3\% | 38.3 | 4.7 | D |
|  | Through | 231 | 214 | 92.8\% | 21.7 | 3.1 | C |
|  | Right Turn | 129 | 114 | 88.7\% | 5.6 | 1.3 | A |
|  | Subtotal | 624 | 559 | 89.6\% | 25.2 | 2.8 | C |
| Total |  | 1,941 | 1,886 | 97.1\% | 24.4 | 2.0 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus RSPU

Intersection 35
3rd St/C St (West Sacramento)
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 11 | 11 | 101.8\% | 30.2 | 15.8 | C |
|  | Through | 7 | 6 | 80.0\% | 24.8 | 20.9 | C |
|  | Right Turn | 178 | 182 | 102.0\% | 6.3 | 1.0 | A |
|  | Subtotal | 196 | 198 | 101.2\% | 8.3 | 2.1 | A |
| SB | Left Turn | 5 | 4 | 88.0\% | 18.2 | 22.0 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 26 | 22 | 83.1\% | 10.1 | 6.2 | B |
|  | Subtotal | 31 | 26 | 83.9\% | 13.0 | 7.2 | B |
| EB | Left Turn | 17 | 13 | 77.6\% | 52.0 | 16.5 | D |
|  | Through | 709 | 708 | 99.9\% | 19.5 | 3.7 | B |
|  | Right Turn | 20 | 12 | 60.0\% | 10.9 | 5.6 | B |
|  | Subtotal | 746 | 733 | 98.3\% | 19.9 | 3.7 | B |
| WB | Left Turn | 279 | 238 | 85.4\% | 58.8 | 29.6 | E |
|  | Through | 587 | 525 | 89.4\% | 33.7 | 25.8 | C |
|  | Right Turn | 10 | 8 | 80.0\% | 30.1 | 26.1 | C |
|  | Subtotal | 876 | 771 | 88.0\% | 41.4 | 27.2 | D |
| Total |  | 1,849 | 1,729 | 93.5\% | 28.3 | 13.9 | C |

## Intersection 1

I 5 SB Ramps/Richards Blvd
Signal

| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Through Through/Right | $\begin{gathered} \hline 1,475 \\ 275 \end{gathered}$ | $\begin{gathered} \hline 1,475 \\ 250 \end{gathered}$ |  | $\begin{gathered} \hline 1,525 \\ 375 \end{gathered}$ |  | $\begin{gathered} \hline \hline 1,475 \\ 300 \end{gathered}$ |  |  | 25\% |
|  |  |  |  | 24 |  | 45 |  | 0 |  | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
|  | Left Turn | 1,425 | 175 | 25 | 250 | 49 | 250 | 55 | 0\% | 0\% |
|  | Left/Through | 1,425 | 225 | 23 | 300 | 36 | 300 | 41 | 1\% | 0\% |
| SB | Right Turn | 325 | 50 | 22 | 100 | 83 | 125 | 113 | 0\% | 0\% |
|  | Left Turn | 1,275 | 100 | 14 | 175 | 26 | 150 | 29 | 0\% | 0\% |
|  | Through | 275 | 50 | 13 | 100 | 39 | 100 | 36 | 0\% | 0\% |
| WB |  |  |  |  |  |  |  |  |  |  |
| 0 |  |  |  |  |  |  |  |  |  |  |

Intersection 2

15 NB Ramps/Richards Blvd

Signal


Average Results from 10 Runs

| Direction | Lane Group | Storage <br> (ft) | Average Queue (ft) |  | 95th Queue (ft) |  | Maximum Queue (ft) |  | Block Time |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Std. Dev. | Average | Std. Dev. | Average | Std. Dev. | Pocket | Upstream |
| EB | Left/Through | 600 | 125 | 27 | 200 | 30 | 200 | 50 | 0\% | 0\% |
|  | Through | 600 | 125 | 20 | 200 | 32 | 200 | 40 | 0\% | 0\% |
|  | Through/Right | 600 | 125 | 15 | 175 | 28 | 175 | 24 | 0\% | 0\% |
|  | Right Turn | 600 | 100 | 21 | 150 | 30 | 150 | 34 | 0\% | 0\% |
| NB | Right Turn | 1,075 | 25 | 7 | 50 | 21 | 50 | 28 | 0\% | 0\% |
|  |  |  |  |  |  |  |  |  |  |  |
| NE | Shared | 3,000 | 750 | 180 | 1,100 | 244 | 1,100 | 228 | 0\% | 0\% |
|  | Right Turn | 3,000 | 50 | 54 | 125 | 96 | 175 | 105 | 0\% | 0\% |
|  | Right Turn | 3,000 | 50 | 54 | 125 | 96 | 175 | 105 | 0\% | 0\% |
|  | Right Turns | 350 |  | 44 |  | 79 | 325 | 55 | 0\% | 0\% |
| SB | Left Turn | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 300 | 25 | 0 | 25 | 0 | 25 | 0 | 0\% | 0\% |
|  | Left/Through | 300 |  | 0 |  | 0 | 25 | 0 | 0\% | 0\% |





 $\underset{\text { Sxposs Lane (HoV) }}{\text { Key }}$


 Key


| Name | Psto Jst | Jstio LSt | Lston-Ramp | ISto Richards Blivd | Bercut D On R Ramp | Bwn Eecrut Richards | Richads Slvad to Gareen H Wy | Beewen Garden Hmy Ramps |  | W. El C amino Ave it of: 80 | 1.80 off |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Calculate Mainine to off Ramp Flow Rate for Weave Segments |  |  |  |  |  |  |  |  |  |  |  |
| MLLo Off voume (vph) |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  | 0.95 |  |  | 0.95 |  | 0.95 |  |  |
| ${ }_{\text {Terain }}$ | Level |  |  | Level |  |  | Level |  | Level |  |  |
| Grade \% | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
| Grade Lengh (mi) | 0.00 |  |  | 0.00 |  |  | 0.00 |  | 0.00 |  |  |
| Tuck \& Bus \% | 6.0\% $0.0 \%$ |  |  | 6.0\% |  |  | 6.0\% |  | 6.0\% |  |  |
| $\underset{\text { ET }}{\substack{\text { RV \% }}}$ | 1.5 |  |  | 1.5 |  |  | 1.5 |  | 1.5 |  |  |
|  | 1.2 |  |  | 1.2 |  |  | 1.2 |  | 1.2 |  |  |
|  | 0.971 |  |  | 0.971 |  |  | 0.971 |  | 0.971 |  |  |
| $\begin{gathered} \mathrm{f}_{\mathrm{P}} \\ \mathrm{ML} \text { to Off Flow (pcph) } \end{gathered}$ | 1.00 |  |  | 1.00 |  |  | 1.00 |  | 1.00 |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Calculate Seneral Purpose Lanes to eeneral Purpose Lanes Flow Rate for weave Segments |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| PHF | 0.95 |  |  | 0.95 |  |  | 0.95 |  | 0.95 |  |  |
| Terrain Grade \% | Level |  |  | Level |  |  | Level |  | Level |  |  |
|  | 0.0\% |  |  | 0.0\% |  |  | 0.0\% |  | 0.0\% |  |  |
| Grade Lengt (mi) | 0.00 |  |  | 0.00 |  |  | 0.00 |  | 0.00 |  |  |
|  | 6.0\% 0.0\% |  |  | 6.0\% |  |  | ${ }^{6.0 \%}$ |  | $\begin{aligned} & \text { 6.0\% } \\ & 0.0 \% \end{aligned}$ |  |  |
|  | 1.5 |  |  | 1.5 |  |  | 1.5 |  | 1.5 |  |  |
|  | 1.2 |  |  | 1.2 |  |  | 1.2 |  | 1.2 |  |  |
|  | 0.971 |  |  | 0.971 |  |  | 0.971 |  | 0.971 |  |  |
| ${ }_{\text {tov }}^{\text {fop }}$ | 1.00 |  |  | 1.00 |  |  | 1.00 |  | 1.00 |  |  |
| GP To GP Folow (poph) |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |

 ${ }^{\text {key }}$



| Name | 1.80 On-Ramp | W. El Camin Ave WB on | W. El C Camino Ave EB On | Garden Hwy Off | Beeween Garden Huy Ramps | Carden HMy to Richaras Buvd | Jiboom Stoff Ramp | Btwn Jiboom Richards | Richards Evd to J St |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Define Freeway Segment |  |  |  |  |  |  |  |  |  |
| Type | Merse | Merse | Merge | Diverge | Easic | Weave | Diverge | Basic | Weave |
| $\underset{\text { ceeel Lenght }}{\text { Lengh (ti) }}$ | 1,250 | 900 100 | 650 275 |  | 1,280 | 1,900 |  | 850 | 2,300 |
| Decel Lengh |  |  |  | ${ }_{750}$ |  |  | 140 |  |  |
| Mainine Volume | 3,971 | 5.211 | 5.472 | 5.625 | 5.231 | 5.231 | 5.231 | 4,744 | 4,744 |
| On Ramp Volume | 1,240 | 261 | 153 |  |  | 530 |  |  | 868 |
| Off Ramp Voume |  |  |  | ${ }^{394}$ |  |  | ${ }^{843}$ |  | ${ }_{806}^{6012}$ |
| $\underset{\substack{\text { Express Lane Volume } \\ \text { ELOn Ramp Volume }}}{\text { enem }}$ | 1,027 | ${ }_{827}$ | 872 | 939 | 865 | ${ }_{865}$ | ${ }^{843}$ | 806 | 806 |
|  |  |  |  |  |  |  |  |  |  |
| Calculate Flow Rate in Entering General Purpose Lanes (GP) |  |  |  |  |  |  |  |  |  |
| Volume ( yph) | 2.944 | 4,384 | 4,600 | 4,686 | 4,366 | 4,366 | 4,388 | 3.938 | 3.938 |
| PHF | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 |
| Lanes | 3 | 5 | 5 | 5 | 4 | 4 | 4 | 4 | 4 |
| Terain | Level | Level | Level | Level | Level | Level | Level | Level | Level |
| Grade \% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
| Grade Eength (mi) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Tuck \& Bus \% | 9.6\% | 9.6\% | 9.6\% | 9.6\% | 9.6\% | 9.6\% | 9.6\% | 9.6\% | 9.6\% |
| Rv\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
| $\mathrm{E}_{\mathrm{T}}$ | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| $E_{\text {r }}$ | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| ${ }_{\text {tuv }}$ | 0.954 | 0.954 | 0.954 | 0.954 | 0.954 | 0.954 | 0.954 | 0.954 | 0.954 |
| $t_{0}$ | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fow (poph) | 3.428 | 5.105 | 5,357 | 5,457 | 5.083 | 5.083 | 5.109 | 4,586 | 4,586 |
| Fow (pochpol) | ${ }^{1,143}$ | 1,021 | 1.071 | 1.091 | 1.271 | 1.271 | 1.277 | 1.146 | 1,146 |
| Calculate Free Flow speed in Entering GP Lanes |  |  |  |  |  |  |  |  |  |
| (tan |  |  |  |  |  |  |  |  |  |
| Shoulder Width <br> TRD |  |  |  |  |  |  |  |  |  |
| $t_{t w}$ |  |  |  |  |  |  |  |  |  |
| Measured FFS <br> FFS Curve | 65 | ${ }^{65}$ | 65 | ${ }^{65}$ | 65 | ${ }^{65}$ | ${ }^{65}$ | 65 | ${ }^{65}$ |
| Calculate operations in Entering $G P$ Lanes |  |  |  |  |  |  |  |  |  |
| Capacit (poph) | 7,050 | 11,750 | 11,750 | 11,750 | 9,400 | 9,400 | 9,400 | 9,400 | 9,400 |
| Veratio | 0.49 | 0.43 | 0.46 | 0.46 | 0.54 | 0.54 | 0.54 | 0.49 | 0.49 |
| Speed (mph) | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 |
| Density (Pophp) | 17.6 | 15.7 | 16.5 | 16.8 | 19.6 | 19.6 | ${ }^{19.7}$ | ${ }^{17.6}$ | ${ }^{17.6}$ |
| Los | в | в | в | B | c | c | - | в | B |
| Calculate Operations tor Segment SP Lanes |  |  |  |  |  |  |  |  |  |
| Fow (poph) | 4.875 | 5.396 | 5.529 |  |  | 5.681 |  |  | ${ }_{5.565}$ |
| Lanes | 5 | 5 | 5 | 5 | 4 | 5 | 4 | 4 | 5 |
| Capacity (coph) | 11,750 | 11,750 | 11,750 |  |  | ${ }^{11,750}$ |  |  | ${ }^{11,750}$ |
| veratio | 0.41 | 0.46 | 0.47 |  |  | 0.48 |  |  | 0.47 |
| Fow Rate (cochpol) | 975 | 1,079 | 1,106 |  |  | 1,136 |  |  | 1,113 |
| Speed (mph) | 65.0 | ${ }^{65.0}$ | ${ }^{65.0}$ |  |  | 65.0 |  |  | 65.0 |
| Density (pcphpl) <br> LOS | 15.0 8 | 16.6 B | 17.0 8 |  |  | $\begin{gathered} 17.5 \\ \mathrm{~B} \end{gathered}$ |  |  | 17.1 <br> 8 |

[^63]


\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|}
\hline Name \& 1.80 on-Ramp \& W. EIC Camino Ave WB on \& W. El Camino Ave EB On \& \multirow[t]{2}{*}{Garden Hwy Off} \& Between Garden Hiw Ramos \& Garden Hwyto Richars Elvo \& Jiboom Stoff Ramp \& Biwn Jiboom Richards \& Richards Evv to J St \\
\hline \multicolumn{2}{|l|}{Calculate Off Ramp fow} \& \& \& \& \& \& \& \& \\
\hline Volume (vph) \& \& \& \& 394 \& \& 1.017 \& 44 \& \& \({ }^{612}\) \\
\hline PHF \& \& \& \& \({ }^{0.94}\) \& \& \({ }^{0.91}\) \& 0.95 \& \& 0.9 \\
\hline Lanes \& \& \& \& 1 \& \& eed \& Leed \& \& 2 \\
\hline \multirow[t]{2}{*}{\begin{tabular}{l}
Terrain \\
Grade \%
\end{tabular}} \& \& \& \& Level \& \& Level \& Level \& \& Level \\
\hline \& \& \& \& 0.0\% \& \& 0.0\% \& 0.0\% \& \& 0.0\% \\
\hline \& \& \& \& 0.00
\(3.0 \%\) \& \& 0.00
3.06 \& 0.00
\(300 \%\) \& \& 0.00 \\
\hline Grade Length (mi) Truck \& Bus \% \& \& \& \& 3.0\%
0.0\% \& \& 3.0\% \& 3.0\% \& \& 3.0\% \\
\hline \({ }_{\text {ET }}\) \& \& \& \& 1.5 \& \& 1.5 \& 1.5 \& \& 1.5 \\
\hline \(\mathrm{E}_{\mathrm{R}}\) \& \& \& \& \({ }^{1.2}\) \& \& \({ }^{1.2}\) \& 1.2 \& \& \({ }^{1.2}\) \\
\hline \multirow[t]{2}{*}{} \& \& \& \& 0.985 \& \& 0.985 \& 0.985 \& \& \\
\hline \& \& \& \& \({ }^{1.00}\) \& \& 1.00 \& 1.00 \& \& 1.00 \\
\hline \({ }_{\text {Fow (poph) }}\) \& \& \& \& 425 \& \& \({ }_{\text {1,134 }}^{157}\) \& 47 \& \& 690
345 \\
\hline Fow Rate (pochpol) \& \& \& \& \& \& \& \& \& 345 \\
\hline \multicolumn{2}{|l|}{Calculate off Ramp Roadway operations} \& \& \& \& \& \& \& \& \\
\hline \(\underset{\substack{\text { Ramp Type } \\ \text { Ramp Speed }}}{ }\) \& \& \& \& Right \& \& Right \& \({ }^{\text {Right }}\) \& \& Right \\
\hline \multirow[t]{2}{*}{Ramp Capacity (pcph) Ramp v/c ratio} \& \& \& \& 2,100 \& \& 4.200 \& 2,100 \& \& 4.200 \\
\hline \& \& \& \& \& \& \& \& \& 0.16 \\
\hline \multicolumn{4}{|l|}{Determine Adiacent Ramp for Three-Lane Maininie Segments with one-Lane Ramps} \& \& \& \& \& \& \\
\hline UpType \& \& \& \& \& \& \& \& \& \\
\hline Up Distance \& \& \& \& \& \& \& \& \& \\
\hline Up Flow (pcph) Down Type \& \& \& \& \& \& \& \& \& \\
\hline \({ }^{\text {down istance }}\) \& \& \& \& \& \& \& \& \& \\
\hline \multirow[t]{2}{*}{\({ }^{\text {Down Fow (poph) }}\)} \& \& \& \& \& \& \& \& \& \\
\hline \& \& \& \& \& \& \& \& \& \\
\hline \multicolumn{2}{|l|}{Calculate ererge infuence Area Operations} \& \& \& \& \& \& \& \& \\
\hline \multirow[t]{17}{*}{Effective \(\mathrm{v}_{\mathrm{P}}\) (pcph) Up Ramp \(L_{E Q}\) Down Ramp LeQ \(P_{\text {FM }}\) (Eqn 13-3) \(P_{\text {FM }}\) (Eqn 13-4) \(\mathrm{P}_{\mathrm{FM}}\) (Eqn 13-5) \(P_{F M}\) \(v_{12}\) (pcph) \(\mathrm{v}_{3}\) (pcph) \(\mathrm{v}_{34}\) (pcph) \(v_{12 a}\) (pcph) \(\mathrm{v}_{\text {R12a }}\) (pcph) Speed Index Area Speed Outer Lanes Volume Outer Lanes Speed Segment Speed \(\mathrm{v} / \mathrm{c}\) ratio Density LOS} \& \& 3.982 \& 4,178 \& \& \& \& \& \& \\
\hline \& \& \& \& \& \& \& \& \& \\
\hline \& \& 0.580 \& 0.585 \& \& \& \& \& \& \\
\hline \& \& \& \& \& \& \& \& \& \\
\hline \& \& \& \& \& \& \& \& \& \\
\hline \& \& \[
\begin{aligned}
\& 0.181 \\
\& 722
\end{aligned}
\] \& \[
\begin{aligned}
\& 0.196 \\
\& 820
\end{aligned}
\] \& \& \& \& \& \& \\
\hline \& \& \&  \& \& \& \& \& \& \\
\hline \& \& \({ }^{3.260}\) \& \({ }^{3,358}\) \& \& \& \& \& \& \\
\hline \& \& 1,593 \& 1,671 \& \& \& \& \& \& \\
\hline \& \& \begin{tabular}{l}
1.884 \\
0.34 \\
\hline
\end{tabular} \& \begin{tabular}{l}
1,844 \\
0.38 \\
\hline
\end{tabular} \& \& \& \& \& \& \\
\hline \& \& 0.34
57.2 \& \[
\begin{aligned}
\& 0.32 \\
\& 57.6
\end{aligned}
\] \& \& \& \& \& \& \\
\hline \& \& 1,195 \& 1,253 \& \& \& \& \& \& \\
\hline \& \& 62.5 \& 62.3 \& \& \& \& \& \& \\
\hline \& \& 60.1 \& 60.2 \& \& \& \& \& \& \\
\hline \& \& 0.41

19.4 \& 0.40
18.1 \& \& \& \& \& \& <br>
\hline \& \& \& \& \& \& \& \& \& <br>
\hline \& \& \& \& \& \& \& \& \& <br>
\hline
\end{tabular}

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|}
\hline Name \& 1.80 On-Ramp \& W. El Camino Ave WB on \& W. El C Camino Ave EB On \& Garden Hwy Off \& Between Garden H Pm Ramos \& Garden HMyto Richards Bud \& Jiboom Stoff Ramp \& Btwn Jiboom Richards \& Richars Slvid o J St \\
\hline \multicolumn{2}{|l|}{Calculate Diverge infuence Area Operations} \& \& \& \& \& \& \& \& \\
\hline Effective \(\mathrm{v}_{\mathrm{p}}\) (pcph) Up Ramp Le Down Ramp \(\mathrm{L}_{\text {EQ }}\) \(P_{\text {fd }}\) (Eqn 13-9) \(P_{\text {FD }}\) (Eqn 13-10) \(P_{\text {FD }}\) (Eqn 13-11) \(P_{f D}\) \(\mathrm{v}_{12}\) (pcph) \(\mathrm{v}_{3}\) (pcph) \(\mathrm{v}_{34}\) (pcph) \(\mathrm{v}_{12 \mathrm{a}}\) (pcph) Speed Index Area Speed Outer Lanes Volume Outer Lanes Speed Segment Speed v/c ratio Density OS \& \& \& \& \begin{tabular}{c}
4,911 \\
0.618 \\
\\
\\
\\
0.436 \\
2,381 \\
\\
2,530 \\
2,381 \\
0.34 \\
57.3 \\
1,265 \\
70.3 \\
63.3 \\
0.54 \\
18.0 \\
\(B\) \\
\hline
\end{tabular} \& \& \& 5,109
0.630

0.436
2,254
2,855
2,254
0.30
58.0
1,428
69.6
64.0
0.51
22.4
$C$ \& \& <br>
\hline \multicolumn{3}{|l|}{Cacculate on Ramp to off Ramp Fow Rate for Weave Segments} \& \& \& \& \& \& \& <br>

\hline | On to Off Volume (vph) |
| :--- |
| PHF |
| Terrain |
| Grade \% |
| Grade Length (mi) |
| Truck \& Bus \% |
| RV \% | \& \& \& \& \& \& \[

$$
\begin{aligned}
& 0.95 \\
& \text { Level } \\
& 0.0 \% \\
& 0.00 \\
& .0 .0 \% \\
& 0.0 \% \\
& 0.0 \%
\end{aligned}
$$
\] \& \& \& 0.95

Level
$0.0 \%$
0.00
$3.0 \%$
$0.0 \%$ <br>

\hline $$
\begin{aligned}
& \mathrm{E}_{\mathrm{T}} \\
& \mathrm{E}_{\mathrm{R}} \\
& \mathrm{f}_{\mathrm{HV}}
\end{aligned}
$$ \& \& \& \& \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$

\] \& \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$
\] <br>

\hline $t_{0}$ \& \& \& \& \& \& 1.00 \& \& \& 1.00 <br>
\hline Onto Off fow (foph) \& \& \& \& \& \& \& \& \& <br>
\hline \multicolumn{3}{|l|}{Calculate On Ramp to maininine Flow rate for Weave Segments} \& \& \& \& \& \& \& <br>
\hline  \& \& \& \& \& \& 0.95
Level
$0.0 \%$
0.00
a.0\%
$0.0 \%$ \& \& \& 0.95
Level
$0.0 \%$
0.00
$3.0 \%$
$0.0 \%$ <br>

\hline $$
\begin{aligned}
& E_{T} \\
& E_{r} \\
& f_{t r v}
\end{aligned}
$$ \& \& \& \& \& \& \[

$$
\begin{aligned}
& 1.5 \\
& 1.2 \\
& 0.985
\end{aligned}
$$

\] \& \& \& \[

$$
\begin{gathered}
1.5 \\
1.2 \\
0.985
\end{gathered}
$$
\] <br>

\hline $\mathrm{t}_{\mathrm{p}}$ \& \& \& \& \& \& 1.00 \& \& \& 1.00 <br>
\hline \% MLFFow (poph) \& \& \& \& \& \& \& \& \& <br>
\hline
\end{tabular}





$\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

| Name | Northate Elvd Oft-Ramp |  | \| Del Paso Bud to Leisure $\llcorner$ n |
| :---: | :---: | :---: | :---: |
| Operations tor Exiting GP Lanes |  |  |  |
| Fiow (peph) | 2.769 | 1,771 |  |
| Lanes | 3 | 2 |  |
| Capacit (poch) | 7,050 | 4,800 |  |
| ver atio | 0.39 | 0.37 |  |
| Fow Rate (cocppl) | 923 | 885 |  |
| Speed (mph) | 65.0 | 70.0 |  |
| Density (pophol) | 14.2 | 12.6 |  |
| Los | в | в |  |


$\underset{\text { Sxposs Lane (HOV) }}{\text { Key }}$


| Location | 1 | $2 \quad 1$ | ${ }^{3}$ |
| :---: | :---: | :---: | :---: |
|  |  |  |  |
| Name | Northate Elvd Offr-Ramp |  | Del Paso Elvid to Leisure Ln |
| Off Ramp Flow Rate |  |  |  |
| Volume (vph) | ${ }^{228}$ | ${ }_{836}$ |  |
| PHF | 0.85 | 0.85 |  |
| Lanes | 1 | 1 |  |
| Terain | Level | Level |  |
| Grade \% | 0.0\% | 0.0\% |  |
| Grade Length (mi) Tuck a bus\% | 0.00 $3.0 \%$ | $0.00$ |  |
| Truck \& Bus \% RV \% | 3.0\% 0.0\% | $\begin{aligned} & 3.0 \% \\ & 0.0 \% \end{aligned}$ |  |
| ET | 1.5 | 1.5 |  |
| $\mathrm{E}_{\mathrm{r}}$ | 1.2 | 1.2 |  |
| ${ }_{\text {fov }}$ | 0.985 | 0.985 |  |
| to | 1.00 | 1.00 |  |
| Fow (poph) | 272 | ${ }^{998}$ |  |
| Fow Rate (opobpl) | 272 | 998 |  |
| Off Ramp Roadway Op | erations |  |  |
| Ramp Type Ramp Speed | Right | $\begin{gathered} \text { Left } \\ 35 \end{gathered}$ |  |
| Ramp Capacity (poph) | 2,100 | 2.000 |  |
| Ramp vic raio | 0.13 | 0.50 |  |
| Adjacent Ramp for Thre | ve-Lane Maniline Segment | with One-Lane Ramps |  |
| UpType |  | Off |  |
| Up Distance |  | 3.035 |  |
| Up Fow (poph) |  | 272 |  |
| Down Type | No | No |  |
| Down Distance Down Flow (pcph) |  |  |  |
|  |  |  |  |
| Merge infuence Area operations |  |  |  |
| Effective $v_{P}$ (pcph) Up Ramp $L_{\text {EQ }}$ | 速 |  |  |
| Down Ramp Leo |  |  |  |
| $P_{\text {Pmm }}(\operatorname{Ean} 13.3)$ |  |  |  |
| $P_{\text {FM }}$ (Eqn 13-4) <br> $P_{\text {FM }}$ (Eqn 13-5) |  |  |  |
| ${ }_{\text {Prpm }}$ |  |  |  |
| $v_{1 / 2}($ coph $)$ |  |  |  |
| $v_{s}($ poph $)$ |  |  |  |
| $v^{*}$ vepoph) |  |  |  |
|  |  |  |  |
| Speed Index |  |  |  |
| ${ }^{\text {Area Speed }}$ |  |  |  |
| Outer Lanes Volume |  |  |  |
| Segment Speed |  |  |  |
| Vverato |  |  |  |
| $\begin{aligned} & \text { Density } \\ & \text { Los } \end{aligned}$ |  |  |  |
|  |  |  |  |

$\xrightarrow[\text { Expreses Lane (HOV) }]{\text { Key }}$

| Name | Northate Bud Off-Ramp |  | Del Paso Blvd to Leisure Ln |
| :---: | :---: | :---: | :---: |
| Diverge infuence Area operations |  |  |  |
|  |  |  |  |
|  |  |  |  |
| Down Ramp Leo |  |  |  |
| ${ }^{\text {Prof (Ean } 13.9}{ }_{\text {Pro (Gq 13-10) }}$ |  |  |  |
|  |  |  |  |
| $P_{\text {P00 }}(\operatorname{Ean} 13111)$ |  |  |  |
| $P_{\text {Pro }}$ | 0.671 |  |  |
| $v_{12}($ Poph $)$ | 2,132 |  |  |
|  |  |  |  |
|  |  |  |  |
| $\mathrm{V}_{\text {vaza }}(\mathrm{Pcoph}) \quad 2,132$ |  |  |  |
| Speed Index ${ }^{0.32}$ |  |  |  |
| Area Speed ${ }^{\text {a }}$ |  |  |  |
| Outer Lanes Voume 910 |  |  |  |
| Outer Lanes Speed | 71.3 |  |  |
| Segment Speed | 61.1 |  |  |
|  | 0.48 |  |  |
| ${ }_{\text {ver }}^{\text {veraio }}$ Denity | 21.2 |  |  |
| Los | c |  |  |
| Ramp to off Ramp | w Rate for Weave Segme |  |  |
| Ramp to Mainine | R Rate for Weave Segmers |  |  |

 $\stackrel{\text { Key }}{\text { K. }}$ (Hoess Lane (HOV)

[^64]


| Key |
| :---: |
| Expess Lane (HOV) |


| Name | Notrigate Elvo off-Ral | Paso | Leisur |
| :---: | :---: | :---: | :---: |
| Weave Segment operations |  |  |  |
| ese | 0.48 |  |  |
| Segmenty c raio Segment Density | 0.48 21.2 | 0.38 13.2 | l 12.36 |
| Segment Los | c | в | в |
| Over Capacily |  |  |  |




$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | North of Def Pasa Blvd | Del Paso Evid On.Ramp |  |
| :---: | :---: | :---: | :---: |
| Operations ore Exting GP Lanes |  |  |  |
| Fow |  |  |  |
| $\underset{\substack{\text { Capacity (pocph) }}}{\substack{\text { ches }}}$ |  |  |  |
|  |  |  |  |
| Flow Rate (pcphpl) Speed (mph) |  |  |  |
|  |  |  |  |
| Density (coctpo) |  |  |  |
| Los |  |  |  |


$\underset{\substack{\text { Key } \\ \text { Kepress } \\ \text { Lane (HOV) }}}{\text {. }}$

| Name | North of Def Paso Bivd | Del Paso Bud On-Ramp |  | Notrgate Evid On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Flow Rate in Express Lanes Operations in Express Lanes |  |  |  |  |
|  |  |  |  |  |
| Operations in Express Lanes On Ramp Flow Rate |  |  |  |  |
| Volume (vph) |  | ${ }^{382}$ |  | ${ }^{318}$ |
| PHF |  | 0.9 |  | 0.9 |
| Lanes |  |  |  |  |
| Terain |  | Level |  | Level |
| Grade \% |  | 0.0\% |  | 0.0\% |
| Grade Lengh (mi) |  | 0.00 |  | 0.00 |
| Tuek \& Bus\% |  | 3.0\% |  | 3.0\% |
| Rv |  | 0.0\% |  | 0.0\% |
| $\mathrm{ET}_{\mathrm{T}}$ |  | 1.5 |  | 1.5 |
| $\mathrm{E}_{\mathrm{r}}$ |  | 1.2 |  | 1.2 |
| ${ }_{\text {fuv }}$ |  | 0.985 |  | 0.985 |
| $t_{0}$ |  | 1.00 |  | 1.00 |
| Fow (poph) |  | 431 |  | ${ }^{359}$ |
| Fow rate (Pcophn) |  | ${ }_{4} 4$ |  | ${ }_{359}$ |
|  |  |  |  |  |
| On Ramp Roadway Operations |  |  |  |  |
| Ramp Tyee |  | Right |  | Right |
| Famp Speed (mph) |  | 45 |  | 45 |
| Ramp Capacity (pcph) Ramp v/c ratio |  | $\begin{aligned} & 2,100 \\ & 0.21 \end{aligned}$ |  | $\begin{aligned} & 2,100 \\ & 0.17 \end{aligned}$ |
|  |  |  |  |  |


| Name | of Del Paso Bud | -Ramp | Evo | Northate Evd On-Rame |
| :---: | :---: | :---: | :---: | :---: |
| Off Ramp Fow Rate |  |  |  |  |
| Off Ramp Roadvay Ope | ations |  |  |  |
| Adiacent Ramp for Three-Lane Mainine Segmenss with one-Lane Ramps |  |  |  |  |
| Up Tpe |  |  |  | No |
| Up Distance |  |  |  |  |
| Up Fow (poph) |  |  |  |  |
| Down Type |  |  |  | No |
| Down Distance |  |  |  |  |
| Down Fow (poph) |  |  |  |  |
| Merge infuence Area operations |  |  |  |  |
|  |  |  |  |  |
| Effective $v_{p}($ poch $)$ |  | 2.922 |  |  |
| $U_{\text {P Pamp Leo }}$ |  |  |  |  |
| Down Ramp LeQ <br> $\mathrm{P}_{\mathrm{fm}}$ (Eqn 13-3) |  | 0.599 |  |  |
| ${ }^{\text {Pex ( } E \text { Eqn } 13.4)}$ |  |  |  |  |
| $P_{\text {fme }}($ Eqn 13.5$)$ |  |  |  |  |
| $\mathrm{Papm}^{\text {Pr }}$ |  | 1.000 |  |  |
| $v_{12}($ Pcon $)$ |  | 2,922 |  |  |
| $v_{s}($ Pecph) |  |  |  |  |
| $v_{\text {va }}($ (opob $)$ |  |  |  |  |
| $v_{\text {vazefoph }}$ |  | 2.922 3.953 |  |  |
| $V^{\text {Vraza (ophl }}$ ) |  | 3,353 |  |  |
| ${ }^{\text {Speed Index }}$ |  | $\begin{aligned} & 0.36 \\ & 56.6 \end{aligned}$ |  |  |
| Area Speed Outer Lanes Volume |  | 56.6 |  |  |
| Outer Lanes Speed |  |  |  |  |
| Segment speed |  | 56.6 |  |  |
| v/cratio |  | 0.73 |  |  |
| Density |  | ${ }^{26.7}$ |  |  |
| Los |  | c |  |  |


$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$

| Name | Notht of del Pasa Blvd | Del Paso Bud On-Ramp |  | Northate Elvd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Diverge infuence Area Operations |  |  |  |  |
| Eteceive $v_{p}$ (poph) |  |  |  |  |
| Up Ramp Leo |  |  |  |  |
| Down Ramp Leo |  |  |  |  |
| $\left.{ }^{\text {Prof (Ean }} 13.9\right)$ |  |  |  |  |
| Pro (Eap 13-11) |  |  |  |  |
| Pro |  |  |  |  |
| $v_{12}($ Poph $)$ |  |  |  |  |
| $v_{3}$ (poph) |  |  |  |  |
|  |  |  |  |  |
| $v^{\text {vasempoph }}$ |  |  |  |  |
| Speed Index |  |  |  |  |
| Area Speed |  |  |  |  |
| Outer Lanes Volume |  |  |  |  |
| Outer Lanes Speed <br> Segment Speed |  |  |  |  |
|  |  |  |  |  |
| Segment Speed v/c ratio |  |  |  |  |
| Density |  |  |  |  |
|  |  |  |  |  |
| Ramp to off Ramp | Rate for weave Segr |  |  |  |
| amp to Mainine | ate for Weave Seg |  |  |  |



$\underset{>\text { Expesess Lane (HOV) }}{\text { K. }}$



$\underset{\substack{\text { Key } \\ \text { Kxpess Lane (HOV) }}}{\text {. }}$

| Name | North of Pel Paso Blvd | Del Paso Bivd On-Ramp |  | Northate Evd On-Ramp |
| :---: | :---: | :---: | :---: | :---: |
| Weave Segment Operations <br> Summarize Segment Operations |  |  |  |  |
|  |  |  |  |  |
| Segment V/ craio | ${ }^{0.65}$ | ${ }^{0.73}$ | ${ }^{0.71}$ | ${ }^{0.53}$ |
| Segment Density | 26.6 | ${ }^{26.7}$ | 26.2 | 19.0 |
| Segment Los | D | c | D | c |

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 6,550 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 6,864 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 372 |
| :---: |
| $4 \%$ |
| 1.5 |
| 379 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)


The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $N_{b}$ |
| :---: |
|  |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Cumulative Plus Project Pre-Event Peak Hour |
| Freeway | I-5 NB |
| On-ramp | I Street |
| Off-ramp | Richards Blvd |
|  |  |


| Volume (vph)* | 6,342 |
| :---: | :---: |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 6,646 |

On-ramp to Mainline ( $\mathrm{W}_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 544 |
| :---: |
| $4 \%$ |
| 1.5 |
| 555 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $\mathrm{N}_{\mathrm{b}}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{1,900}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Cumulative Plus Project Pre-Event Peak Hour |
| Freeway | I-5 NB |
| On-ramp | Richards Blvd |
| Off-ramp | Garden Highway |
|  |  |

Total Weaving Section (V)
On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $\mathrm{W}_{2}$ )

| 1,667 | Volume (vph)* | 659 |
| :---: | :---: | :---: |
| 4\% | Truck Percentage | 4\% |
| 1.5 | PCE for Trucks | 1.5 |
| 1,700 | Volume (pcph) | 672 |

Volume (pcph)

$V\{\xrightarrow{\longrightarrow \cdots-2:=-\cdots=:-\infty}\} W_{1}+W_{2}$

## Capacity Analysis

1. Is the weaving section balanced ( $\mathrm{Y} / \mathrm{N}$ )?

If optional exit lane, then " $Y$ ". Otherwise " $N$ ".
2. In the chart to the left, which two speed curves is the red " $x$ " between?
50 MPH and 55 MPH

If left of the 30 MPH curve, LOS is F. Select "-".
If below the 55 MPH curve, out of the realm of weaving.
3. Interpolated Weaving Speed ( $\mathrm{S}_{\mathrm{w}}, \mathrm{mph}$ )
4. Weaving Intensity Factor (k)
5. Service Volume (SV, pcph)

$$
\mathrm{SV}=(1 / \mathrm{N})^{*}\left[\mathrm{~V}+(\mathrm{k}-1)^{*} \min \left(\mathrm{~W}_{1}, \mathrm{~W}_{2}\right)\right]
$$

6. Level of Service (LOS)
$\frac{1,696}{E}$

The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\mathrm{N}_{\mathrm{b}} \frac{4}{\frac{5}{1,175}}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |  |
| :--- | :---: | :---: |
| Scenario | Cumulative Plus Project Pre-Event Peak Hour |  |
| Freeway | I-5 NB |  |
| On-ramp | Garden Highway |  |
| Off-ramp | El Camino Ave |  |
|  |  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 7,815 |
|  | Truck Percentage |
|  | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 8,190 |
|  |  |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 760 |
| :---: |
| $4 \%$ |
| 1.5 |
| 775 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 644 |
| :---: |
| $4 \%$ |
| 1.5 |
| 657 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)
$\mathrm{N}_{\mathrm{b}} \frac{4}{\frac{5}{2}} \frac{2,000}{}$

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Cumulative Plus Project Pre-Event Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Garden Highway |
| Off-ramp | Richards Blvd |
|  |  |


| Total Weaving Section (V) |  |
| :---: | :---: |
| Volume (vph)* | 6,086 |
| Truck Percentage | 10\% |
| PCE for Trucks | 1.5 |
| Volume (pcph) | 6,378 |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 530 | Volume (vph)* | 1,017 |
| :---: | :--- | :---: |
| $4 \%$ | Truck Percentage | $4 \%$ |
| 1.5 | PCE for Trucks | 1.5 <br> 541 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual, California Department of Transportation, 2014

Data Input
Number of Entering Mainline Lanes
Number of Lanes in Weaving Section Length of Weaving Section (feet)

| $N_{b}$ | 4 |
| :---: | :---: |
| N | $\frac{5}{2,300}$ |

## Project Information

| Project | Railyards / MLS Stadium / Kaiser |
| :--- | :---: |
| Scenario | Cumulative Plus Project Pre-Event Peak Hour |
| Freeway | I-5 SB |
| On-ramp | Richards Blvd |
| Off-ramp | J Street |
|  |  |


| Total Weaving Section (V) |  |
| :--- | :---: |
| Volume (vph)* | 5,599 |
| Truck Percentage | $10 \%$ |
| PCE for Trucks | 1.5 |
| Volume (pcph) |  |

On-ramp to Mainline ( $W_{1}$ )
Mainline to Off-ramp ( $W_{2}$ )

| 868 |
| :---: |
| $4 \%$ |
| 1.5 |
| 885 |

Volume (vph)*
Truck Percentage
PCE for Trucks
Volume (pcph)

| 612 |
| :---: |
| $4 \%$ |
| 1.5 |
| 624 |



The LOS in the chart above refers to the capacity of weaving traffic only; through and ramp to ramp traffic is not included.

* Note: Do not adjust by a Peak Hour Factor (PHF). The methodology incorporates the PHF in the Service Volume tables.

Sources: Completion of Procedures for Analysis and Design of Traffic Weaving Sections, Jack E. Leisch \& Associates, September 1983 and
Highway Design Manual , California Department of Transportation, 2014

Daily VMT - Railyards Specific Plan Trips
Cumulative Year Plus Railyards Specific Plan

| Daily VMT for Railyards Specific Plan |  |  |  |
| :---: | :---: | :---: | :---: |
| Speed Bin |  |  | Project VMT |
| 1 | >0 | <=5 | 1,497 |
| 2 | >5 | <=10 | 3,983 |
| 3 | $>10$ | <=15 | 14,642 |
| 4 | $>15$ | <=20 | 94,122 |
| 5 | $>20$ | <=25 | 67,908 |
| 6 | >25 | <=30 | 46,137 |
| 7 | >30 | <=35 | 44,769 |
| 8 | >35 | <=40 | 53,631 |
| 9 | >40 | <=45 | 53,268 |
| 10 | >45 | <=50 | 59,556 |
| 11 | $>50$ | <=55 | 108,403 |
| 12 | >55 | <=60 | 209,981 |
| 13 | >60 | <=65 | 47,887 |
| 14 | $>65$ | <=70 | 9,871 |
| 15 | $>70$ | <=75 | 0 |
| 16 | $>75$ |  | 0 |
| Railyards SP VMT Within SACMET Model Boundary |  |  | 815,655 |
| Railyards SP VMT Beyond SACMET Model Boundary |  |  | 66,296 |
| Total Railyards SP VMT |  |  | 881,951 |
| Total Railyards SP Vehicle Trips |  |  | 109,728 |
| Average Railyards SP VMT Per Trip |  |  | 7.4 |

Note:
Includes all vehicle trips generated and attracted to Railyards Specific Plan, including internal vehicle trips that remain within the plan area.
Trip lengths include distances beyond SACMET model boundary

## APPENDIX J.1.16:

## Land Use Variant Level of Service (LOS) Calculations

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 1 I 5 SB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 317 | 323 | 102.0\% | 27.6 | 2.8 | C |
|  | Through | 69 | 67 | 97.4\% | 29.3 | 5.5 | C |
|  | Right Turn | 534 | 502 | 93.9\% | 15.2 | 2.4 | B |
|  | Subtotal | 920 | 892 | 97.0\% | 20.7 | 1.6 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 693 | 558 | 80.5\% | 113.6 | 31.4 | F |
|  | Right Turn | 404 | 406 | 100.6\% | 17.7 | 6.3 | B |
|  | Subtotal | 1,097 | 964 | 87.9\% | 73.3 | 19.3 | E |
| WB | Left Turn | 448 | 309 | 69.0\% | 14.2 | 2.4 | B |
|  | Through | 381 | 261 | 68.5\% | 8.7 | 1.5 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 829 | 570 | 68.8\% | 11.7 | 1.8 | B |
| Total |  | 2,846 | 2,426 | 85.3\% | 39.4 | 7.2 | D |

[^65]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 65 | 67 | 102.8\% | 31.9 | 7.1 | C |
|  | Through | 10 | 8 | 84.0\% | 25.7 | 22.8 | C |
|  | Right Turn | 460 | 464 | 100.8\% | 9.5 | 1.3 | A |
|  | Subtotal | 535 | 539 | 100.7\% | 12.6 | 1.6 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 491 | 364 | 74.2\% | 61.6 | 4.8 | E |
|  | Through Right Turn | 519 | 500 | 96.3\% | 2.1 | 0.3 | A |
|  | Subtotal | 1,010 | 864 | 85.5\% | 27.2 | 2.3 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 764 | 502 | 65.7\% | 13.6 | 2.1 | B |
|  | Right Turn | 1,584 | 945 | 59.7\% | 5.7 | 0.2 | A |
|  | Subtotal | 2,348 | 1,447 | 61.6\% | 8.4 | 0.9 | A |
| Total |  | 3,893 | 2,850 | 73.2\% | 14.9 | 0.3 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Land Use Variant
PM Peak Hour

| Intersection 3 |  | Bercut Dr/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 954 | 454 | 47.6\% | 438.5 | 42.4 | F |
|  | Through | 45 | 29 | 64.0\% | 449.7 | 47.7 | F |
|  | Right Turn | 4 | 3 | 80.0\% | 351.3 | 43.0 | F |
|  | Subtotal | 1,003 | 486 | 48.5\% | 438.5 | 42.4 | F |
| SB | Left Turn | 34 | 31 | 91.8\% | 35.5 | 5.5 | D |
|  | Through | 19 | 20 | 103.2\% | 33.5 | 11.5 | C |
|  | Right Turn | 104 | 111 | 106.5\% | 15.2 | 4.2 | B |
|  | Subtotal | 157 | 162 | 102.9\% | 21.3 | 3.7 | C |
| EB | Left Turn | 41 | 36 | 88.8\% | 33.0 | 3.6 | C |
|  | Through | 601 | 623 | 103.7\% | 17.3 | 2.0 | B |
|  | Right Turn | 337 | 330 | 98.0\% | 2.7 | 0.1 | A |
|  | Subtotal | 979 | 990 | 101.1\% | 13.0 | 1.6 | B |
| WB | Left Turn | 20 | 20 | 100.0\% | 35.4 | 13.0 | D |
|  | Through | 1,290 | 908 | 70.4\% | 63.4 | 11.4 | E |
|  | Right Turn | 9 | 6 | 66.7\% | 92.7 | 36.5 | F |
|  | Subtotal | 1,319 | 934 | 70.8\% | 63.1 | 11.2 | E |
| Total |  | 3,458 | 2,572 | 74.4\% | 111.5 | 4.5 | F |

## Intersection 4

N 3rd St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 89 | 73 | 81.8\% | 53.6 | 19.5 | D |
|  | Through | 5 | 4 | 88.0\% | 21.9 | 27.0 | C |
|  | Right Turn | 15 | 21 | 138.7\% | 7.1 | 5.2 | A |
|  | Subtotal | 109 | 98 | 89.9\% | 42.8 | 14.6 | D |
| SB | Left Turn | 72 | 72 | 99.4\% | 32.2 | 5.3 | C |
|  | Through | 5 | 9 | 176.0\% | 29.7 | 18.2 | C |
|  | Right Turn | 17 | 19 | 110.6\% | 36.6 | 26.8 | D |
|  | Subtotal | 94 | 99 | 105.5\% | 33.1 | 6.3 | C |
| EB | Left Turn | 13 | 10 | 73.8\% | 44.2 | 17.6 | D |
|  | Through | 614 | 619 | 100.8\% | 3.3 | 0.9 | A |
|  | Right Turn | 12 | 13 | 106.7\% | 2.7 | 3.0 | A |
|  | Subtotal | 639 | 641 | 100.3\% | 3.8 | 0.9 | A |
| WB | Left Turn | 2 | 2 | 80.0\% | 15.5 | 22.8 | B |
|  | Through | 1,213 | 857 | 70.6\% | 58.8 | 13.2 | E |
|  | Right Turn | 36 | 26 | 71.1\% | 62.0 | 20.4 | E |
|  | Subtotal | 1,251 | 884 | 70.7\% | 58.8 | 12.9 | E |
| Total |  | 2,093 | 1,722 | 82.3\% | 35.8 | 6.5 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Land Use Variant
PM Peak Hour

Intersection 5
Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 394 | 358 | 91.0\% | 82.3 | 27.7 | F |
|  | Through | 37 | 36 | 98.4\% | 43.7 | 14.0 | D |
|  | Right Turn | 19 | 18 | 94.7\% | 32.4 | 11.1 | C |
|  | Subtotal | 450 | 413 | 91.7\% | 76.9 | 25.4 | E |
| SB | Left Turn | 24 | 22 | 93.3\% | 31.4 | 11.2 | C |
|  | Through | 29 | 26 | 89.7\% | 37.4 | 11.7 | D |
|  | Right Turn | 49 | 56 | 115.1\% | 24.5 | 4.0 | C |
|  | Subtotal | 102 | 105 | 102.7\% | 29.0 | 4.7 | C |
| EB | Left Turn | 8 | 9 | 110.0\% | 41.1 | 9.4 | D |
|  | Through | 625 | 641 | 102.6\% | 16.5 | 2.3 | B |
|  | Right Turn | 68 | 69 | 101.8\% | 13.7 | 6.0 | B |
|  | Subtotal | 701 | 719 | 102.6\% | 16.5 | 2.3 | B |
| WB | Left Turn | 21 | 16 | 78.1\% | 74.6 | 40.2 | E |
|  | Through | 808 | 560 | 69.3\% | 94.1 | 38.1 | F |
|  | Right Turn | 10 | 7 | 68.0\% | 147.1 | 120.1 | F |
|  | Subtotal | 839 | 583 | 69.5\% | 93.6 | 37.9 | F |
| Total |  | 2,092 | 1,820 | 87.0\% | 55.4 | 15.7 | E |

## Intersection $6 \quad$ N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 4 | 2 | 60.0\% | 34.6 | 46.0 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 8 | 8 | 95.0\% | 4.9 | 5.3 | A |
|  | Subtotal | 12 | 10 | 83.3\% | 23.3 | 41.1 | C |
| SB | Left Turn | 12 | 11 | 90.0\% | 31.4 | 21.8 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 54 | 49 | 90.4\% | 21.2 | 13.7 | C |
|  | Subtotal | 66 | 60 | 90.3\% | 24.4 | 13.0 | C |
| EB | Left Turn | 19 | 15 | 80.0\% | 54.9 | 11.5 | D |
|  | Through | 644 | 654 | 101.6\% | 6.4 | 2.3 | A |
|  | Right Turn | 5 | 4 | 88.0\% | 6.1 | 5.9 | A |
|  | Subtotal | 668 | 674 | 100.9\% | 7.5 | 2.2 | A |
| WB | Left Turn | 1 | 1 | 80.0\% | 8.5 | 20.0 | A |
|  | Through | 781 | 679 | 87.0\% | 22.4 | 13.3 | C |
|  | Right Turn | 5 | 6 | 112.0\% | 10.8 | 10.9 | B |
|  | Subtotal | 787 | 686 | 87.1\% | 22.4 | 13.3 | C |
| Total |  | 1,533 | 1,429 | 93.2\% | 15.4 | 7.3 | B |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

| Intersection 7 |  | N 7th St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 156 | 144 | 92.6\% | 36.3 | 9.0 | D |
|  | Through | 45 | 44 | 98.7\% | 44.9 | 11.5 | D |
|  | Right Turn | 371 | 357 | 96.3\% | 27.8 | 6.5 | C |
|  | Subtotal | 572 | 546 | 95.5\% | 31.4 | 6.9 | C |
| SB | Left Turn | 67 | 74 | 111.0\% | 36.9 | 8.1 | D |
|  | Through | 15 | 12 | 82.7\% | 34.2 | 19.5 | C |
|  | Right Turn | 50 | 56 | 112.8\% | 36.6 | 5.8 | D |
|  | Subtotal | 132 | 143 | 108.5\% | 36.0 | 6.1 | D |
| EB | Left Turn | 5 | 4 | 80.0\% | 41.0 | 36.4 | D |
|  | Through | 597 | 594 | 99.6\% | 31.3 | 6.0 | C |
|  | Right Turn | 62 | 64 | 103.9\% | 30.4 | 7.6 | C |
|  | Subtotal | 664 | 663 | 99.8\% | 31.3 | 6.1 | C |
| WB | Left Turn | 161 | 167 | 103.9\% | 47.3 | 6.1 | D |
|  | Through | 583 | 558 | 95.8\% | 22.2 | 5.4 | C |
|  | Right Turn | 12 | 13 | 110.0\% | 14.5 | 6.9 | B |
|  | Subtotal | 756 | 739 | 97.7\% | 27.7 | 4.6 | C |
| Total |  | 2,124 | 2,091 | 98.4\% | 30.3 | 5.0 | C |

Intersection 8

N 10th St/Richards Blvd

Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 23 | 24 | 104.3\% | 30.6 | 11.1 | C |
|  | Through | 11 | 9 | 80.0\% | 22.8 | 21.9 | C |
|  | Right Turn | 530 | 516 | 97.4\% | 23.5 | 8.2 | C |
|  | Subtotal | 564 | 549 | 97.4\% | 23.8 | 8.0 | C |
| SB | Left Turn | 85 | 75 | 88.0\% | 48.8 | 37.2 | D |
|  | Through | 75 | 74 | 99.2\% | 27.2 | 8.0 | C |
|  | Right Turn | 134 | 129 | 96.4\% | 8.7 | 4.1 | A |
|  | Subtotal | 294 | 278 | 94.7\% | 24.0 | 12.7 | C |
| EB | Left Turn | 58 | 55 | 94.5\% | 38.9 | 6.5 | D |
|  | Through | 755 | 711 | 94.2\% | 15.9 | 7.4 | B |
|  | Right Turn | 222 | 226 | 102.0\% | 8.4 | 3.2 | A |
|  | Subtotal | 1,035 | 992 | 95.9\% | 15.5 | 6.2 | B |
| WB | Left Turn | 15 | 16 | 104.0\% | 38.5 | 10.9 | D |
|  | Through | 516 | 514 | 99.7\% | 10.8 | 2.0 | B |
|  | Right Turn | 15 | 19 | 125.3\% | 9.5 | 7.2 | A |
|  | Subtotal | 546 | 549 | 100.5\% | 11.5 | 2.2 | B |
| Total |  | 2,439 | 2,369 | 97.1\% | 17.4 | 4.4 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Land Use Variant
PM Peak Hour

| Intersection 9 |  | Dos Rios St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 29 | 24 | 82.8\% | 35.0 | 9.2 | C |
|  | Through | 2 | 2 | 120.0\% | 11.2 | 15.9 | B |
|  | Right Turn | 71 | 62 | 87.3\% | 19.2 | 6.7 | B |
|  | Subtotal | 102 | 88 | 86.7\% | 23.9 | 5.7 | C |
| SB | Left Turn | 5 | 5 | 104.0\% | 54.5 | 42.7 | D |
|  | Through | 17 | 18 | 105.9\% | 40.6 | 28.1 | D |
|  | Right Turn | 18 | 17 | 95.6\% | 11.0 | 10.2 | B |
|  | Subtotal | 40 | 40 | 101.0\% | 30.3 | 17.7 | C |
| EB | Left Turn | 5 | 4 | 80.0\% | 37.6 | 31.6 | D |
|  | Through | 1,338 | 1,096 | 81.9\% | 45.0 | 21.8 | D |
|  | Right Turn | 27 | 30 | 109.6\% | 36.0 | 26.4 | D |
|  | Subtotal | 1,370 | 1,130 | 82.5\% | 44.8 | 21.8 | D |
| WB | Left Turn | 34 | 42 | 123.5\% | 40.0 | 7.7 | D |
|  | Through | 499 | 506 | 101.3\% | 6.9 | 1.5 | A |
|  | Right Turn | 2 | 2 | 120.0\% | 5.4 | 4.9 | A |
|  | Subtotal | 535 | 550 | 102.8\% | 9.5 | 1.7 | A |
| Total |  | 2,047 | 1,808 | 88.3\% | 32.4 | 13.7 | C |

## Intersection 10 N 12th St-N 16th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 61 | 52 | 84.6\% | 95.6 | 15.4 | F |
|  | Through | 4,068 | 3,780 | 92.9\% | 53.5 | 12.2 | D |
|  | Right Turn | 12 | 12 | 96.7\% | 64.1 | 40.8 | E |
|  | Subtotal | 4,141 | 3,844 | 92.8\% | 54.1 | 12.2 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,939 | 1,873 | 96.6\% | 29.0 | 4.0 | C |
|  | Right Turn | 475 | 491 | 103.4\% | 14.7 | 1.8 | B |
|  | Subtotal | 2,414 | 2,364 | 97.9\% | 26.0 | 3.4 | C |
| EB | Left Turn | 1,115 | 738 | 66.2\% | 167.4 | 27.5 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 117 | 101 | 86.2\% | 90.4 | 23.9 | F |
|  | Subtotal | 1,232 | 839 | 68.1\% | 158.2 | 28.9 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 2 | 0 | 20.0\% | 0.1 | 0.3 | A |
|  | Right Turn | 5 | 5 | 104.0\% | 57.9 | 42.2 | E |
|  | Subtotal | 7 | 6 | 80.0\% | 53.2 | 40.2 | D |
| Total |  | 7,794 | 7,052 | 90.5\% | 57.1 | 8.6 | E |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 11
Bercut Dr/Bannon St
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 | 706 | 224 | 31.8\% | 340.2 | 32.6 | F |
|  | Right Turn | 3 | 0 | 13.3\% | 49.8 | 133.0 | E |
|  | Subtotal | 709 | 225 | 31.7\% | 340.3 | 32.7 | F |
| SB | Left Turn | 70 | 69 | 98.9\% | 5.5 | 0.7 | A |
|  | Through | 306 | 307 | 100.4\% | 5.9 | 0.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 376 | 376 | 100.1\% | 5.8 | 0.6 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 2 | 0 | 20.0\% | 7.7 | 24.4 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 297 | 285 | 95.9\% | 65.1 | 27.9 | F |
|  | Subtotal | 299 | 285 | 95.4\% | 65.1 | 27.9 | F |
| Total |  | 1,384 | 886 | 64.0\% | 109.3 | 10.4 | F |

Intersection 12
N 16th St/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 290 | 292 | 100.7\% | 15.3 | 7.5 | C |
|  | Through Right Turn | 441 | 429 | 97.3\% | 20.0 | 10.4 | C |
|  | Subtotal | 731 | 721 | 98.7\% | 18.2 | 9.3 | C |
| SB | Left Turn <br> Through | 109 | 106 | 96.9\% | 7.1 | 0.9 | A |
|  | Right Turn | 9 | 8 | 93.3\% | 5.3 | 3.7 | A |
|  | Subtotal | 118 | 114 | 96.6\% | 7.0 | 0.9 | A |
| EB | Left Turn | 9 | 8 | 84.4\% | 6.2 | 2.1 | A |
|  | Through Right Turn | 64 | 62 | 96.9\% | 3.1 | 0.7 | A |
|  | Subtotal | 73 | 70 | 95.3\% | 3.5 | 0.7 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 922 | 905 | 98.1\% | 15.6 | 7.4 | C |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 34 | 111.0\% | 15.1 | 4.0 | B |
|  | Through Right Turn | 13 | 16 | 123.1\% | 12.7 | 5.6 | B |
|  | Subtotal | 44 | 50 | 114.5\% | 14.3 | 4.0 | B |
| SB | Left Turn <br> Through <br> Right Turn | $158$ | $\begin{gathered} 132 \\ 53 \end{gathered}$ | $\begin{aligned} & 83.5 \% \\ & 81.2 \% \end{aligned}$ | $\begin{gathered} 14.4 \\ 8.6 \end{gathered}$ | $\begin{aligned} & 2.3 \\ & 3.1 \end{aligned}$ | B |
|  | Right Turn |  |  | 81.2\% |  |  | A |
|  | Subtotal | 223 | 185 | 82.9\% | 12.7 | 1.9 | B |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 4 | 55.0\% | 10.1 | 11.1 | B |
|  | Subtotal | 8 | 4 | 55.0\% | 10.1 | 11.1 | B |
| WB | Left Turn | 79 | 70 | 88.6\% | 9.9 | 1.2 | A |
|  | Through | 1,970 | 1,888 | 95.8\% | 13.7 | 1.7 | B |
|  | Right Turn | 7 | 6 | 91.4\% | 5.3 | 2.6 | A |
|  | Subtotal | 2,056 | 1,964 | 95.5\% | 13.5 | 1.7 | B |
| Total |  | 2,331 | 2,204 | 94.5\% | 13.5 | 1.4 | B |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 18
7th St/F St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 211 | 221 | 104.8\% | 20.6 | 4.3 | C |
|  | Right Turn | 49 | 40 | 81.6\% | 16.9 | 6.2 | B |
|  | Subtotal | 260 | 261 | 100.5\% | 20.0 | 4.0 | B |
| SB | Left Turn | 495 | 447 | 90.3\% | 42.4 | 11.6 | D |
|  | Through | 419 | 296 | 70.5\% | 29.0 | 9.4 | C |
|  | Right Turn | 1 | 3 | 320.0\% | 18.9 | 25.5 | B |
|  | Subtotal | 915 | 746 | 81.5\% | 37.0 | 10.9 | D |
| EB | Left Turn | 40 | 42 | 106.0\% | 22.6 | 5.8 | C |
|  | Through | 9 | 8 | 93.3\% | 17.9 | 12.2 | B |
|  | Right Turn | 11 | 11 | 101.8\% | 4.9 | 4.4 | A |
|  | Subtotal | 60 | 62 | 103.3\% | 18.7 | 6.1 | B |
| WB | Left Turn | 83 | 72 | 86.3\% | 24.4 | 4.6 | C |
|  | Through | 3 | 4 | 133.3\% | 22.9 | 20.9 | C |
|  | Right Turn | 252 | 218 | 86.3\% | 9.5 | 1.5 | A |
|  | Subtotal | 338 | 293 | 86.7\% | 13.4 | 2.3 | B |
| Total |  | 1,573 | 1,362 | 86.6\% | 27.8 | 7.0 | C |


| Intersection 19 |  | 8th St/F St |  |  | All-way Stop |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 68 | 6 | 8.8\% | 8.0 | 5.2 | A |
|  | Through | 362 | 342 | 94.6\% | 9.0 | 0.6 | A |
|  | Right Turn | 8 | 28 | 350.0\% | 7.6 | 1.5 | A |
|  | Subtotal | 438 | 376 | 85.9\% | 8.8 | 0.6 | A |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 87 | 122 | 140.2\% | 24.6 | 4.2 | C |
|  | Through Right Turn | 602 | 507 | 84.2\% | 24.5 | 4.4 | C |
|  | Subtotal | 689 | 629 | 91.3\% | 24.5 | 4.4 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 333 | 396 | 118.8\% | 11.0 | 2.4 | B |
|  | Right Turn | 6 | 6 | 106.7\% | 6.6 | 4.5 | A |
|  | Subtotal | 339 | 402 | 118.6\% | 10.9 | 2.3 | B |
| Total |  | 1,466 | 1,407 | 96.0\% | 16.5 | 1.9 | C |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 21
7th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 179 | 110 | 61.7\% | 10.7 | 3.7 | B |
|  | Subtotal | 179 | 110 | 61.7\% | 10.7 | 3.7 | B |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 549 \\ 11 \end{gathered}$ | $\begin{gathered} 404 \\ 5 \end{gathered}$ | $\begin{aligned} & 73.7 \% \\ & 47.3 \% \end{aligned}$ | $\begin{gathered} 18.7 \\ 8.8 \end{gathered}$ | $\begin{aligned} & 3.1 \\ & 6.6 \end{aligned}$ | B |
|  | Subtotal | 560 | 410 | 73.1\% | 18.6 | 3.1 | B |
| EB | Left Turn Through Right Turn | 56 600 | 29 351 | 51.4\% | 25.9 22.7 | 4.1 2.9 | C |
|  | Subtotal | 656 | 380 | 57.9\% | 22.9 | 2.9 | C |
| WB | Left Turn | 61 | 116 | 189.5\% | 22.1 | 5.5 | C |
|  | Through | 625 | 602 | 96.3\% | 13.8 | 5.5 | B |
|  | Right Turn | 236 | 275 | 116.6\% | 7.3 | 2.6 | A |
|  | Subtotal | 922 | 992 | 107.6\% | 12.9 | 4.4 | B |
| Total |  | 2,317 | 1,892 | 81.7\% | 16.0 | 2.4 | B |

## Intersection 22

5th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 11 | 6 | 50.9\% | 26.5 | 22.4 | C |
|  | Through | 762 | 572 | 75.1\% | 9.3 | 2.7 | A |
|  | Right Turn | 224 | 136 | 60.9\% | 5.6 | 1.6 | A |
|  | Subtotal | 997 | 714 | 71.6\% | 8.9 | 2.6 | A |
| SB | Left Turn | 8 | 9 | 110.0\% | 38.2 | 38.2 | D |
|  | Through | 844 | 366 | 43.4\% | 45.7 | 23.8 | D |
|  | Right Turn | 5 | 0 | 8.0\% | 16.0 | 49.2 | B |
|  | Subtotal | 857 | 376 | 43.8\% | 45.7 | 23.6 | D |
| EB | Left Turn | 5 | 4 | 72.0\% | 10.7 | 12.9 | B |
|  | Through | 35 | 35 | 100.6\% | 19.7 | 6.8 | B |
|  | Right Turn | 5 | 4 | 88.0\% | 10.2 | 17.2 | B |
|  | Subtotal | 45 | 43 | 96.0\% | 19.3 | 7.1 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,899 | 1,133 | 59.7\% | 21.6 | 7.8 | C |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 23
6th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 480 | 365 | 76.1\% | 22.7 | 1.3 | C |
|  | Right Turn | 30 | 15 | 50.7\% | 7.3 | 2.6 | A |
|  | Subtotal | 510 | 380 | 74.6\% | 22.1 | 1.2 | C |
| SB | Left Turn | 221 | 178 | 80.4\% | 83.0 | 31.4 | F |
|  | Through | 681 | 408 | 60.0\% | 46.4 | 12.3 | D |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 902 | 586 | 65.0\% | 58.2 | 19.8 | E |
| EB | Left Turn | 64 | 63 | 98.8\% | 10.0 | 1.4 | A |
|  | Through | 176 | 91 | 51.8\% | 8.7 | 1.6 | A |
|  | Right Turn | 27 | 28 | 103.7\% | 6.2 | 2.1 | A |
|  | Subtotal | 267 | 182 | 68.3\% | 8.8 | 1.2 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,679 | 1,149 | 68.4\% | 37.6 | 7.3 | D |

Intersection 24 7th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 592 | 437 | 73.9\% | 19.9 | 4.9 | B |
|  | Through Right Turn | 1,034 | 630 | 61.0\% | 14.1 | 2.3 | B |
|  | Subtotal | 1,626 | 1,068 | 65.7\% | 16.5 | 3.4 | B |
| EB | Left Turn | 179 | 112 | 62.8\% | 6.9 | 2.0 | A |
|  | Through | 190 | 143 | 75.2\% | 6.3 | 1.2 | A |
|  | Right Turn | 131 | 117 | 89.2\% | 3.9 | 0.7 | A |
|  | Subtotal | 500 | 372 | 74.4\% | 5.7 | 0.8 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,126 | 1,440 | 67.7\% | 13.7 | 2.5 | B |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 25
8th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 701 | 738 | 105.2\% | 7.6 | 1.0 | A |
|  | Right Turn | 225 | 216 | 95.8\% | 8.4 | 1.2 | A |
|  | Subtotal | 926 | 953 | 102.9\% | 7.8 | 1.0 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 163 | 105 | 64.5\% | 9.5 | 1.3 | A |
|  | Through | 666 | 515 | 77.3\% | 8.9 | 0.7 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 829 | 620 | 74.8\% | 9.0 | 0.6 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,755 | 1,573 | 89.6\% | 8.3 | 0.7 | A |

Intersection 27 5th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 88.0\% | 15.7 | 16.9 | B |
|  | Through Right Turn | 906 | 634 | 69.9\% | 12.7 | 4.0 | B |
|  | Subtotal | 911 | 638 | 70.0\% | 12.7 | 4.0 | B |
| SB | Left Turn <br> Through <br> Right Turn | 879 | 362 | 41.2\% | 60.3 | 25.1 | E |
|  | Subtotal | 879 | 362 | 41.2\% | 60.3 | 25.1 | E |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 2,706 \\ 49 \end{gathered}$ | $\begin{gathered} 1,670 \\ 34 \end{gathered}$ | $\begin{aligned} & 61.7 \% \\ & 69.4 \% \end{aligned}$ | $\begin{aligned} & 28.0 \\ & 10.1 \end{aligned}$ | $\begin{aligned} & 7.2 \\ & 3.8 \end{aligned}$ | $\begin{aligned} & \text { C } \\ & \text { B } \end{aligned}$ |
|  | Subtotal | 2,755 | 1,704 | 61.8\% | 27.6 | 7.1 | C |
| Total |  | 4,545 | 2,704 | 59.5\% | 28.4 | 7.0 | C |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 28 6th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 191 | 140 | 73.3\% | 34.9 | 8.8 | C |
|  | Through Right Turn | 427 | 323 | 75.7\% | 35.5 | 8.4 | D |
|  | Subtotal | 618 | 463 | 75.0\% | 35.2 | 8.2 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 143 | 96 | 66.9\% | 28.1 | 7.4 | C |
|  | Right Turn | 565 | 338 | 59.9\% | 17.6 | 7.1 | B |
|  | Subtotal | 708 | 434 | 61.3\% | 19.8 | 7.3 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 18 | 8 | 46.7\% | 43.7 | 19.9 | D |
|  | Through | 1,999 | 1,292 | 64.6\% | 62.5 | 6.7 | E |
|  | Right Turn | 83 | 51 | 61.7\% | 60.4 | 7.8 | E |
|  | Subtotal | 2,100 | 1,351 | 64.3\% | 62.4 | 6.4 | E |
| Total |  | 3,426 | 2,248 | 65.6\% | 48.5 | 4.4 | D |

Intersection 29 7th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 866 \\ & 299 \end{aligned}$ | $\begin{aligned} & 746 \\ & 258 \end{aligned}$ | $\begin{aligned} & \text { 86.1\% } \\ & 86.3 \% \end{aligned}$ | $\begin{gathered} 7.9 \\ 20.6 \end{gathered}$ | $\begin{aligned} & 0.6 \\ & 9.2 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { C } \end{aligned}$ |
|  | Subtotal | 1,165 | 1,004 | 86.2\% | 11.3 | 2.5 | B |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 159 \\ 1,801 \end{gathered}$ | $\begin{gathered} 130 \\ 1,127 \end{gathered}$ | $\begin{aligned} & \hline 81.5 \% \\ & 62.6 \% \end{aligned}$ | $\begin{aligned} & 50.3 \\ & 72.3 \end{aligned}$ | $\begin{gathered} 10.0 \\ 9.4 \end{gathered}$ | $\mathrm{D}$ |
|  | Subtotal | 1,960 | 1,257 | 64.1\% | 70.1 | 9.5 | E |
| Total |  | 3,125 | 2,261 | 72.3\% | 43.8 | 4.6 | D |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 30
8th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 398 | 420 | 105.5\% | 31.7 | 14.0 | C |
|  | Through Right Turn | 798 | 876 | 109.7\% | 16.0 | 4.3 | B |
|  | Subtotal | 1,196 | 1,296 | 108.3\% | 21.2 | 7.7 | C |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 1,562 \\ 128 \end{gathered}$ | $\begin{gathered} 892 \\ 81 \end{gathered}$ | $\begin{aligned} & 57.1 \% \\ & 63.4 \% \end{aligned}$ | $\begin{aligned} & 191.5 \\ & 170.3 \end{aligned}$ | $\begin{aligned} & 54.9 \\ & 63.0 \end{aligned}$ | F |
|  | Subtotal | 1,690 | 973 | 57.6\% | 189.8 | 55.4 | F |
| Total |  | 2,886 | 2,268 | 78.6\% | 91.8 | 20.5 | F |

Intersection 31
3rd St-I-5 NB Off Ramp/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 5 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through | 529 | 491 | 92.9\% | 42.1 | 13.6 | D |
|  | Right Turn | 27 | 26 | 94.8\% | 16.5 | 9.5 | B |
|  | Subtotal | 561 | 517 | 92.1\% | 40.8 | 12.9 | D |
| SB | Left Turn | 232 | 90 | 38.6\% | 422.0 | 66.5 | F |
|  | Through Right Turn | 334 | 86 | 25.9\% | 515.1 | 81.0 | F |
|  | Subtotal | 566 | 176 | 31.1\% | 465.3 | 60.9 | F |
| EB | Left Turn | 5 | 1 | 16.0\% | 274.2 | 284.4 | F |
|  | Through | 859 | 540 | 62.8\% | 179.1 | 29.7 | F |
|  | Right Turn | 468 | 361 | 77.2\% | 71.4 | 26.5 | E |
|  | Subtotal | 1,332 | 902 | 67.7\% | 136.1 | 22.1 | F |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 146 | 149 | 101.9\% | 16.9 | 11.7 | B |
|  | Subtotal | 146 | 149 | 101.9\% | 16.9 | 11.7 | B |
| Total |  | 2,605 | 1,743 | 66.9\% | 129.9 | 14.8 | F |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 32 5th St/J St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 252 | 258 | 102.2\% | 18.1 | 5.0 | B |
|  | Right Turn | 385 | 379 | 98.4\% | 15.6 | 4.5 | B |
|  | Subtotal | 637 | 636 | 99.9\% | 16.6 | 4.6 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 659 | 378 | 57.4\% | 90.4 | 5.7 | F |
|  | Through | 1,092 | 863 | 79.0\% | 39.4 | 2.8 | D |
|  | Right Turn | 24 | 6 | 26.7\% | 28.7 | 20.1 | C |
|  | Subtotal | 1,775 | 1,248 | 70.3\% | 54.8 | 2.1 | D |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,412 | 1,884 | 78.1\% | 42.0 | 1.7 | D |

Intersection 33 7th St/J St Signal


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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 34
5th St/C St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 117 | 122 | 104.3\% | 30.3 | 3.3 | C |
|  | Through | 135 | 132 | 97.8\% | 17.7 | 5.0 | B |
|  | Right Turn | 16 | 20 | 125.0\% | 2.2 | 1.0 | A |
|  | Subtotal | 268 | 274 | 102.2\% | 22.1 | 3.0 | C |
| SB | Left Turn | 53 | 51 | 96.6\% | 33.4 | 4.0 | C |
|  | Through | 82 | 78 | 95.1\% | 22.2 | 3.9 | C |
|  | Right Turn | 14 | 14 | 100.0\% | 1.7 | 1.0 | A |
|  | Subtotal | 149 | 143 | 96.1\% | 24.3 | 2.9 | C |
| EB | Left Turn | 28 | 31 | 110.0\% | 38.6 | 13.0 | D |
|  | Through | 279 | 299 | 107.1\% | 18.7 | 3.4 | B |
|  | Right Turn | 71 | 74 | 104.8\% | 3.3 | 0.8 | A |
|  | Subtotal | 378 | 404 | 106.9\% | 17.3 | 3.1 | B |
| WB | Left Turn | 126 | 68 | 53.7\% | 32.5 | 5.9 | C |
|  | Through | 401 | 244 | 60.9\% | 17.7 | 2.1 | B |
|  | Right Turn | 78 | 51 | 65.6\% | 2.6 | 0.5 | A |
|  | Subtotal | 605 | 363 | 60.0\% | 18.4 | 2.3 | B |
| Total |  | 1,400 | 1,184 | 84.6\% | 19.6 | 2.1 | B |

## Intersection 35

5th St/C St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 26 | 28 | 107.7\% | 13.5 | 4.8 | B |
|  | Through | 11 | 9 | 83.6\% | 12.2 | 10.8 | B |
|  | Right Turn | 195 | 205 | 105.2\% | 4.4 | 0.3 | A |
|  | Subtotal | 232 | 242 | 104.5\% | 5.9 | 0.8 | A |
| SB | Left Turn | 7 | 5 | 68.6\% | 17.5 | 15.7 | B |
|  | Through | 3 | 3 | 106.7\% | 10.4 | 12.9 | B |
|  | Right Turn | 1 | 1 | 80.0\% | 0.8 | 1.7 | A |
|  | Subtotal | 11 | 9 | 80.0\% | 16.1 | 10.6 | B |
| EB | Left Turn | 3 | 2 | 80.0\% | 11.7 | 16.8 | B |
|  | Through | 327 | 345 | 105.6\% | 4.7 | 0.9 | A |
|  | Right Turn | 18 | 17 | 93.3\% | 2.1 | 2.1 | A |
|  | Subtotal | 348 | 364 | 104.7\% | 4.7 | 0.9 | A |
| WB | Left Turn | 12 | 9 | 73.3\% | 18.7 | 11.1 | B |
|  | Through | 578 | 325 | 56.2\% | 8.1 | 1.4 | A |
|  | Right Turn | 14 | 8 | 57.1\% | 4.5 | 3.0 | A |
|  | Subtotal | 604 | 342 | 56.6\% | 8.4 | 1.3 | A |
| Total |  | 1,195 | 957 | 80.1\% | 6.4 | 0.4 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

| Intersection 64 |  | 5th St/G St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 685 | 518 | 75.7\% | 20.8 | 3.2 | C |
|  | Right Turn | 82 | 51 | 62.4\% | 16.4 | 3.7 | B |
|  | Subtotal | 767 | 570 | 74.3\% | 20.4 | 3.0 | C |
| SB | Left Turn | 380 | 148 | 39.1\% | 286.5 | 36.0 | F |
|  | Through | 600 | 221 | 36.8\% | 277.1 | 41.0 | F |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 980 | 369 | 37.7\% | 280.5 | 38.4 | F |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 257 | 190 | 74.1\% | 33.0 | 26.9 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 103 | 89 | 86.6\% | 8.1 | 8.3 | A |
|  | Subtotal | 360 | 280 | 77.7\% | 25.0 | 20.9 | C |
| Total |  | 2,107 | 1,218 | 57.8\% | 99.1 | 8.2 | F |

## Intersection 65

6th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 15 | 9 | 61.3\% | 23.5 | 14.0 | C |
|  | Through | 461 | 336 | 72.8\% | 7.0 | 0.9 | A |
|  | Right Turn | 68 | 57 | 83.5\% | 3.9 | 0.6 | A |
|  | Subtotal | 544 | 402 | 73.8\% | 7.0 | 0.8 | A |
| SB | Left Turn | 258 | 190 | 73.5\% | 142.7 | 62.6 | F |
|  | Through | 496 | 448 | 90.4\% | 133.8 | 67.5 | F |
|  | Right Turn | 89 | 42 | 46.7\% | 121.8 | 72.4 | F |
|  | Subtotal | 843 | 680 | 80.6\% | 135.8 | 66.2 | F |
| EB | Left Turn | 2 | 0 | 20.0\% | 3.7 | 11.7 | A |
|  | Through | 330 | 137 | 41.6\% | 23.8 | 19.1 | C |
|  | Right Turn | 130 | 54 | 41.2\% | 35.9 | 25.9 | D |
|  | Subtotal | 462 | 191 | 41.4\% | 27.3 | 20.6 | C |
| WB | Left Turn | 67 | 59 | 87.8\% | 87.5 | 77.3 | F |
|  | Through | 256 | 247 | 96.6\% | 20.4 | 8.7 | C |
|  | Right Turn | 313 | 280 | 89.6\% | 16.3 | 5.6 | B |
|  | Subtotal | 636 | 586 | 92.2\% | 23.6 | 8.5 | C |
| Total |  | 2,485 | 1,859 | 74.8\% | 58.7 | 18.8 | E |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Land Use Variant
PM Peak Hour

Intersection 13 N 7th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 94 | 85 | 90.6\% | 35.3 | 6.7 | D |
|  | Through | 274 | 230 | 84.1\% | 17.3 | 4.2 | B |
|  | Right Turn | 271 | 225 | 83.1\% | 15.4 | 3.8 | B |
|  | Subtotal | 639 | 541 | 84.6\% | 19.5 | 2.9 | B |
| SB | Left Turn | 5 | 6 | 112.0\% | 48.9 | 38.0 | D |
|  | Through | 319 | 338 | 105.8\% | 25.3 | 6.3 | C |
|  | Right Turn | 39 | 35 | 90.3\% | 24.6 | 7.0 | C |
|  | Subtotal | 363 | 378 | 104.2\% | 25.5 | 6.4 | C |
| EB | Left Turn | 267 | 198 | 74.3\% | 30.5 | 3.3 | C |
|  | Through | 173 | 135 | 78.2\% | 16.9 | 3.3 | B |
|  | Right Turn | 5 | 5 | 104.0\% | 13.0 | 14.9 | B |
|  | Subtotal | 445 | 339 | 76.1\% | 24.8 | 2.6 | C |
| WB | Left Turn | 5 | 6 | 120.0\% | 31.5 | 20.0 | C |
|  | Through | 186 | 133 | 71.4\% | 32.5 | 5.9 | C |
|  | Right Turn | 29 | 25 | 86.9\% | 16.7 | 7.9 | B |
|  | Subtotal | 220 | 164 | 74.5\% | 29.9 | 5.3 | C |
| Total |  | 1,667 | 1,422 | 85.3\% | 23.5 | 3.4 | C |

## Intersection 14

Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 85 | 19 | 22.1\% | 507.2 | 160.1 | F |
|  | Through Right Turn | 320 | 148 | 46.1\% | 250.2 | 124.6 | F |
|  | Subtotal | 405 | 166 | 41.1\% | 279.7 | 127.6 | F |
| SB | Left Turn | 35 | 39 | 110.9\% | 43.4 | 21.7 | D |
|  | Through | 212 | 202 | 95.3\% | 44.9 | 18.3 | D |
|  | Right Turn | 7 | 5 | 68.6\% | 20.3 | 16.5 | C |
|  | Subtotal | 254 | 246 | 96.7\% | 44.4 | 18.4 | D |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 691 | 434 | 62.9\% | 143.6 | 38.9 | F |
|  | Right Turn | 191 | 111 | 58.2\% | 129.3 | 40.5 | F |
|  | Subtotal | 882 | 546 | 61.9\% | 140.6 | 39.0 | F |
| SW | Left Turn | 27 | 27 | 99.3\% | 30.7 | 8.3 | C |
|  | Through | 2,125 | 2,098 | 98.7\% | 30.7 | 2.1 | C |
|  | Right Turn | 10 | 11 | 108.0\% | 31.9 | 14.9 | C |
|  | Subtotal | 2,162 | 2,136 | 98.8\% | 30.8 | 2.1 | C |
| Total |  | 3,703 | 3,093 | 83.5\% | 62.4 | 9.6 | E |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 15 N 16th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 113 | 118 | 104.1\% | 15.9 | 2.3 | B |
|  | Through | 3,125 | 3,167 | 101.3\% | 15.8 | 0.8 | B |
|  | Right Turn | 2 | 1 | 40.0\% | 3.6 | 6.9 | A |
|  | Subtotal | 3,240 | 3,285 | 101.4\% | 15.8 | 0.8 | B |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 678 | 439 | 64.8\% | 29.0 | 1.4 | C |
|  | Through Right Turn | 3 | 2 | 66.7\% | 18.8 | 18.3 | B |
|  | Subtotal | 681 | 441 | 64.8\% | 29.0 | 1.4 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 22 | 16 | 74.5\% | 11.8 | 5.6 | B |
|  | Right Turn | 3 | 3 | 106.7\% | 5.0 | 7.0 | A |
|  | Subtotal | 25 | 20 | 78.4\% | 11.1 | 5.8 | B |
| Total |  | 3,946 | 3,746 | 94.9\% | 17.4 | 0.7 | B |

## Intersection 38

5th St/Bannon St-N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 388 | 329 | 84.8\% | 7.9 | 1.2 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 9 | 10 | 106.7\% | 3.3 | 1.9 | A |
|  | Subtotal | 397 | 339 | 85.3\% | 7.8 | 1.2 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 17 | 21 | 124.7\% | 5.6 | 2.3 | A |
|  | Right Turn | 143 | 153 | 107.1\% | 3.4 | 0.6 | A |
|  | Subtotal | 160 | 174 | 109.0\% | 3.6 | 0.7 | A |
| WB | Left Turn | 8 | 2 | 25.0\% | 2.9 | 4.6 | A |
|  | Through | 323 | 258 | 79.9\% | 7.7 | 1.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 331 | 260 | 78.5\% | 7.7 | 1.9 | A |
| Total |  | 888 | 773 | 87.1\% | 6.8 | 1.1 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 39
6th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 39 | 33 | 84.1\% | 7.1 | 2.2 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 422 | 314 | 74.5\% | 6.1 | 0.5 | A |
|  | Subtotal | 461 | 347 | 75.3\% | 6.3 | 0.4 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 23 | 22 | 95.7\% | 9.1 | 3.4 | A |
|  | Right Turn | 29 | 32 | 110.3\% | 3.8 | 0.6 | A |
|  | Subtotal | 52 | 54 | 103.8\% | 5.9 | 1.7 | A |
| WB | Left Turn | 27 | 23 | 84.4\% | 22.3 | 6.1 | C |
|  | Through | 292 | 233 | 79.7\% | 8.2 | 1.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 319 | 256 | 80.1\% | 9.4 | 1.4 | A |
| Total |  | 832 | 657 | 78.9\% | 7.5 | 0.7 | A |

## Intersection 40

8th St/N B St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 72.0\% | 4.2 | 3.9 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 229 | 167 | 73.0\% | 5.6 | 0.8 | A |
|  | Subtotal | 234 | 171 | 73.0\% | 5.7 | 0.9 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 444 | 366 | 82.4\% | 5.5 | 0.4 | A |
|  | Right Turn | 5 | 2 | 40.0\% | 2.0 | 2.7 | A |
|  | Subtotal | 449 | 368 | 82.0\% | 5.5 | 0.4 | A |
| WB | Left Turn | 5 | 4 | 80.0\% | 7.1 | 5.1 | A |
|  | Through | 215 | 159 | 74.0\% | 6.5 | 1.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 220 | 163 | 74.2\% | 6.6 | 1.1 | A |
| Total |  | 903 | 702 | 77.7\% | 5.8 | 0.4 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

| Intersection 41 |  | 10th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 3 | 64.0\% | 20.2 | 22.8 | C |
|  | Through | 379 | 324 | 85.6\% | 18.7 | 5.9 | B |
|  | Right Turn | 391 | 330 | 84.5\% | 20.1 | 11.3 | C |
|  | Subtotal | 775 | 658 | 84.9\% | 19.5 | 8.7 | B |
| SB | Left Turn | 20 | 0 | 0.0\% | 482.8 | 108.1 | F |
|  | Through | 22 | 2 | 7.3\% | 452.7 | 187.8 | F |
|  | Right Turn | 1 | 0 | 0.0\% | 217.8 | 279.4 | F |
|  | Subtotal | 43 | 2 | 3.7\% | 42.2 | 97.7 | D |
| EB | Left Turn | 210 | 153 | 73.0\% | 23.3 | 4.9 | C |
|  | Through | 471 | 381 | 80.9\% | 15.1 | 3.4 | B |
|  | Right Turn | 5 | 3 | 64.0\% | 4.3 | 6.2 | A |
|  | Subtotal | 686 | 538 | 78.4\% | 17.5 | 2.8 | B |
| WB | Left Turn | 219 | 129 | 59.0\% | 49.2 | 31.9 | D |
|  | Through | 110 | 57 | 52.0\% | 18.3 | 6.2 | B |
|  | Right Turn | 3 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Subtotal | 332 | 186 | 56.1\% | 40.5 | 25.2 | D |
| Total |  | 1,836 | 1,384 | 75.4\% | 21.6 | 6.8 | C |

Intersection 42
Bercut Dr/South Park St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 394 | 349 | 88.6\% | 1.8 | 0.3 | A |
|  | Subtotal | 394 | 349 | 88.6\% | 1.8 | 0.3 | A |
| SB | Left Turn | 155 | 144 | 93.2\% | 5.7 | 1.0 | A |
|  | Through Right Turn | 108 | 107 | 99.3\% | 1.6 | 0.6 | A |
|  | Subtotal | 263 | 252 | 95.7\% | 4.0 | 0.7 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | 309 | 308 | 99.7\% | 11.3 | 2.4 | B |
|  | Subtotal | 309 | 308 | 99.7\% | 11.3 | 2.4 | B |
| Total |  | 966 | 909 | 94.1\% | 5.7 | 1.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Land Use Variant
PM Peak Hour

Intersection 43 5th St/South Park St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 65 | 44 | 67.1\% | 37.0 | 5.5 | D |
|  | Through | 299 | 246 | 82.4\% | 20.5 | 5.0 | C |
|  | Right Turn | 152 | 114 | 75.3\% | 17.4 | 4.3 | B |
|  | Subtotal | 516 | 404 | 78.4\% | 21.4 | 4.1 | C |
| SB | Left Turn | 43 | 41 | 95.8\% | 29.6 | 3.7 | C |
|  | Through | 106 | 112 | 105.3\% | 14.8 | 3.8 | B |
|  | Right Turn | 2 | 3 | 160.0\% | 3.1 | 4.0 | A |
|  | Subtotal | 151 | 156 | 103.3\% | 18.6 | 2.5 | B |
| EB | Left Turn | 4 | 2 | 60.0\% | 4.7 | 5.5 | A |
|  | Through | 142 | 136 | 95.5\% | 21.3 | 2.8 | C |
|  | Right Turn | 20 | 18 | 88.0\% | 15.1 | 4.6 | B |
|  | Subtotal | 166 | 156 | 93.7\% | 20.4 | 2.5 | C |
| WB | Left Turn | 19 | 14 | 75.8\% | 28.2 | 6.1 | C |
|  | Through | 8 | 9 | 110.0\% | 21.4 | 16.5 | C |
|  | Right Turn | 94 | 94 | 100.4\% | 10.8 | 1.6 | B |
|  | Subtotal | 121 | 118 | 97.2\% | 14.2 | 2.1 | B |
| Total |  | 954 | 834 | 87.4\% | 19.7 | 2.2 | B |

## Intersection 44

Judah St/South Park St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 32 | 28 | 86.3\% | 7.2 | 2.3 | A |
|  | Through | 5 | 4 | 80.0\% | 6.6 | 4.3 | A |
|  | Right Turn | 65 | 57 | 87.4\% | 5.3 | 1.4 | A |
|  | Subtotal | 102 | 88 | 86.7\% | 6.0 | 1.6 | A |
| SB | Left Turn | 1 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through | 5 | 8 | 160.0\% | 6.3 | 5.0 | A |
|  | Right Turn | 11 | 10 | 94.5\% | 4.7 | 2.1 | A |
|  | Subtotal | 17 | 18 | 108.2\% | 6.4 | 2.1 | A |
| EB | Left Turn | 26 | 25 | 96.9\% | 3.6 | 1.0 | A |
|  | Through | 287 | 248 | 86.6\% | 1.9 | 0.4 | A |
|  | Right Turn | 24 | 20 | 81.7\% | 1.4 | 0.8 | A |
|  | Subtotal | 337 | 293 | 87.0\% | 2.0 | 0.4 | A |
| WB | Left Turn | 27 | 22 | 81.5\% | 6.6 | 5.8 | A |
|  | Through | 78 | 79 | 101.5\% | 2.5 | 0.6 | A |
|  | Right Turn | 42 | 36 | 86.7\% | 2.4 | 0.5 | A |
|  | Subtotal | 147 | 138 | 93.6\% | 2.9 | 0.6 | A |
| Total |  | 603 | 538 | 89.2\% | 3.1 | 0.5 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 45 6th St/South Park St All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 42 | 37 | 88.6\% | 14.9 | 6.4 | B |
|  | Through | 355 | 266 | 74.8\% | 29.7 | 9.5 | D |
|  | Right Turn | 206 | 146 | 71.1\% | 27.8 | 9.5 | D |
|  | Subtotal | 603 | 449 | 74.5\% | 27.9 | 9.1 | D |
| SB | Left Turn | 1 | 1 | 80.0\% | 1.7 | 3.9 | A |
|  | Through | 62 | 60 | 96.8\% | 9.9 | 1.8 | A |
|  | Right Turn | 1 | 2 | 200.0\% | 2.0 | 4.2 | A |
|  | Subtotal | 64 | 63 | 98.1\% | 9.9 | 1.7 | A |
| EB | Left Turn | 114 | 96 | 84.2\% | 17.0 | 10.7 | C |
|  | Through | 178 | 156 | 87.4\% | 18.0 | 7.4 | C |
|  | Right Turn | 61 | 56 | 91.8\% | 15.7 | 11.3 | C |
|  | Subtotal | 353 | 308 | 87.1\% | 17.3 | 9.0 | C |
| WB | Left Turn | 91 | 82 | 90.1\% | 10.2 | 2.3 | B |
|  | Through | 104 | 100 | 96.5\% | 11.5 | 2.0 | B |
|  | Right Turn | 5 | 5 | 104.0\% | 8.4 | 7.1 | A |
|  | Subtotal | 200 | 188 | 93.8\% | 10.9 | 2.0 | B |
| Total |  | 1,220 | 1,007 | 82.6\% | 20.5 | 6.7 | C |

[^66]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 134 | 114 | 85.4\% | 8.5 | 1.6 | A |
|  | Through Right Turn | 240 | 213 | 88.7\% | 5.4 | 1.3 | A |
|  | Subtotal | 374 | 327 | 87.5\% | 6.5 | 1.0 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 142 | 142 | 99.7\% | 6.4 | 0.9 | A |
|  | Right Turn | 66 | 75 | 113.3\% | 4.8 | 1.1 | A |
|  | Subtotal | 208 | 216 | 104.0\% | 5.9 | 0.7 | A |
| EB | Left Turn | 292 | 231 | 79.2\% | 8.3 | 0.9 | A |
|  | Through Right Turn | 93 | 72 | 77.0\% | 5.8 | 1.0 | A |
|  | Subtotal | 385 | 303 | 78.6\% | 7.8 | 0.7 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 967 | 846 | 87.5\% | 6.8 | 0.5 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 47 Railyards Blvd/Jibboom St Uncontrolled

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn | 401 | 409 | 101.9\% | 0.7 | 0.2 | A |
|  | Subtotal | 401 | 409 | 101.9\% | 0.7 | 0.2 | A |
| WB | Left Turn <br> Through <br> Right Turn | 606 | 562 | 92.7\% | 1.6 | 0.1 | A |
|  | Subtotal | 606 | 562 | 92.7\% | 1.6 | 0.1 | A |
| Total |  | 1,007 | 970 | 96.4\% | 1.2 | 0.1 | A |

[^67]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 123 | 124 | 100.8\% | 25.9 | 6.4 | C |
|  | Through Right Turn | 111 | 106 | 95.1\% | 11.4 | 2.1 | B |
|  | Subtotal | 234 | 230 | 98.1\% | 19.4 | 4.1 | B |
| SB | Left Turn | 38 | 31 | 82.1\% | 28.1 | 3.8 | C |
|  | Through Right Turn | 70 | 77 | 109.7\% | 11.1 | 2.6 | B |
|  | Subtotal | 108 | 108 | 100.0\% | 16.0 | 2.6 | B |
| EB | Left Turn <br> Through | 326 | 336 | 103.1\% | 11.5 | 1.5 | B |
|  | Right Turn | 75 | 72 | 96.0\% | 5.7 | 1.5 | A |
|  | Subtotal | 401 | 408 | 101.7\% | 10.4 | 1.4 | B |
| WB | Left Turn | 1 | 0 | 40.0\% | 6.1 | 3.8 | A |
|  | Through | 483 | 438 | 90.7\% | 15.6 | 2.0 | B |
|  | Right Turn | 283 | 250 | 88.2\% | 9.2 | 1.3 | A |
|  | Subtotal | 767 | 688 | 89.7\% | 13.3 | 1.6 | B |
| Total |  | 1,510 | 1,434 | 94.9\% | 13.7 | 1.5 | B |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 49 PH Garage Entry/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 227 | 212 | 93.4\% | 11.3 | 1.2 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 131 | 118 | 90.1\% | 8.1 | 1.5 | A |
|  | Subtotal | 358 | 330 | 92.2\% | 10.1 | 1.2 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 263 | 506 | 192.2\% | 8.9 | 2.0 | A |
|  | Right Turn | 111 | 108 | 97.7\% | 9.1 | 3.0 | A |
|  | Subtotal | 374 | 614 | 164.2\% | 8.9 | 2.2 | A |
| WB | Left Turn | 105 | 81 | 77.3\% | 20.2 | 5.9 | C |
|  | Through | 375 | 364 | 97.1\% | 7.8 | 1.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 480 | 445 | 92.8\% | 10.1 | 2.0 | B |
| Total |  | 1,212 | 1,389 | 114.6\% | 9.6 | 1.3 | A |

Intersection 50 HSB Entry-Huntington St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 8 | 11 | 135.0\% | 21.1 | 8.7 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 278 | 270 | 97.0\% | 12.8 | 2.8 | B |
|  | Subtotal | 286 | 280 | 98.0\% | 13.0 | 2.8 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 678 | 661 | 97.5\% | 11.4 | 3.5 | B |
|  | Right Turn | 1 | 2 | 240.0\% | 4.8 | 9.0 | A |
|  | Subtotal | 679 | 663 | 97.7\% | 11.4 | 3.5 | B |
| WB | Left Turn | 11 | 8 | 69.1\% | 24.4 | 16.6 | C |
|  | Through | 536 | 443 | 82.7\% | 9.6 | 1.3 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 547 | 451 | 82.4\% | 9.8 | 1.3 | A |
| Total |  | 1,512 | 1,394 | 92.2\% | 11.2 | 2.2 | B |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 51 5th St-Stanford St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 147 | 117 | 79.7\% | 94.5 | 15.3 | F |
|  | Through | 356 | 298 | 83.8\% | 47.1 | 8.3 | D |
|  | Right Turn | 40 | 31 | 78.0\% | 39.6 | 9.8 | D |
|  | Subtotal | 543 | 447 | 82.3\% | 59.0 | 9.0 | E |
| SB | Left Turn | 20 | 17 | 84.0\% | 68.5 | 33.7 | E |
|  | Through | 108 | 110 | 102.2\% | 52.9 | 21.8 | D |
|  | Right Turn | 17 | 18 | 108.2\% | 29.9 | 22.5 | C |
|  | Subtotal | 145 | 146 | 100.4\% | 51.9 | 20.1 | D |
| EB | Left Turn | 52 | 38 | 73.1\% | 57.8 | 9.9 | E |
|  | Through | 1,140 | 870 | 76.3\% | 38.4 | 10.0 | D |
|  | Right Turn | 262 | 186 | 70.8\% | 32.6 | 16.4 | C |
|  | Subtotal | 1,454 | 1,094 | 75.2\% | 38.1 | 10.2 | D |
| WB | Left Turn | 19 | 14 | 73.7\% | 72.7 | 42.0 | E |
|  | Through | 479 | 391 | 81.6\% | 12.6 | 2.4 | B |
|  | Right Turn | 108 | 85 | 78.9\% | 10.8 | 4.4 | B |
|  | Subtotal | 606 | 490 | 80.9\% | 14.1 | 3.3 | B |
| Total |  | 2,748 | 2,176 | 79.2\% | 37.8 | 6.5 | D |

## Intersection 52

Judah St/Railyards Blvd
Side-street Stop

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 45 | 39 | 86.2\% | 8.4 | 4.0 | A |
|  | Subtotal | 45 | 39 | 86.2\% | 8.4 | 4.0 | A |
| EB | Left Turn <br> Through <br> Right Turn | 1,200 | 913 | 76.1\% | 12.7 | 4.4 | B |
|  | Subtotal | 1,200 | 913 | 76.1\% | 12.7 | 4.4 | B |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 561 \\ 56 \end{gathered}$ | $\begin{gathered} 457 \\ 42 \end{gathered}$ | $\begin{aligned} & 81.5 \% \\ & 74.3 \% \end{aligned}$ | $\begin{aligned} & 2.8 \\ & 1.6 \end{aligned}$ | $\begin{aligned} & 0.6 \\ & 0.5 \end{aligned}$ | A |
|  | Subtotal | 617 | 499 | 80.8\% | 2.7 | 0.5 | A |
| Total |  | 1,862 | 1,451 | 77.9\% | 9.2 | 2.8 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Land Use Variant
PM Peak Hour

Intersection 53 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 30 | 20 | 68.0\% | 41.6 | 15.8 | D |
|  | Through | 329 | 256 | 77.9\% | 32.0 | 5.2 | C |
|  | Right Turn | 270 | 222 | 82.4\% | 9.7 | 2.6 | A |
|  | Subtotal | 629 | 499 | 79.4\% | 22.4 | 3.2 | C |
| SB | Left Turn | 74 | 66 | 89.2\% | 46.9 | 9.7 | D |
|  | Through | 113 | 110 | 97.3\% | 27.6 | 7.2 | C |
|  | Right Turn | 27 | 28 | 102.2\% | 23.0 | 21.5 | C |
|  | Subtotal | 214 | 204 | 95.1\% | 32.5 | 6.3 | C |
| EB | Left Turn | 259 | 191 | 73.7\% | 55.8 | 8.4 | E |
|  | Through | 917 | 694 | 75.7\% | 43.1 | 9.2 | D |
|  | Right Turn | 24 | 15 | 61.7\% | 23.7 | 14.1 | C |
|  | Subtotal | 1,200 | 900 | 75.0\% | 45.6 | 9.1 | D |
| WB | Left Turn | 247 | 191 | 77.4\% | 31.8 | 5.3 | C |
|  | Through | 560 | 453 | 80.9\% | 19.9 | 4.2 | B |
|  | Right Turn | 15 | 12 | 80.0\% | 22.4 | 21.8 | C |
|  | Subtotal | 822 | 656 | 79.9\% | 23.4 | 4.1 | C |
| Total |  | 2,865 | 2,259 | 78.8\% | 32.8 | 4.0 | C |

## Intersection 54

7th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 175 | 182 | 104.2\% | 57.1 | 11.1 | E |
|  | Through | 161 | 160 | 99.4\% | 56.2 | 14.5 | E |
|  | Right Turn | 182 | 176 | 96.9\% | 46.6 | 12.0 | D |
|  | Subtotal | 518 | 519 | 100.2\% | 53.3 | 11.4 | D |
| SB | Left Turn | 2 | 2 | 120.0\% | 23.8 | 31.5 | C |
|  | Through | 203 | 192 | 94.8\% | 35.4 | 6.2 | D |
|  | Right Turn | 30 | 27 | 90.7\% | 12.8 | 8.0 | B |
|  | Subtotal | 235 | 222 | 94.5\% | 32.8 | 5.9 | C |
| EB | Left Turn | 208 | 159 | 76.3\% | 30.1 | 8.3 | C |
|  | Through | 529 | 391 | 73.9\% | 33.0 | 10.7 | C |
|  | Right Turn | 524 | 424 | 80.8\% | 8.1 | 1.8 | A |
|  | Subtotal | 1,261 | 973 | 77.2\% | 22.0 | 4.8 | C |
| WB | Left Turn | 53 | 46 | 86.0\% | 117.5 | 20.7 | F |
|  | Through | 617 | 448 | 72.5\% | 152.1 | 28.9 | F |
|  | Right Turn | 5 | 3 | 64.0\% | 115.4 | 38.8 | F |
|  | Subtotal | 675 | 496 | 73.5\% | 149.1 | 28.9 | F |
| Total |  | 2,689 | 2,210 | 82.2\% | 59.0 | 5.6 | E |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 55
8th St/Railyards Blvd
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through | 5 | 2 | 32.0\% | 21.5 | 47.2 | C |
|  | Right Turn | 5 | 3 | 64.0\% | 49.8 | 77.1 | E |
|  | Subtotal | 10 | 5 | 48.0\% | 47.2 | 72.3 | E |
| EB | Left Turn | 229 | 169 | 73.7\% | 26.9 | 5.4 | D |
|  | Through | 484 | 401 | 82.8\% | 4.3 | 0.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 713 | 570 | 79.9\% | 11.0 | 1.9 | B |
| WB | Left Turn <br> Through <br> Right Turn | 670 | 509 | 76.0\% | 105.9 | 35.0 | F |
|  | Subtotal | 670 | 509 | 76.0\% | 105.9 | 35.0 | F |
| Total |  | 1,393 | 1,084 | 77.8\% | 55.5 | 15.1 | F |

[^68]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 5 | 3 | 56.0\% | 16.0 | 18.6 | B |
|  | Right Turn | 5 | 3 | 56.0\% | 14.5 | 17.9 | B |
|  | Subtotal | 10 | 6 | 56.0\% | 20.4 | 19.0 | C |
| EB | Left Turn <br> Through <br> Right Turn | 398 | 323 | 81.1\% | 27.8 | 5.2 | C |
|  | Subtotal | 398 | 323 | 81.1\% | 27.8 | 5.2 | C |
| WB | Left Turn <br> Through <br> Right Turn | 593 | 524 | 88.4\% | 28.2 | 19.2 | C |
|  | Subtotal | 593 | 524 | 88.4\% | 28.2 | 19.2 | C |
| Total |  | 1,001 | 853 | 85.2\% | 28.0 | 11.8 | C |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 57
Bercut Dr/Camille Ln
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 234 | 231 | 98.8\% | 19.8 | 8.1 | C |
|  | Right Turn | 319 | 322 | 100.8\% | 16.0 | 8.4 | C |
|  | Subtotal | 553 | 553 | 100.0\% | 17.6 | 8.3 | C |
| SB | Left Turn <br> Through <br> Right Turn | 146 | 149 | 101.9\% | 9.4 | 1.6 | A |
|  | Subtotal | 146 | 149 | 101.9\% | 9.4 | 1.6 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through Right Turn | 193 | 147 | 76.1\% | 6.7 | 0.9 | A |
|  | Subtotal | 193 | 147 | 76.1\% | 6.7 | 0.9 | A |
| Total |  | 892 | 848 | 95.1\% | 14.4 | 5.9 | B |


| Intersection 58 |  | Hungtington St/Camille Ln |  |  | Side-street Stop |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Demand | Served | me (vph) |  | Delay (sec/v |  |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 114 | 96 | 84.6\% | 25.8 | 24.8 | D |
|  | Through <br> Right Turn | 72 | 57 | 79.4\% | 17.2 | 13.9 | C |
|  | Subtotal | 186 | 154 | 82.6\% | 22.2 | 19.6 | C |
| EB | Left Turn | 91 | 103 | 113.0\% | 8.1 | 10.3 | A |
|  | Through | 310 | 296 | 95.4\% | 6.7 | 14.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 401 | 398 | 99.4\% | 7.0 | 13.5 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 160 | 124 | 77.5\% | 1.5 | 0.4 | A |
|  | Right Turn | 284 | 237 | 83.4\% | 0.5 | 0.1 | A |
|  | Subtotal | 444 | 361 | 81.3\% | 0.8 | 0.2 | A |
| Total |  | 1,031 | 913 | 88.5\% | 6.9 | 8.2 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 59 Stanford St/Camille Ln All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 15 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through | 131 | 154 | 117.3\% | 19.6 | 7.2 | C |
|  | Right Turn | 35 | 115 | 328.0\% | 16.1 | 8.9 | C |
|  | Subtotal | 181 | 268 | 148.3\% | 18.1 | 7.8 | C |
| SB | Left Turn | 26 | 9 | 33.8\% | 17.7 | 9.0 | C |
|  | Through | 6 | 20 | 326.7\% | 9.3 | 2.5 | A |
|  | Right Turn | 9 | 10 | 111.1\% | 12.1 | 2.3 | B |
|  | Subtotal | 41 | 38 | 93.7\% | 12.5 | 2.3 | B |
| EB | Left Turn | 50 | 73 | 145.6\% | 44.0 | 14.8 | E |
|  | Through | 482 | 404 | 83.9\% | 47.3 | 11.4 | E |
|  | Right Turn | 15 | 2 | 13.3\% | 20.8 | 29.4 | C |
|  | Subtotal | 547 | 479 | 87.6\% | 46.8 | 11.8 | E |
| WB | Left Turn | 30 | 34 | 113.3\% | 27.3 | 8.0 | D |
|  | Through | 397 | 340 | 85.6\% | 29.4 | 8.2 | D |
|  | Right Turn | 5 | 4 | 80.0\% | 17.0 | 18.0 | C |
|  | Subtotal | 432 | 378 | 87.5\% | 29.2 | 7.7 | D |
| Total |  | 1,201 | 1,164 | 96.9\% | 33.3 | 7.4 | D |

```
Intersection 60
```

5th St/Camille Ln
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 159 | 157 | 98.6\% | 50.8 | 10.8 | D |
|  | Through | 321 | 252 | 78.5\% | 47.0 | 10.9 | D |
|  | Right Turn | 28 | 19 | 67.1\% | 38.4 | 23.6 | D |
|  | Subtotal | 508 | 428 | 84.2\% | 48.2 | 9.1 | D |
| SB | Left Turn | 197 | 158 | 80.2\% | 83.0 | 36.8 | F |
|  | Through | 339 | 301 | 88.8\% | 49.1 | 16.7 | D |
|  | Right Turn | 5 | 3 | 64.0\% | 22.1 | 16.6 | C |
|  | Subtotal | 541 | 462 | 85.5\% | 60.0 | 21.5 | E |
| EB | Left Turn | 65 | 55 | 84.3\% | 92.1 | 43.4 | F |
|  | Through | 278 | 246 | 88.3\% | 41.7 | 14.1 | D |
|  | Right Turn | 200 | 210 | 104.8\% | 38.6 | 15.3 | D |
|  | Subtotal | 543 | 510 | 93.9\% | 46.1 | 12.3 | D |
| WB | Left Turn | 52 | 32 | 60.8\% | 92.7 | 49.4 | F |
|  | Through | 268 | 212 | 79.0\% | 42.2 | 11.9 | D |
|  | Right Turn | 193 | 158 | 81.7\% | 36.7 | 13.9 | D |
|  | Subtotal | 513 | 401 | 78.1\% | 44.5 | 15.2 | D |
| Total |  | 2,105 | 1,801 | 85.5\% | 49.2 | 8.5 | D |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Land Use Variant PM Peak Hour

Intersection 61 6th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 244 | 200 | 82.0\% | 100.2 | 62.4 | F |
|  | Through Right Turn | 331 | 329 | 99.3\% | 85.8 | 64.5 | F |
|  | Subtotal | 575 | 529 | 92.0\% | 91.4 | 64.0 | F |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 229 | 205 | 89.6\% | 24.3 | 15.3 | C |
|  | Right Turn | 149 | 111 | 74.6\% | 17.1 | 11.0 | B |
|  | Subtotal | 378 | 316 | 83.7\% | 21.7 | 13.7 | C |
| EB | Left Turn | 214 | 164 | 76.6\% | 22.5 | 7.9 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 361 | 312 | 86.5\% | 23.6 | 15.0 | C |
|  | Subtotal | 575 | 476 | 82.9\% | 23.4 | 12.5 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,528 | 1,322 | 86.5\% | 47.2 | 22.8 | D |

## Intersection 62

5th St/Stevens St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 152 | 118 | 77.4\% | 108.4 | 38.3 | F |
|  | Through | 473 | 388 | 81.9\% | 115.4 | 41.7 | F |
|  | Right Turn | 163 | 126 | 77.1\% | 107.4 | 38.8 | F |
|  | Subtotal | 788 | 631 | 80.1\% | 112.4 | 39.1 | F |
| SB | Left Turn | 26 | 9 | 35.4\% | 46.4 | 26.0 | D |
|  | Through | 550 | 521 | 94.7\% | 28.3 | 4.4 | C |
|  | Right Turn | 15 | 10 | 66.7\% | 23.3 | 15.7 | C |
|  | Subtotal | 591 | 540 | 91.4\% | 28.5 | 4.3 | C |
| EB | Left Turn | 30 | 35 | 116.0\% | 46.5 | 22.0 | D |
|  | Through | 216 | 197 | 91.3\% | 42.2 | 17.5 | D |
|  | Right Turn | 186 | 180 | 96.6\% | 38.4 | 16.7 | D |
|  | Subtotal | 432 | 412 | 95.3\% | 41.1 | 17.7 | D |
| WB | Left Turn | 202 | 146 | 72.1\% | 80.8 | 33.2 | F |
|  | Through | 58 | 47 | 80.7\% | 77.7 | 31.9 | E |
|  | Right Turn | 5 | 8 | 152.0\% | 59.9 | 27.2 | E |
|  | Subtotal | 265 | 200 | 75.5\% | 79.7 | 31.4 | E |
| Total |  | 2,076 | 1,782 | 85.9\% | 66.3 | 15.2 | E |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Land Use Variant

Intersection 63
6th St/Stevens St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 135 | 113 | 83.6\% | 136.2 | 107.9 | F |
|  | Through Right Turn | 610 | 558 | 91.5\% | 72.0 | 64.7 | F |
|  | Subtotal | 745 | 671 | 90.1\% | 82.8 | 71.7 | F |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 575 | 483 | 84.0\% | 4.5 | 2.1 | A |
|  | Right Turn | 87 | 91 | 104.8\% | 9.2 | 5.3 | A |
|  | Subtotal | 662 | 574 | 86.7\% | 5.3 | 2.7 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 268 | 216 | 80.7\% | 13.1 | 2.8 | B |
|  | Subtotal | 268 | 216 | 80.7\% | 13.1 | 2.8 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,675 | 1,462 | 87.3\% | 37.5 | 25.0 | E |

Daily VMT - Railyards Specific Plan Land Use Variant Trips
Base Year Plus Railyards Specific Plan Land Use Variant

| Daily VMT for Railyards Specific Plan Land Use Variant |  |  |  |
| :---: | :---: | :---: | :---: |
| Speed Bin | Congested Speed |  | Project VMT |
| 1 | $>0$ | <=5 | 377 |
| 2 | $>5$ | <=10 | 3,444 |
| 3 | >10 | <=15 | 16,069 |
| 4 | >15 | <=20 | 124,360 |
| 5 | >20 | <=25 | 71,757 |
| 6 | $>25$ | <=30 | 38,339 |
| 7 | >30 | <=35 | 53,578 |
| 8 | >35 | <=40 | 66,260 |
| 9 | >40 | <=45 | 82,013 |
| 10 | >45 | <=50 | 81,199 |
| 11 | >50 | <=55 | 125,912 |
| 12 | >55 | <=60 | 198,256 |
| 13 | >60 | <=65 | 75,298 |
| 14 | >65 | <=70 | 14,833 |
| 15 | >70 | <=75 | 0 |
| 16 | >75 |  | 0 |
| Railyards SP VMT Within SACMET Model Boundary |  |  | 951,695 |
| Railyards SP VMT Beyond SACMET Model Boundary |  |  | 76,599 |
| Total Railyards SP VMT |  |  | 1,028,294 |
| Total Railyards SP Vehicle Trips |  |  | 121,992 |
| Average Railyards SP VMT Per Trip |  |  | 7.8 |

Note:
Includes all vehicle trips generated and attracted to Railyards Specific Plan, including internal vehicle trips that remain within the plan area.
Trip lengths include distances beyond SACMET model boundary

SimTraffic Post-Processor
Average Results from 10 Runs
Medical Center / Stadium / Railyards SP EIR

Volume and Delay by Movement
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 1 I 5 SB Ramps/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 859 | 879 | 102.4\% | 28.8 | 1.1 | C |
|  | Through | 69 | 74 | 106.7\% | 33.6 | 5.0 | C |
|  | Right Turn | 519 | 521 | 100.3\% | 17.0 | 3.7 | B |
|  | Subtotal | 1,447 | 1,474 | 101.8\% | 25.0 | 1.4 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 831 | 503 | 60.5\% | 197.0 | 17.8 | F |
|  | Right Turn | 145 | 87 | 60.1\% | 151.1 | 31.8 | F |
|  | Subtotal | 976 | 590 | 60.5\% | 190.4 | 19.4 | F |
| WB | Left Turn | 715 | 491 | 68.7\% | 10.2 | 1.6 | B |
|  | Through | 387 | 258 | 66.7\% | 6.8 | 0.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 1,102 | 749 | 68.0\% | 9.0 | 1.1 | A |
| Total |  | 3,525 | 2,813 | 79.8\% | 55.3 | 4.0 | E |

Intersection 2 I 5 NB Ramps/Richards Blvd-I-80 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 | 68 | 54 | 78.8\% | 33.1 | 8.5 | C |
|  | Through | 10 | 6 | 60.0\% | 26.4 | 21.1 | C |
|  | Right Turn | 471 | 426 | 90.4\% | 11.3 | 1.3 | B |
|  | Subtotal | 549 | 485 | 88.4\% | 14.1 | 1.5 | B |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 626 | 379 | 60.6\% | 54.5 | 4.5 | D |
|  | Through Right Turn | 1,064 | 1,015 | 95.4\% | 2.4 | 0.3 | A |
|  | Subtotal | 1,690 | 1,394 | 82.5\% | 16.6 | 1.6 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,034 | 724 | 70.0\% | 15.5 | 1.8 | B |
|  | Right Turn | 1,759 | 1,121 | 63.7\% | 11.8 | 1.1 | B |
|  | Subtotal | 2,793 | 1,844 | 66.0\% | 13.2 | 1.3 | B |
| Total |  | 5,032 | 3,724 | 74.0\% | 14.6 | 0.9 | B |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 3
Bercut Dr/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 959 | 465 | 48.5\% | 72.4 | 4.7 | E |
|  | Through | 35 | 14 | 40.0\% | 73.3 | 9.5 | E |
|  | Right Turn | 58 | 31 | 53.1\% | 34.6 | 2.8 | C |
|  | Subtotal | 1,052 | 510 | 48.4\% | 70.1 | 4.7 | E |
| SB | Left Turn | 44 | 46 | 105.5\% | 34.1 | 6.4 | C |
|  | Through | 65 | 59 | 91.1\% | 36.8 | 7.9 | D |
|  | Right Turn | 74 | 72 | 96.8\% | 16.3 | 4.3 | B |
|  | Subtotal | 183 | 177 | 96.8\% | 28.0 | 4.1 | C |
| EB | Left Turn | 23 | 18 | 80.0\% | 25.2 | 10.0 | C |
|  | Through | 1,140 | 1,057 | 92.7\% | 19.8 | 2.8 | B |
|  | Right Turn | 372 | 356 | 95.6\% | 3.3 | 0.3 | A |
|  | Subtotal | 1,535 | 1,431 | 93.2\% | 15.8 | 2.0 | B |
| WB | Left Turn | 99 | 78 | 78.4\% | 76.8 | 8.4 | E |
|  | Through | 1,760 | 1,324 | 75.2\% | 66.9 | 10.6 | E |
|  | Right Turn | 15 | 10 | 66.7\% | 45.9 | 14.3 | D |
|  | Subtotal | 1,874 | 1,411 | 75.3\% | 67.2 | 10.4 | E |
| Total |  | 4,644 | 3,529 | 76.0\% | 44.7 | 4.1 | D |

Intersection 4
N 3rd St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 214 | 190 | 88.6\% | 39.0 | 6.7 | D |
|  | Through | 33 | 33 | 100.6\% | 23.5 | 5.9 | C |
|  | Right Turn | 15 | 14 | 96.0\% | 14.4 | 7.5 | B |
|  | Subtotal | 262 | 237 | 90.5\% | 35.5 | 5.6 | D |
| SB | Left Turn | 67 | 60 | 90.1\% | 40.0 | 17.0 | D |
|  | Through | 14 | 15 | 105.7\% | 33.1 | 27.4 | C |
|  | Right Turn | 198 | 179 | 90.3\% | 36.4 | 13.8 | D |
|  | Subtotal | 279 | 254 | 91.0\% | 37.6 | 13.4 | D |
| EB | Left Turn | 196 | 172 | 87.6\% | 45.0 | 10.5 | D |
|  | Through | 963 | 918 | 95.3\% | 11.9 | 1.5 | B |
|  | Right Turn | 83 | 71 | 85.3\% | 10.2 | 2.1 | B |
|  | Subtotal | 1,242 | 1,160 | 93.4\% | 16.8 | 2.3 | B |
| WB | Left Turn | 2 | 1 | 40.0\% | 39.0 | 50.5 | D |
|  | Through | 1,462 | 1,030 | 70.4\% | 69.1 | 12.2 | E |
|  | Right Turn | 21 | 16 | 74.3\% | 63.8 | 14.6 | E |
|  | Subtotal | 1,485 | 1,046 | 70.4\% | 69.1 | 12.2 | E |
| Total |  | 3,268 | 2,698 | 82.5\% | 40.6 | 4.8 | D |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 5 Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 300 | 279 | 93.1\% | 44.5 | 7.9 | D |
|  | Through | 441 | 422 | 95.6\% | 47.5 | 8.8 | D |
|  | Right Turn | 6 | 4 | 60.0\% | 33.1 | 34.9 | C |
|  | Subtotal | 747 | 704 | 94.3\% | 46.4 | 8.1 | D |
| SB | Left Turn | 166 | 98 | 58.8\% | 260.6 | 27.6 | F |
|  | Through | 470 | 256 | 54.4\% | 264.6 | 25.6 | F |
|  | Right Turn | 68 | 42 | 61.8\% | 273.2 | 49.8 | F |
|  | Subtotal | 704 | 395 | 56.1\% | 265.7 | 24.8 | F |
| EB | Left Turn | 42 | 37 | 87.6\% | 45.5 | 5.8 | D |
|  | Through | 1,022 | 915 | 89.5\% | 22.5 | 4.0 | C |
|  | Right Turn | 232 | 208 | 89.5\% | 24.1 | 4.7 | C |
|  | Subtotal | 1,296 | 1,160 | 89.5\% | 23.6 | 3.9 | C |
| WB | Left Turn | 5 | 2 | 48.0\% | 53.5 | 51.5 | D |
|  | Through | 1,216 | 891 | 73.3\% | 97.9 | 17.9 | F |
|  | Right Turn | 180 | 125 | 69.6\% | 101.6 | 17.5 | F |
|  | Subtotal | 1,401 | 1,019 | 72.7\% | 98.3 | 17.5 | F |
| Total |  | 4,148 | 3,278 | 79.0\% | 80.8 | 7.6 | F |

Intersection 6
N 5th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 25 | 23 | 91.2\% | 29.4 | 13.0 | C |
|  | Through | 155 | 156 | 100.4\% | 31.7 | 6.9 | C |
|  | Right Turn | 129 | 129 | 99.8\% | 14.0 | 3.1 | B |
|  | Subtotal | 309 | 307 | 99.4\% | 24.1 | 3.9 | C |
| SB | Left Turn | 5 | 3 | 56.0\% | 16.7 | 18.2 | B |
|  | Through | 145 | 152 | 104.6\% | 23.7 | 5.2 | C |
|  | Right Turn | 103 | 101 | 98.3\% | 20.7 | 5.4 | C |
|  | Subtotal | 253 | 256 | 101.0\% | 22.5 | 3.5 | C |
| EB | Left Turn | 92 | 78 | 84.8\% | 28.0 | 6.1 | C |
|  | Through | 1,082 | 930 | 86.0\% | 7.8 | 2.5 | A |
|  | Right Turn | 20 | 18 | 88.0\% | 5.9 | 3.5 | A |
|  | Subtotal | 1,194 | 1,026 | 85.9\% | 9.3 | 2.0 | A |
| WB | Left Turn | 152 | 115 | 75.5\% | 70.8 | 21.4 | E |
|  | Through | 1,273 | 1,018 | 80.0\% | 54.7 | 25.6 | D |
|  | Right Turn | 18 | 11 | 62.2\% | 71.4 | 31.3 | E |
|  | Subtotal | 1,443 | 1,144 | 79.3\% | 56.5 | 25.0 | E |
| Total |  | 3,199 | 2,733 | 85.4\% | 31.9 | 9.8 | C |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 7
N 7th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 318 | 312 | 98.0\% | 48.9 | 5.5 | D |
|  | Through | 227 | 236 | 103.8\% | 45.2 | 8.1 | D |
|  | Right Turn | 5 | 6 | 128.0\% | 50.1 | 26.0 | D |
|  | Subtotal | 550 | 554 | 100.7\% | 47.4 | 5.3 | D |
| SB | Left Turn | 48 | 42 | 87.5\% | 55.0 | 12.3 | D |
|  | Through | 217 | 215 | 99.0\% | 47.5 | 4.4 | D |
|  | Right Turn | 45 | 47 | 104.9\% | 44.6 | 11.5 | D |
|  | Subtotal | 310 | 304 | 98.1\% | 47.8 | 4.4 | D |
| EB | Left Turn | 5 | 3 | 56.0\% | 53.1 | 66.9 | D |
|  | Through | 1,015 | 742 | 73.1\% | 97.2 | 24.7 | F |
|  | Right Turn | 196 | 147 | 75.1\% | 99.9 | 25.6 | F |
|  | Subtotal | 1,216 | 892 | 73.4\% | 97.7 | 24.6 | F |
| WB | Left Turn | 420 | 351 | 83.5\% | 129.3 | 26.0 | F |
|  | Through | 1,082 | 958 | 88.5\% | 51.9 | 13.2 | D |
|  | Right Turn | 5 | 4 | 72.0\% | 58.9 | 35.4 | E |
|  | Subtotal | 1,507 | 1,312 | 87.1\% | 72.8 | 17.2 | E |
| Total |  | 3,583 | 3,062 | 85.4\% | 72.5 | 10.6 | E |

Intersection 8 N 10th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 88.0\% | 17.5 | 23.1 | B |
|  | Through | 13 | 13 | 101.5\% | 29.0 | 13.6 | C |
|  | Right Turn | 258 | 269 | 104.3\% | 10.1 | 1.3 | B |
|  | Subtotal | 276 | 287 | 103.9\% | 11.3 | 1.6 | B |
| SB | Left Turn | 229 | 223 | 97.3\% | 32.1 | 3.7 | C |
|  | Through | 86 | 80 | 92.6\% | 25.7 | 6.0 | C |
|  | Right Turn | 135 | 132 | 98.1\% | 18.4 | 5.0 | B |
|  | Subtotal | 450 | 435 | 96.6\% | 26.7 | 2.8 | C |
| EB | Left Turn | 36 | 25 | 70.0\% | 48.0 | 16.9 | D |
|  | Through | 890 | 675 | 75.8\% | 24.7 | 3.0 | C |
|  | Right Turn | 55 | 43 | 77.8\% | 18.6 | 5.7 | B |
|  | Subtotal | 981 | 743 | 75.7\% | 25.1 | 2.9 | C |
| WB | Left Turn | 269 | 252 | 93.7\% | 39.2 | 6.4 | D |
|  | Through | 1,306 | 1,276 | 97.7\% | 15.4 | 6.6 | B |
|  | Right Turn | 3 | 4 | 133.3\% | 6.6 | 7.8 | A |
|  | Subtotal | 1,578 | 1,532 | 97.1\% | 19.3 | 6.2 | B |
| Total |  | 3,285 | 2,996 | 91.2\% | 21.0 | 3.8 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs Cumulative Plus Land Use Variant
Volume and Delay by Movement
PM Peak Hour

Intersection 9
Dos Rios St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 42 | 46 | 110.5\% | 32.6 | 5.2 | C |
|  | Through | 5 | 5 | 104.0\% | 21.8 | 31.2 | C |
|  | Right Turn | 15 | 13 | 85.3\% | 19.0 | 8.7 | B |
|  | Subtotal | 62 | 64 | 103.9\% | 29.4 | 6.8 | C |
| SB | Left Turn | 26 | 24 | 93.8\% | 32.9 | 9.5 | C |
|  | Through | 5 | 6 | 112.0\% | 18.5 | 22.9 | B |
|  | Right Turn | 59 | 55 | 92.9\% | 15.8 | 4.5 | B |
|  | Subtotal | 90 | 85 | 94.2\% | 21.9 | 7.2 | C |
| EB | Left Turn | 23 | 18 | 78.3\% | 39.4 | 8.7 | D |
|  | Through | 1,311 | 1,094 | 83.4\% | 10.3 | 2.2 | B |
|  | Right Turn | 46 | 40 | 87.8\% | 10.6 | 2.8 | B |
|  | Subtotal | 1,380 | 1,152 | 83.5\% | 10.7 | 2.2 | B |
| WB | Left Turn | 66 | 60 | 90.9\% | 40.7 | 10.3 | D |
|  | Through | 1,477 | 1,484 | 100.5\% | 13.1 | 2.8 | B |
|  | Right Turn | 10 | 9 | 92.0\% | 6.2 | 5.4 | A |
|  | Subtotal | 1,553 | 1,553 | 100.0\% | 14.1 | 2.6 | B |
| Total |  | 3,085 | 2,854 | 92.5\% | 13.3 | 1.9 | B |

Intersection 11
Bercut Dr/Bannon St
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 | 754 | 305 | 40.4\% | 172.7 | 16.0 | F |
|  | Right Turn | 53 | 18 | 34.7\% | 152.5 | 52.3 | F |
|  | Subtotal | 807 | 323 | 40.0\% | 171.3 | 17.1 | F |
| SB | Left Turn | 73 | 74 | 101.4\% | 6.7 | 1.1 | A |
|  | Through | 413 | 369 | 89.4\% | 6.7 | 1.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 486 | 443 | 91.2\% | 6.7 | 1.2 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 61 | 41 | 66.9\% | 84.2 | 41.4 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 297 | 227 | 76.4\% | 88.1 | 46.5 | F |
|  | Subtotal | 358 | 268 | 74.7\% | 87.7 | 45.8 | F |
| Total |  | 1,651 | 1,034 | 62.6\% | 78.8 | 13.8 | F |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 12
Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 388 | 318 | 81.9\% | 55.2 | 19.9 | F |
|  | Through | 560 | 510 | 91.1\% | 68.3 | 22.4 | F |
|  | Right Turn | 2 | 1 | 60.0\% | 25.6 | 50.3 | D |
|  | Subtotal | 950 | 829 | 87.3\% | 63.4 | 21.7 | F |
| SB | Left Turn | 191 | 124 | 64.9\% | 10.1 | 0.8 | B |
|  | Through | 503 | 318 | 63.3\% | 16.1 | 4.5 | C |
|  | Right Turn | 13 | 11 | 86.2\% | 10.2 | 6.1 | B |
|  | Subtotal | 707 | 454 | 64.2\% | 14.5 | 3.5 | B |
| EB | Left Turn | 9 | 4 | 48.9\% | 7.8 | 7.7 | A |
|  | Through | 48 | 40 | 82.5\% | 11.2 | 1.7 | B |
|  | Right Turn | 132 | 104 | 78.8\% | 6.4 | 0.9 | A |
|  | Subtotal | 189 | 148 | 78.3\% | 7.9 | 0.9 | A |
| WB | Left Turn | 2 | 1 | 60.0\% | 2.9 | 5.0 | A |
|  | Through | 51 | 51 | 100.4\% | 10.7 | 1.6 | B |
|  | Right Turn | 178 | 191 | 107.2\% | 10.2 | 4.0 | B |
|  | Subtotal | 231 | 243 | 105.3\% | 10.3 | 3.0 | B |
| Total |  | 2,077 | 1,674 | 80.6\% | 37.2 | 9.7 | E |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 18
7th St/F St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 500 | 339 | 67.8\% | 55.5 | 9.6 | E |
|  | Right Turn | 33 | 20 | 59.4\% | 54.3 | 15.4 | D |
|  | Subtotal | 533 | 359 | 67.3\% | 55.3 | 9.4 | E |
| SB | Left Turn | 716 | 456 | 63.7\% | 198.6 | 32.1 | F |
|  | Through | 718 | 536 | 74.6\% | 92.6 | 35.7 | F |
|  | Right Turn | 20 | 0 | 2.0\% | 4.1 | 12.8 | A |
|  | Subtotal | 1,454 | 992 | 68.3\% | 141.9 | 29.7 | F |
| EB | Left Turn | 40 | 36 | 90.0\% | 93.2 | 52.1 | F |
|  | Through | 9 | 7 | 80.0\% | 61.6 | 54.9 | E |
|  | Right Turn | 11 | 9 | 83.6\% | 87.5 | 101.5 | F |
|  | Subtotal | 60 | 52 | 87.3\% | 88.1 | 55.8 | F |
| WB | Left Turn | 83 | 75 | 90.1\% | 65.6 | 28.5 | E |
|  | Through | 3 | 5 | 173.3\% | 42.9 | 36.6 | D |
|  | Right Turn | 398 | 414 | 104.0\% | 20.6 | 6.0 | C |
|  | Subtotal | 484 | 494 | 102.1\% | 27.6 | 8.9 | C |
| Total |  | 2,531 | 1,898 | 75.0\% | 94.0 | 15.5 | F |

Intersection 19
8th St/F St
All-way Stop

| 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\% | 18.6 | 4.0 | C |
|  | Through | 404 | 413 | 102.3\% | 15.8 | 3.3 | C |
|  | Right Turn | 18 | 17 | 93.3\% | 6.1 | 1.5 | A |
|  | Subtotal | 562 | 569 | 101.3\% | 16.2 | 3.3 | C |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 176 | 96 | 54.5\% | 48.7 | 5.2 | E |
|  | Through Right Turn | 708 | 420 | 59.3\% | 47.6 | 5.5 | E |
|  | Subtotal | 884 | 516 | 58.4\% | 47.8 | 5.4 | E |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 374 | 360 | 96.4\% | 30.8 | 20.2 | D |
|  | Right Turn | 6 | 5 | 86.7\% | 21.0 | 18.2 | C |
|  | Subtotal | 380 | 366 | 96.2\% | 30.9 | 20.1 | D |
| Total |  | 1,826 | 1,451 | 79.5\% | 31.4 | 6.5 | D |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 21
7th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 2 | 40.0\% | 22.8 | 41.6 | C |
|  | Through Right Turn | 251 | 201 | 80.0\% | 29.1 | 17.5 | C |
|  | Subtotal | 256 | 203 | 79.2\% | 29.6 | 17.2 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 826 | 632 | 76.5\% | 39.4 | 11.7 | D |
|  | Right Turn | 33 | 16 | 49.7\% | 98.5 | 69.0 | F |
|  | Subtotal | 859 | 648 | 75.4\% | 41.0 | 12.7 | D |
| EB | Left Turn | 127 | 96 | 75.3\% | 67.4 | 52.3 | E |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 614 | 440 | 71.7\% | 24.4 | 10.0 | C |
|  | Subtotal | 741 | 536 | 72.3\% | 32.5 | 18.3 | C |
| WB | Left Turn | 5 | 4 | 88.0\% | 42.8 | 19.6 | D |
|  | Through | 555 | 343 | 61.8\% | 68.3 | 22.1 | E |
|  | Right Turn | 295 | 187 | 63.5\% | 48.6 | 13.4 | D |
|  | Subtotal | 855 | 535 | 62.5\% | 60.3 | 16.6 | E |
| Total |  | 2,711 | 1,922 | 70.9\% | 41.7 | 8.0 | D |

Intersection 22
5th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 11 | 10 | 94.5\% | 48.0 | 26.5 | D |
|  | Through | 672 | 644 | 95.8\% | 32.4 | 10.1 | C |
|  | Right Turn | 76 | 4 | 5.8\% | 14.6 | 8.2 | B |
|  | Subtotal | 759 | 659 | 86.8\% | 32.6 | 10.3 | C |
| SB | Left Turn | 109 | 49 | 45.1\% | 75.5 | 15.0 | E |
|  | Through | 740 | 470 | 63.6\% | 56.8 | 12.3 | E |
|  | Right Turn | 15 | 2 | 13.3\% | 16.9 | 25.9 | B |
|  | Subtotal | 864 | 522 | 60.4\% | 58.5 | 11.5 | E |
| EB | Left Turn | 5 | 4 | 80.0\% | 31.0 | 65.8 | C |
|  | Through | 35 | 34 | 98.3\% | 26.1 | 11.1 | C |
|  | Right Turn | 5 | 8 | 160.0\% | 18.3 | 16.9 | B |
|  | Subtotal | 45 | 46 | 103.1\% | 26.1 | 14.3 | C |
| WB | Left Turn | 218 | 161 | 73.8\% | 60.8 | 10.2 | E |
|  | Through | 5 | 1 | 24.0\% | 0.7 | 1.1 | A |
|  | Right Turn | 31 | 0 | 0.0\% | \#DIV/0! | \#DIV/0! | \#DIV/0! |
|  | Subtotal | 254 | 162 | 63.8\% | 60.3 | 10.0 | E |
| Total |  | 1,922 | 1,389 | 72.3\% | 44.9 | 5.9 | D |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 23
6th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through | 488 | 272 | 55.7\% | 13.3 | 14.9 | B |
|  | Right Turn | 205 | 133 | 65.0\% | 2.6 | 0.8 | A |
|  | Subtotal | 698 | 405 | 58.0\% | 9.8 | 9.9 | A |
| SB | Left Turn | 104 | 119 | 114.2\% | 24.9 | 4.8 | C |
|  | Through | 682 | 401 | 58.8\% | 14.2 | 4.0 | B |
|  | Right Turn | 51 | 22 | 42.4\% | 12.1 | 4.0 | B |
|  | Subtotal | 837 | 541 | 64.7\% | 16.4 | 3.5 | B |
| EB | Left Turn | 39 | 15 | 39.0\% | 77.3 | 60.6 | E |
|  | Through | 100 | 26 | 26.0\% | 47.7 | 18.4 | D |
|  | Right Turn | 81 | 44 | 54.3\% | 30.5 | 20.4 | C |
|  | Subtotal | 220 | 85 | 38.7\% | 41.3 | 20.0 | D |
| WB | Left Turn | 22 | 5 | 23.6\% | 47.5 | 66.0 | D |
|  | Through | 198 | 180 | 91.1\% | 35.0 | 26.7 | C |
|  | Right Turn | 10 | 11 | 108.0\% | 11.6 | 11.5 | B |
|  | Subtotal | 230 | 196 | 85.4\% | 34.6 | 27.7 | C |
| Total |  | 1,985 | 1,228 | 61.8\% | 18.4 | 6.1 | B |

Intersection 24
7th St/H St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 454 | 320 | 70.6\% | 19.0 | 3.3 | B |
|  | Through | 941 | 711 | 75.6\% | 18.1 | 2.9 | B |
|  | Right Turn | 41 | 24 | 58.5\% | 14.8 | 5.7 | B |
|  | Subtotal | 1,436 | 1,056 | 73.5\% | 18.3 | 2.9 | B |
| EB | Left Turn | 254 | 202 | 79.5\% | 17.0 | 4.5 | B |
|  | Through | 96 | 16 | 16.3\% | 1.3 | 1.0 | A |
|  | Right Turn | 59 | 61 | 103.1\% | 16.5 | 6.9 | B |
|  | Subtotal | 409 | 278 | 68.1\% | 15.9 | 4.5 | B |
| WB | Left Turn | 274 | 280 | 102.2\% | 36.0 | 3.0 | D |
|  | Through | 189 | 174 | 91.9\% | 37.7 | 3.9 | D |
|  | Right Turn | 2 | 1 | 60.0\% | 20.8 | 11.0 | C |
|  | Subtotal | 465 | 455 | 97.8\% | 36.6 | 3.1 | D |
| Total |  | 2,310 | 1,789 | 77.4\% | 22.6 | 2.5 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 25 8th St/H St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 15 | 13 | 85.3\% | 8.7 | 11.0 | A |
|  | Through | 852 | 493 | 57.8\% | 48.6 | 2.9 | D |
|  | Right Turn | 215 | 110 | 51.3\% | 45.1 | 4.5 | D |
|  | Subtotal | 1,082 | 616 | 56.9\% | 47.2 | 2.7 | D |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 108 | 82 | 76.3\% | 20.6 | 3.9 | C |
|  | Through Right Turn | 442 | 281 | 63.5\% | 17.3 | 2.7 | B |
|  | Subtotal | 550 | 363 | 66.0\% | 18.0 | 2.9 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 450 | 452 | 100.4\% | 33.6 | 21.1 | C |
|  | Right Turn | 3 | 2 | 66.7\% | 7.5 | 13.1 | A |
|  | Subtotal | 453 | 454 | 100.1\% | 33.6 | 21.0 | C |
| Total |  | 2,085 | 1,433 | 68.7\% | 35.7 | 6.5 | D |

Intersection 27
5th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 396 | 298 | 75.4\% | 80.0 | 32.2 | E |
|  | Through Right Turn | 705 | 876 | 124.3\% | 32.4 | 15.6 | C |
|  | Subtotal | 1,101 | 1,175 | 106.7\% | 44.5 | 12.8 | D |
| SB | Left Turn <br> Through <br> Right Turn | 979 | 621 | 63.5\% | 35.4 | 5.0 | D |
|  | Subtotal | 979 | 621 | 63.5\% | 35.4 | 5.0 | D |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 2,643 \\ 47 \end{gathered}$ | $\begin{gathered} 2,168 \\ 34 \end{gathered}$ | $\begin{aligned} & 82.0 \% \\ & 72.3 \% \end{aligned}$ | $\begin{aligned} & 19.2 \\ & 18.8 \end{aligned}$ | $\begin{aligned} & 3.9 \\ & 6.0 \end{aligned}$ | $\begin{aligned} & \mathrm{B} \\ & \mathrm{~B} \end{aligned}$ |
|  | Subtotal | 2,690 | 2,202 | 81.9\% | 19.1 | 3.9 | B |
| Total |  | 4,770 | 3,998 | 83.8\% | 28.9 | 4.6 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 28 6th St/I St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 260 | 184 | 70.9\% | 87.5 | 12.8 | F |
|  | Through Right Turn | 668 | 382 | 57.1\% | 83.1 | 12.6 | F |
|  | Subtotal | 928 | 566 | 61.0\% | 84.5 | 12.4 | F |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 441 | 250 | 56.6\% | 46.0 | 9.8 | D |
|  | Right Turn | 344 | 208 | 60.6\% | 27.3 | 7.1 | C |
|  | Subtotal | 785 | 458 | 58.3\% | 37.6 | 8.1 | D |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 18 | 16 | 86.7\% | 25.4 | 15.9 | C |
|  | Through | 2,086 | 1,856 | 89.0\% | 37.5 | 9.9 | D |
|  | Right Turn | 30 | 23 | 76.0\% | 26.2 | 13.1 | C |
|  | Subtotal | 2,134 | 1,894 | 88.8\% | 37.3 | 9.8 | D |
| Total |  | 3,847 | 2,918 | 75.9\% | 46.4 | 6.4 | D |

Intersection 29
7th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 1,040 \\ 234 \end{gathered}$ | $\begin{aligned} & 851 \\ & 183 \end{aligned}$ | $\begin{aligned} & 81.8 \% \\ & 78.1 \% \end{aligned}$ | $\begin{aligned} & 25.2 \\ & 19.0 \end{aligned}$ | $\begin{aligned} & 2.0 \\ & 8.9 \end{aligned}$ | $\begin{aligned} & \text { C } \\ & \text { B } \end{aligned}$ |
|  | Subtotal | 1,274 | 1,034 | 81.1\% | 24.2 | 2.8 | C |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 259 \\ 1,900 \end{gathered}$ | $\begin{gathered} 245 \\ 1,749 \end{gathered}$ | $\begin{aligned} & \hline 94.7 \% \\ & 92.1 \% \end{aligned}$ | $\begin{aligned} & 18.0 \\ & 23.2 \end{aligned}$ | $\begin{aligned} & 4.5 \\ & 6.3 \end{aligned}$ | $\begin{aligned} & \mathrm{B} \\ & \mathrm{C} \end{aligned}$ |
|  | Subtotal | 2,159 | 1,994 | 92.4\% | 22.5 | 5.9 | C |
| Total |  | 3,433 | 3,028 | 88.2\% | 23.1 | 4.5 | C |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 30
8th St/I St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 502 | 320 | 63.8\% | 110.9 | 16.5 | F |
|  | Through Right Turn | 950 | 475 | 50.0\% | 242.4 | 15.1 | F |
|  | Subtotal | 1,452 | 795 | 54.8\% | 189.6 | 17.0 | F |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 1,657 \\ 132 \end{gathered}$ | $\begin{gathered} 1,682 \\ 139 \end{gathered}$ | $\begin{aligned} & 101.5 \% \\ & 105.2 \% \end{aligned}$ | $\begin{aligned} & 31.0 \\ & 36.7 \end{aligned}$ | $\begin{aligned} & 6.8 \\ & 9.2 \end{aligned}$ | $\begin{aligned} & \text { C } \\ & \text { D } \end{aligned}$ |
|  | Subtotal | 1,789 | 1,821 | 101.8\% | 31.4 | 6.9 | C |
|  | Total | 3,241 | 2,616 | 80.7\% | 79.3 | 5.6 | E |

Intersection 31
3rd St-I 5 NB Off Ramp/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NE | Left Turn | 5 | 6 | 112.0\% | 32.4 | 29.7 | C |
|  | Through | 787 | 809 | 102.8\% | 45.8 | 5.6 | D |
|  | Right Turn | 27 | 27 | 99.3\% | 30.2 | 12.0 | C |
|  | Subtotal | 819 | 842 | 102.8\% | 45.2 | 5.5 | D |
| SB | Left Turn | 277 | 250 | 90.4\% | 92.2 | 24.0 | F |
|  | Through Right Turn | 330 | 256 | 77.5\% | 165.9 | 35.7 | F |
|  | Subtotal | 607 | 506 | 83.4\% | 129.6 | 26.8 | F |
| EB | Left Turn | 5 | 5 | 96.0\% | 23.8 | 20.8 | C |
|  | Through | 739 | 736 | 99.6\% | 37.3 | 6.6 | D |
|  | Right Turn | 591 | 565 | 95.6\% | 37.8 | 3.4 | D |
|  | Subtotal | 1,335 | 1,306 | 97.8\% | 37.5 | 4.9 | D |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 151 | 153 | 101.5\% | 9.8 | 3.7 | A |
|  | Subtotal | 151 | 153 | 101.5\% | 9.8 | 3.7 | A |
| Total |  | 2,912 | 2,806 | 96.4\% | 54.7 | 6.9 | D |

Average Results from 10 Runs
Volume and Delay by Movement

Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 32
5th St/J St
Signal

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 351 | 456 | 129.8\% | 21.5 | 7.4 | C |
|  | Right Turn | 459 | 449 | 97.9\% | 12.6 | 2.2 | B |
|  | Subtotal | 810 | 905 | 111.7\% | 17.0 | 4.0 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 750 | 762 | 101.7\% | 28.5 | 15.6 | C |
|  | Through | 1,186 | 1,177 | 99.3\% | 14.8 | 3.7 | B |
|  | Right Turn | 103 | 89 | 86.2\% | 13.6 | 4.5 | B |
|  | Subtotal | 2,039 | 2,028 | 99.5\% | 19.8 | 7.6 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,849 | 2,933 | 103.0\% | 18.9 | 6.2 | B |

Intersection 33
7th St/J St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 101 | 41 | 40.4\% | 14.2 | 3.2 | B |
|  | Through Right Turn | 1,198 | 1,046 | 87.3\% | 13.4 | 0.9 | B |
|  | Subtotal | 1,299 | 1,086 | 83.6\% | 13.4 | 0.9 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,312 | 1,259 | 95.9\% | 6.2 | 0.4 | A |
|  | Right Turn | 383 | 394 | 102.9\% | 7.6 | 0.8 | A |
|  | Subtotal | 1,695 | 1,653 | 97.5\% | 6.5 | 0.5 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,994 | 2,739 | 91.5\% | 9.3 | 0.5 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 64
5th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 543 | 470 | 86.6\% | 29.0 | 7.6 | C |
|  | Right Turn | 165 | 204 | 123.4\% | 26.9 | 16.3 | C |
|  | Subtotal | 708 | 674 | 95.2\% | 28.5 | 10.3 | C |
| SB | Left Turn | 343 | 253 | 73.7\% | 161.5 | 24.8 | F |
|  | Through Right Turn | 608 | 422 | 69.4\% | 147.7 | 25.8 | F |
|  | Subtotal | 951 | 675 | 71.0\% | 153.0 | 24.8 | F |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 256 | 123 | 48.0\% | 194.8 | 67.2 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 174 | 84 | 48.3\% | 66.0 | 23.3 | E |
|  | Subtotal | 430 | 207 | 48.1\% | 142.4 | 50.0 | F |
| Total |  | 2,089 | 1,556 | 74.5\% | 95.0 | 10.1 | F |

Intersection 65
6th St/G St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 64 | 26 | 40.6\% | 176.6 | 86.6 | F |
|  | Through | 366 | 201 | 54.9\% | 21.7 | 19.3 | C |
|  | Right Turn | 127 | 81 | 63.6\% | 18.7 | 20.0 | B |
|  | Subtotal | 557 | 308 | 55.2\% | 33.0 | 23.2 | C |
| SB | Left Turn | 241 | 138 | 57.4\% | 200.6 | 50.5 | F |
|  | Through | 552 | 267 | 48.4\% | 201.7 | 48.6 | F |
|  | Right Turn | 83 | 51 | 61.2\% | 205.9 | 74.6 | F |
|  | Subtotal | 876 | 456 | 52.1\% | 201.8 | 49.8 | F |
| EB | Left Turn | 7 | 5 | 68.6\% | 20.4 | 28.6 | C |
|  | Through | 373 | 309 | 82.9\% | 25.0 | 16.5 | C |
|  | Right Turn | 128 | 126 | 98.8\% | 19.2 | 11.3 | B |
|  | Subtotal | 508 | 440 | 86.7\% | 23.1 | 14.1 | C |
| WB | Left Turn | 105 | 58 | 55.6\% | 102.0 | 33.6 | F |
|  | Through | 283 | 160 | 56.5\% | 102.1 | 41.2 | F |
|  | Right Turn | 205 | 132 | 64.6\% | 94.6 | 40.2 | F |
|  | Subtotal | 593 | 351 | 59.2\% | 99.2 | 30.9 | F |
| Total |  | 2,534 | 1,555 | 61.4\% | 92.1 | 19.8 | F |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 13
7th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 103 | 61 | 59.0\% | 63.8 | 6.6 | E |
|  | Through | 188 | 146 | 77.4\% | 45.9 | 6.6 | D |
|  | Right Turn | 841 | 585 | 69.6\% | 87.5 | 9.2 | F |
|  | Subtotal | 1,132 | 792 | 69.9\% | 78.1 | 8.7 | E |
| SB | Left Turn | 179 | 172 | 96.3\% | 96.6 | 27.0 | F |
|  | Through | 716 | 686 | 95.8\% | 29.3 | 4.5 | C |
|  | Right Turn | 88 | 76 | 85.9\% | 27.3 | 7.3 | C |
|  | Subtotal | 983 | 934 | 95.0\% | 41.7 | 7.8 | D |
| EB | Left Turn | 117 | 91 | 77.9\% | 64.6 | 10.3 | E |
|  | Through | 455 | 385 | 84.7\% | 37.9 | 6.3 | D |
|  | Right Turn | 5 | 4 | 72.0\% | 11.3 | 9.4 | B |
|  | Subtotal | 577 | 480 | 83.2\% | 43.0 | 6.7 | D |
| WB | Left Turn | 219 | 208 | 95.2\% | 56.5 | 18.2 | E |
|  | Through | 377 | 303 | 80.3\% | 62.9 | 11.5 | E |
|  | Right Turn | 213 | 178 | 83.4\% | 55.2 | 12.8 | E |
|  | Subtotal | 809 | 689 | 85.1\% | 59.4 | 6.7 | E |
| Total |  | 3,501 | 2,894 | 82.7\% | 56.0 | 3.4 | E |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 14
Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 10 | 10 | 104.0\% | 62.3 | 37.3 | E |
|  | Through | 440 | 425 | 96.6\% | 14.1 | 5.8 | B |
|  | Right Turn | 5 | 4 | 80.0\% | 2.6 | 3.4 | A |
|  | Subtotal | 455 | 440 | 96.6\% | 15.3 | 6.2 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 18 | 19 | 104.4\% | 0.1 | 0.2 | A |
|  | Subtotal | 18 | 19 | 104.4\% | 0.1 | 0.2 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,324 | 1,000 | 75.5\% | 33.2 | 3.9 | C |
|  | Right Turn | 540 | 419 | 77.6\% | 40.5 | 4.7 | D |
|  | Subtotal | 1,864 | 1,419 | 76.1\% | 35.3 | 4.1 | D |
| SW | Left Turn | 59 | 56 | 94.2\% | 86.2 | 19.8 | F |
|  | Through | 1,540 | 1,324 | 86.0\% | 94.8 | 22.3 | F |
|  | Right Turn | 554 | 477 | 86.1\% | 141.2 | 26.7 | F |
|  | Subtotal | 2,153 | 1,857 | 86.3\% | 106.5 | 19.9 | F |
| Total |  | 4,490 | 3,735 | 83.2\% | 68.2 | 10.7 | E |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 15 N 16th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 282 | 298 | 105.8\% | 62.9 | 14.0 | E |
|  | Through | 2,578 | 2,611 | 101.3\% | 67.0 | 14.5 | E |
|  | Right Turn | 12 | 10 | 86.7\% | 73.9 | 30.0 | E |
|  | Subtotal | 2,872 | 2,920 | 101.7\% | 66.7 | 14.2 | E |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 1,335 | 964 | 72.2\% | 36.7 | 6.9 | D |
|  | Through Right Turn | 18 | 14 | 77.8\% | 37.4 | 15.8 | D |
|  | Subtotal | 1,353 | 978 | 72.3\% | 36.7 | 6.9 | D |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 29 | 26 | 89.7\% | 15.2 | 13.7 | B |
|  | Right Turn | 18 | 17 | 95.6\% | 14.7 | 8.6 | B |
|  | Subtotal | 47 | 43 | 91.9\% | 15.1 | 5.2 | B |
| Total |  | 4,272 | 3,941 | 92.2\% | 58.7 | 10.9 | E |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection $38 \quad$ 5th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 455 | 349 | 76.7\% | 47.7 | 8.1 | D |
|  | Through | 299 | 231 | 77.2\% | 21.1 | 5.4 | C |
|  | Right Turn | 16 | 14 | 87.5\% | 18.4 | 9.7 | B |
|  | Subtotal | 770 | 594 | 77.1\% | 36.6 | 6.2 | D |
| SB | Left Turn | 24 | 23 | 96.7\% | 52.1 | 16.0 | D |
|  | Through | 275 | 242 | 87.9\% | 49.7 | 16.7 | D |
|  | Right Turn | 76 | 73 | 95.8\% | 40.7 | 12.2 | D |
|  | Subtotal | 375 | 338 | 90.0\% | 48.0 | 15.4 | D |
| EB | Left Turn | 61 | 52 | 85.9\% | 63.9 | 19.1 | E |
|  | Through | 434 | 427 | 98.3\% | 38.4 | 15.8 | D |
|  | Right Turn | 337 | 321 | 95.3\% | 28.2 | 14.4 | C |
|  | Subtotal | 832 | 800 | 96.2\% | 36.2 | 14.6 | D |
| WB | Left Turn | 22 | 16 | 70.9\% | 49.1 | 30.6 | D |
|  | Through | 539 | 402 | 74.6\% | 32.2 | 5.2 | C |
|  | Right Turn | 40 | 29 | 72.0\% | 26.8 | 10.0 | C |
|  | Subtotal | 601 | 446 | 74.3\% | 32.7 | 5.9 | C |
| Total |  | 2,578 | 2,178 | 84.5\% | 37.4 | 9.0 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 39 6th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 248 | 178 | 71.6\% | 16.8 | 1.7 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 326 | 240 | 73.6\% | 11.3 | 1.7 | B |
|  | Subtotal | 574 | 418 | 72.8\% | 13.7 | 1.2 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 251 | 240 | 95.8\% | 56.6 | 19.9 | E |
|  | Right Turn | 223 | 221 | 99.2\% | 46.7 | 20.7 | D |
|  | Subtotal | 474 | 462 | 97.4\% | 51.9 | 20.2 | D |
| WB | Left Turn | 250 | 210 | 84.0\% | 29.9 | 3.5 | C |
|  | Through | 318 | 232 | 73.0\% | 9.8 | 1.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 568 | 442 | 77.8\% | 19.5 | 3.0 | B |
| Total |  | 1,616 | 1,321 | 81.8\% | 29.1 | 7.8 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 40
8th St/N B St
Signal

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 88.0\% | 10.2 | 12.7 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 110 | 91 | 82.9\% | 12.8 | 4.5 | B |
|  | Subtotal | 115 | 96 | 83.1\% | 13.0 | 4.7 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,470 | 1,137 | 77.4\% | 10.3 | 1.1 | B |
|  | Right Turn | 5 | 4 | 80.0\% | 8.4 | 9.3 | A |
|  | Subtotal | 1,475 | 1,141 | 77.4\% | 10.3 | 1.1 | B |
| WB | Left Turn | 5 | 4 | 80.0\% | 22.5 | 25.5 | C |
|  | Through | 804 | 705 | 87.7\% | 35.5 | 21.4 | D |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 809 | 709 | 87.6\% | 35.5 | 21.4 | D |
| Total |  | 2,399 | 1,946 | 81.1\% | 19.4 | 7.4 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 41
10th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 3 | 64.0\% | 53.5 | 49.2 | D |
|  | Through | 231 | 197 | 85.2\% | 55.1 | 11.8 | E |
|  | Right Turn | 500 | 402 | 80.5\% | 50.3 | 10.7 | D |
|  | Subtotal | 736 | 602 | 81.8\% | 52.0 | 11.0 | D |
| SB | Left Turn | 16 | 14 | 87.5\% | 42.7 | 19.0 | D |
|  | Through | 135 | 130 | 96.3\% | 33.6 | 14.5 | C |
|  | Right Turn | 142 | 143 | 100.6\% | 28.9 | 16.7 | C |
|  | Subtotal | 293 | 287 | 97.9\% | 31.9 | 15.2 | C |
| EB | Left Turn | 227 | 172 | 75.9\% | 60.9 | 9.9 | E |
|  | Through | 1,348 | 1,027 | 76.2\% | 36.6 | 8.7 | D |
|  | Right Turn | 5 | 6 | 112.0\% | 26.5 | 19.8 | C |
|  | Subtotal | 1,580 | 1,205 | 76.3\% | 40.1 | 9.0 | D |
| WB | Left Turn | 306 | 280 | 91.4\% | 65.3 | 20.8 | E |
|  | Through | 691 | 610 | 88.2\% | 23.9 | 11.0 | C |
|  | Right Turn | 10 | 9 | 92.0\% | 13.1 | 12.6 | B |
|  | Subtotal | 1,007 | 898 | 89.2\% | 36.9 | 12.7 | D |
| Total |  | 3,616 | 2,993 | 82.8\% | 40.7 | 7.3 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 42
Bercut Dr/South Park St
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 | 283 | 82 | 29.0\% | 38.0 | 64.1 | E |
|  | Right Turn | 137 | 39 | 28.3\% | 17.4 | 29.5 | C |
|  | Subtotal | 420 | 121 | 28.8\% | 30.5 | 49.1 | D |
| SB | Left Turn | 144 | 89 | 61.9\% | 130.4 | 77.1 | F |
|  | Through | 245 | 131 | 53.4\% | 165.2 | 95.2 | F |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 389 | 220 | 56.6\% | 149.7 | 86.2 | F |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 15 | 5 | 34.7\% | 254.2 | 226.0 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 465 | 358 | 77.1\% | 67.0 | 101.1 | F |
|  | Subtotal | 480 | 364 | 75.8\% | 68.9 | 101.2 | F |
| Total |  | 1,289 | 704 | 54.6\% | 80.2 | 77.1 | F |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 43
5th St/South Park St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 541 | 429 | 79.3\% | 16.0 | 4.3 | B |
|  | Right Turn | 61 | 42 | 68.2\% | 16.4 | 8.2 | B |
|  | Subtotal | 602 | 471 | 78.2\% | 15.9 | 4.2 | B |
| SB | Left Turn | 26 | 21 | 80.0\% | 108.8 | 26.2 | F |
|  | Through | 483 | 444 | 91.8\% | 51.1 | 21.8 | D |
|  | Right Turn | 99 | 82 | 82.4\% | 48.8 | 25.5 | D |
|  | Subtotal | 608 | 546 | 89.8\% | 52.9 | 22.4 | D |
| EB | Left Turn | 149 | 76 | 51.3\% | 49.6 | 12.2 | D |
|  | Through | 120 | 52 | 43.3\% | 59.7 | 7.9 | E |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 269 | 128 | 47.7\% | 53.9 | 9.8 | D |
| WB | Left Turn | 86 | 77 | 89.8\% | 52.0 | 14.9 | D |
|  | Through | 66 | 51 | 77.0\% | 51.4 | 14.7 | D |
|  | Right Turn | 40 | 32 | 81.0\% | 36.7 | 12.5 | D |
|  | Subtotal | 192 | 160 | 83.5\% | 48.7 | 12.5 | D |
| Total |  | 1,671 | 1,306 | 78.1\% | 38.9 | 9.4 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 44
Judah St/South Park St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 40 | 28 | 71.0\% | 6.9 | 1.4 | A |
|  | Through | 5 | 4 | 88.0\% | 4.8 | 3.0 | A |
|  | Right Turn | 27 | 21 | 78.5\% | 4.0 | 0.7 | A |
|  | Subtotal | 72 | 54 | 75.0\% | 5.7 | 0.8 | A |
| SB | Left Turn | 5 | 6 | 112.0\% | 3.9 | 2.5 | A |
|  | Through | 5 | 4 | 72.0\% | 7.3 | 6.7 | A |
|  | Right Turn | 24 | 28 | 116.7\% | 3.4 | 0.9 | A |
|  | Subtotal | 34 | 37 | 109.4\% | 4.2 | 1.1 | A |
| EB | Left Turn | 24 | 14 | 60.0\% | 3.6 | 1.4 | A |
|  | Through | 157 | 83 | 53.0\% | 1.8 | 0.7 | A |
|  | Right Turn | 26 | 17 | 66.2\% | 1.4 | 1.5 | A |
|  | Subtotal | 207 | 115 | 55.5\% | 2.0 | 0.8 | A |
| WB | Left Turn | 23 | 18 | 80.0\% | 3.5 | 0.9 | A |
|  | Through | 128 | 101 | 78.8\% | 2.3 | 0.3 | A |
|  | Right Turn | 18 | 16 | 88.9\% | 1.6 | 0.4 | A |
|  | Subtotal | 169 | 135 | 80.0\% | 2.4 | 0.3 | A |
| Total |  | 482 | 341 | 70.8\% | 3.0 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 45
6th St/South Park St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 7 | 7 | 97.1\% | 29.6 | 23.4 | D |
|  | Through | 306 | 218 | 71.1\% | 30.0 | 7.7 | D |
|  | Right Turn | 210 | 165 | 78.5\% | 25.1 | 7.0 | D |
|  | Subtotal | 523 | 389 | 74.4\% | 28.0 | 7.2 | D |
| SB | Left Turn | 43 | 38 | 88.4\% | 16.9 | 4.3 | C |
|  | Through | 352 | 323 | 91.8\% | 26.7 | 6.7 | D |
|  | Right Turn | 50 | 40 | 80.8\% | 23.7 | 9.6 | C |
|  | Subtotal | 445 | 402 | 90.2\% | 25.5 | 6.5 | D |
| EB | Left Turn | 96 | 61 | 63.3\% | 12.8 | 3.3 | B |
|  | Through | 79 | 48 | 60.3\% | 17.3 | 6.0 | C |
|  | Right Turn | 14 | 10 | 74.3\% | 8.5 | 4.0 | A |
|  | Subtotal | 189 | 119 | 62.9\% | 14.1 | 3.8 | B |
| WB | Left Turn | 225 | 188 | 83.7\% | 30.5 | 11.6 | D |
|  | Through | 112 | 87 | 77.5\% | 32.8 | 10.7 | D |
|  | Right Turn | 121 | 90 | 74.4\% | 32.7 | 16.2 | D |
|  | Subtotal | 458 | 365 | 79.7\% | 31.6 | 12.3 | D |
| Total |  | 1,615 | 1,275 | 78.9\% | 27.2 | 6.4 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 46 7th St/South Park St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 116 | 65 | 55.9\% | 73.1 | 27.7 | E |
|  | Through Right Turn | 709 | 552 | 77.9\% | 33.6 | 19.8 | C |
|  | Subtotal | 825 | 617 | 74.8\% | 38.2 | 18.3 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 739 | 719 | 97.3\% | 14.9 | 3.6 | B |
|  | Right Turn | 297 | 265 | 89.2\% | 16.7 | 8.5 | B |
|  | Subtotal | 1,036 | 984 | 94.9\% | 15.4 | 4.8 | B |
| EB | Left Turn | 308 | 234 | 76.0\% | 27.9 | 9.2 | C |
|  | Through Right Turn | 24 | 15 | 61.7\% | 21.4 | 14.0 | C |
|  | Subtotal | 332 | 249 | 74.9\% | 27.6 | 9.1 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,193 | 1,849 | 84.3\% | 24.6 | 8.5 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 47 Railyards Blvd/Jibboom St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 329 | 7 | 2.1\% | 577.1 | 32.0 | F |
|  | Through Right Turn | 66 | 1 | 1.8\% | 587.2 | 81.0 | F |
|  | Subtotal | 395 | 8 | 2.0\% | 345.8 | 298.8 | F |
| EB | Left Turn | 74 | 10 | 14.1\% | 949.4 | 458.7 | F |
|  | Through Right Turn | 1,213 | 179 | 14.8\% | 984.4 | 508.7 | F |
|  | Subtotal | 1,287 | 190 | 14.7\% | 811.7 | 522.6 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,633 | 1,156 | 70.8\% | 4.0 | 1.8 | A |
|  | Right Turn | 419 | 310 | 74.1\% | 2.9 | 0.5 | A |
|  | Subtotal | 2,052 | 1,466 | 71.5\% | 3.8 | 1.4 | A |
| Total |  | 3,734 | 1,664 | 44.6\% | 59.5 | 36.0 | E |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 48
Bercut Dr/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 323 | 192 | 59.6\% | 175.2 | 16.1 | F |
|  | Through Right Turn | 83 | 53 | 64.1\% | 104.7 | 18.2 | F |
|  | Subtotal | 406 | 246 | 60.5\% | 159.9 | 20.2 | F |
| SB | Left Turn | 1 | 0 | 0.0\% | 406.2 | 269.9 | F |
|  | Through | 25 | 7 | 27.2\% | 924.1 | 562.2 | F |
|  | Right Turn | 279 | 74 | 26.4\% | 822.1 | 553.2 | F |
|  | Subtotal | 305 | 80 | 26.4\% | 501.6 | 438.1 | F |
| EB | Left Turn | 289 | 29 | 10.1\% | 50.1 | 31.4 | D |
|  | Through | 816 | 95 | 11.7\% | 366.8 | 308.1 | F |
|  | Right Turn | 437 | 56 | 12.9\% | 380.4 | 319.9 | F |
|  | Subtotal | 1,542 | 181 | 11.7\% | 171.7 | 147.8 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,468 | 1,200 | 81.7\% | 18.5 | 3.9 | B |
|  | Right Turn | 51 | 34 | 66.7\% | 8.7 | 4.9 | A |
|  | Subtotal | 1,519 | 1,234 | 81.2\% | 18.3 | 3.9 | B |
| Total |  | 3,772 | 1,740 | 46.1\% | 59.7 | 24.1 | E |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 49 Huntington St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 161 | 142 | 88.2\% | 61.6 | 14.5 | E |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 82 | 74 | 89.8\% | 48.3 | 20.7 | D |
|  | Subtotal | 243 | 216 | 88.7\% | 56.6 | 16.9 | E |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 700 | 93 | 13.3\% | 17.0 | 11.6 | B |
|  | Right Turn | 96 | 10 | 10.8\% | 9.9 | 10.7 | A |
|  | Subtotal | 796 | 104 | 13.0\% | 16.4 | 11.4 | B |
| WB | Left Turn | 32 | 26 | 80.0\% | 63.3 | 19.1 | E |
|  | Through | 1,205 | 956 | 79.3\% | 19.3 | 5.5 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 1,237 | 981 | 79.3\% | 20.4 | 5.8 | C |
| Total |  | 2,276 | 1,300 | 57.1\% | 26.2 | 7.1 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 50
Stanford St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 312 | 220 | 70.5\% | 68.1 | 4.5 | E |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 270 | 168 | 62.4\% | 59.7 | 5.1 | E |
|  | Subtotal | 582 | 388 | 66.7\% | 64.4 | 3.7 | E |
| SB | Left Turn | 10 | 9 | 92.0\% | 41.7 | 27.3 | D |
|  | Through | 23 | 17 | 73.0\% | 31.1 | 12.0 | C |
|  | Right Turn | 5 | 2 | 32.0\% | 8.2 | 17.0 | A |
|  | Subtotal | 38 | 28 | 72.6\% | 34.4 | 13.9 | C |
| EB | Left Turn | 5 | 2 | 40.0\% | 20.9 | 37.5 | C |
|  | Through | 829 | 235 | 28.3\% | 20.2 | 6.7 | C |
|  | Right Turn | 4 | 2 | 40.0\% | 6.6 | 12.0 | A |
|  | Subtotal | 838 | 238 | 28.4\% | 20.5 | 6.5 | C |
| WB | Left Turn | 12 | 15 | 123.3\% | 65.1 | 32.2 | E |
|  | Through | 854 | 685 | 80.2\% | 25.8 | 8.7 | C |
|  | Right Turn | 10 | 10 | 96.0\% | 23.5 | 26.1 | C |
|  | Subtotal | 876 | 709 | 81.0\% | 26.5 | 8.9 | C |
| Total |  | 2,334 | 1,364 | 58.4\% | 36.7 | 4.9 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 51 5th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 56 | 47 | 84.3\% | 91.1 | 32.3 | F |
|  | Through | 258 | 228 | 88.2\% | 50.1 | 8.4 | D |
|  | Right Turn | 92 | 84 | 90.9\% | 42.3 | 9.7 | D |
|  | Subtotal | 406 | 358 | 88.3\% | 53.5 | 9.4 | D |
| SB | Left Turn | 112 | 87 | 77.9\% | 93.4 | 12.7 | F |
|  | Through | 331 | 260 | 78.7\% | 88.8 | 14.7 | F |
|  | Right Turn | 158 | 126 | 79.5\% | 81.8 | 13.1 | F |
|  | Subtotal | 601 | 473 | 78.7\% | 87.6 | 13.0 | F |
| EB | Left Turn | 231 | 123 | 53.3\% | 50.4 | 7.1 | D |
|  | Through | 1,070 | 572 | 53.5\% | 24.5 | 4.9 | C |
|  | Right Turn | 124 | 68 | 55.2\% | 18.8 | 4.4 | B |
|  | Subtotal | 1,425 | 764 | 53.6\% | 28.3 | 4.2 | C |
| WB | Left Turn | 63 | 53 | 83.8\% | 50.2 | 9.9 | D |
|  | Through | 670 | 541 | 80.7\% | 26.1 | 8.6 | C |
|  | Right Turn | 7 | 5 | 74.3\% | 26.7 | 27.8 | C |
|  | Subtotal | 740 | 599 | 80.9\% | 28.1 | 8.4 | C |
| Total |  | 3,172 | 2,194 | 69.2\% | 45.2 | 5.5 | D |

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

Medical Center / Stadium / Railyards SP EIR Cumulative Plus Land Use Variant PM Peak Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 30 | 22 | 73.3\% | 30.9 | 25.6 | D |
|  | Subtotal | 30 | 22 | 73.3\% | 30.9 | 25.6 | D |
| EB | Left Turn | 29 | 18 | 63.4\% | 22.2 | 9.0 | C |
|  | Through Right Turn | 1,245 | 744 | 59.8\% | 6.3 | 2.5 | A |
|  | Subtotal | 1,274 | 763 | 59.9\% | 6.7 | 2.6 | A |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 710 \\ 33 \end{gathered}$ | $\begin{gathered} 581 \\ 29 \end{gathered}$ | $\begin{aligned} & 81.9 \% \\ & 88.5 \% \end{aligned}$ | $\begin{aligned} & 3.7 \\ & 2.0 \end{aligned}$ | $\begin{aligned} & 2.6 \\ & 1.4 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 743 | 610 | 82.2\% | 3.6 | 2.5 | A |
| Total |  | 2,047 | 1,395 | 68.2\% | 5.7 | 2.2 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 53 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 9 | 7 | 75.6\% | 81.4 | 48.6 | F |
|  | Through | 227 | 183 | 80.7\% | 62.4 | 11.5 | E |
|  | Right Turn | 280 | 216 | 77.1\% | 51.8 | 10.7 | D |
|  | Subtotal | 516 | 406 | 78.7\% | 57.4 | 10.8 | E |
| SB | Left Turn | 143 | 128 | 89.8\% | 99.4 | 13.0 | F |
|  | Through | 207 | 162 | 78.5\% | 39.9 | 5.4 | D |
|  | Right Turn | 244 | 208 | 85.4\% | 34.5 | 5.6 | C |
|  | Subtotal | 594 | 499 | 84.0\% | 53.1 | 7.7 | D |
| EB | Left Turn | 232 | 150 | 64.8\% | 52.5 | 15.2 | D |
|  | Through | 996 | 623 | 62.5\% | 27.9 | 8.8 | C |
|  | Right Turn | 17 | 15 | 89.4\% | 16.4 | 7.0 | B |
|  | Subtotal | 1,245 | 788 | 63.3\% | 32.4 | 9.9 | C |
| WB | Left Turn | 241 | 186 | 77.2\% | 76.1 | 13.0 | E |
|  | Through | 490 | 383 | 78.1\% | 28.3 | 4.1 | C |
|  | Right Turn | 32 | 20 | 62.5\% | 32.4 | 12.5 | C |
|  | Subtotal | 763 | 589 | 77.2\% | 43.5 | 5.6 | D |
| Total |  | 3,118 | 2,282 | 73.2\% | 44.5 | 5.2 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 54
7th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 216 | 119 | 55.0\% | 267.3 | 82.3 | F |
|  | Through | 471 | 394 | 83.6\% | 49.3 | 14.1 | D |
|  | Right Turn | 322 | 295 | 91.7\% | 30.2 | 9.8 | C |
|  | Subtotal | 1,009 | 808 | 80.0\% | 72.9 | 18.9 | E |
| SB | Left Turn | 9 | 12 | 128.9\% | 138.6 | 43.4 | F |
|  | Through | 577 | 514 | 89.0\% | 72.4 | 16.0 | E |
|  | Right Turn | 177 | 146 | 82.7\% | 92.3 | 22.6 | F |
|  | Subtotal | 763 | 672 | 88.0\% | 77.8 | 16.3 | E |
| EB | Left Turn | 324 | 226 | 69.6\% | 39.5 | 5.3 | D |
|  | Through | 372 | 273 | 73.4\% | 28.3 | 5.8 | C |
|  | Right Turn | 723 | 481 | 66.6\% | 10.7 | 1.6 | B |
|  | Subtotal | 1,419 | 980 | 69.1\% | 22.3 | 3.3 | C |
| WB | Left Turn | 213 | 176 | 82.6\% | 91.9 | 41.1 | F |
|  | Through | 370 | 316 | 85.4\% | 86.3 | 38.1 | F |
|  | Right Turn | 30 | 26 | 85.3\% | 88.8 | 48.5 | F |
|  | Subtotal | 613 | 518 | 84.4\% | 88.4 | 39.0 | F |
| Total |  | 3,804 | 2,977 | 78.3\% | 60.0 | 10.0 | E |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 55
8th St/Railyards Blvd
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 5 | 4 | 88.0\% | 12.3 | 9.1 | B |
|  | Right Turn | 15 | 14 | 90.7\% | 18.7 | 26.6 | C |
|  | Subtotal | 20 | 18 | 90.0\% | 17.7 | 19.1 | C |
| EB | Left Turn | 130 | 106 | 81.8\% | 11.0 | 5.1 | B |
|  | Through Right Turn | 573 | 471 | 82.2\% | 2.3 | 0.4 | A |
|  | Subtotal | 703 | 578 | 82.2\% | 3.9 | 1.0 | A |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 598 \\ 5 \end{gathered}$ | $\begin{gathered} 516 \\ 5 \end{gathered}$ | $\begin{gathered} \text { 86.4\% } \\ \text { 104.0\% } \end{gathered}$ | $17.4$ | $\begin{gathered} 22.6 \\ 9.1 \end{gathered}$ | C |
|  | Subtotal | 603 | 522 | 86.5\% | 17.3 | 22.5 | C |
| Total |  | 1,326 | 1,117 | 84.3\% | 10.8 | 11.9 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 56 10th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 446 | 405 | 90.9\% | 13.9 | 1.5 | B |
|  | Subtotal | 446 | 405 | 90.9\% | 13.9 | 1.5 | B |
| EB | Left Turn <br> Through <br> Right Turn | 503 | 402 | 79.8\% | 22.4 | 2.5 | C |
|  | Subtotal | 503 | 402 | 79.8\% | 22.4 | 2.5 | C |
| WB | Left Turn <br> Through <br> Right Turn | 191 | 149 | 78.1\% | 18.1 | 2.2 | B |
|  | Subtotal | 191 | 149 | 78.1\% | 18.1 | 2.2 | B |
| Total |  | 1,140 | 956 | 83.9\% | 18.2 | 1.3 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 57 Bercut Dr/Camille Ln All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 274 | 148 | 54.2\% | 244.7 | 78.2 | F |
|  | Right Turn | 263 | 128 | 48.8\% | 230.0 | 73.0 | F |
|  | Subtotal | 537 | 277 | 51.5\% | 239.0 | 75.3 | F |
| SB | Left Turn | 275 | 37 | 13.5\% | 410.1 | 297.8 | F |
|  | Through | 139 | 15 | 10.9\% | 403.7 | 300.3 | F |
|  | Subtotal | 414 | 52 | 12.7\% | 229.1 | 191.9 | F |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 186 | 152 | 81.7\% | 83.7 | 40.5 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 128 | 106 | 82.5\% | 91.1 | 44.8 | F |
|  | Subtotal | 314 | 258 | 82.0\% | 87.0 | 42.9 | F |
| Total |  | 1,265 | 587 | 46.4\% | 150.8 | 49.0 | F |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 58
Huntington St/Camille Ln
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 |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 122 | 44 | 36.4\% | 10.1 | 3.0 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 12 | 2 | 16.7\% | 2.8 | 2.5 | A |
|  | Subtotal | 134 | 46 | 34.6\% | 10.0 | 3.1 | A |
| EB | Left Turn | 6 | 1 | 20.0\% | 1.9 | 2.8 | A |
|  | Through | 535 | 170 | 31.8\% | 0.8 | 0.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 541 | 171 | 31.6\% | 0.9 | 0.2 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 354 | 343 | 96.9\% | 8.3 | 4.8 | A |
|  | Right Turn | 311 | 274 | 88.0\% | 7.4 | 5.7 | A |
|  | Subtotal | 665 | 617 | 92.8\% | 7.9 | 5.2 | A |
| Total |  | 1,340 | 834 | 62.3\% | 6.6 | 3.9 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 59
Stanford St/Camille Ln
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 148 | 144 | 97.6\% | 9.8 | 2.5 | A |
|  | Right Turn | 76 | 80 | 105.3\% | 5.3 | 1.4 | A |
|  | Subtotal | 224 | 224 | 100.2\% | 8.3 | 2.2 | A |
| SB | Left Turn | 14 | 12 | 85.7\% | 6.2 | 1.8 | A |
|  | Through | 8 | 6 | 75.0\% | 4.8 | 4.3 | A |
|  | Right Turn | 17 | 16 | 94.1\% | 4.6 | 1.4 | A |
|  | Subtotal | 39 | 34 | 87.2\% | 5.6 | 1.1 | A |
| EB | Left Turn | 22 | 9 | 41.8\% | 10.0 | 4.6 | A |
|  | Through | 535 | 177 | 33.1\% | 9.3 | 1.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 557 | 186 | 33.5\% | 9.4 | 1.4 | A |
| WB | Left Turn | 42 | 37 | 87.6\% | 18.8 | 4.4 | C |
|  | Through | 355 | 332 | 93.6\% | 19.7 | 4.3 | C |
|  | Right Turn | 139 | 128 | 92.4\% | 14.9 | 2.5 | B |
|  | Subtotal | 536 | 498 | 92.8\% | 18.5 | 3.8 | C |
| Total |  | 1,356 | 942 | 69.5\% | 13.9 | 2.7 | B |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 60 5th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 18 | 219 | 1217.8\% | 99.8 | 30.4 | F |
|  | Through | 298 | 266 | 89.3\% | 77.9 | 25.8 | E |
|  | Right Turn | 182 | 74 | 40.7\% | 75.7 | 27.4 | E |
|  | Subtotal | 498 | 559 | 112.3\% | 86.3 | 27.9 | F |
| SB | Left Turn | 191 | 130 | 68.3\% | 82.4 | 16.1 | F |
|  | Through | 358 | 271 | 75.6\% | 32.3 | 9.0 | C |
|  | Right Turn | 28 | 28 | 101.4\% | 34.2 | 15.9 | C |
|  | Subtotal | 577 | 430 | 74.5\% | 47.7 | 12.3 | D |
| EB | Left Turn | 1 | 0 | 40.0\% | 21.1 | 66.6 | C |
|  | Through | 365 | 154 | 42.3\% | 31.4 | 4.6 | C |
|  | Right Turn | 259 | 118 | 45.4\% | 24.3 | 7.7 | C |
|  | Subtotal | 625 | 272 | 43.6\% | 28.6 | 5.3 | C |
| WB | Left Turn | 18 | 20 | 113.3\% | 71.7 | 26.9 | E |
|  | Through | 298 | 268 | 89.8\% | 38.5 | 5.4 | D |
|  | Right Turn | 182 | 172 | 94.7\% | 30.3 | 5.2 | C |
|  | Subtotal | 498 | 460 | 92.4\% | 36.7 | 4.5 | D |
| Total |  | 2,198 | 1,722 | 78.3\% | 54.3 | 10.2 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 61 6th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 252 | 231 | 91.7\% | 56.2 | 20.4 | E |
|  | Through Right Turn | 261 | 275 | 105.3\% | 48.1 | 26.9 | D |
|  | Subtotal | 513 | 506 | 98.6\% | 51.9 | 23.8 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 354 | 282 | 79.5\% | 23.2 | 4.0 | C |
|  | Right Turn | 111 | 89 | 80.0\% | 17.7 | 4.3 | B |
|  | Subtotal | 465 | 370 | 79.7\% | 21.9 | 3.6 | C |
| EB | Left Turn | 255 | 147 | 57.6\% | 33.2 | 18.2 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 325 | 184 | 56.7\% | 11.2 | 2.7 | B |
|  | Subtotal | 580 | 331 | 57.1\% | 21.1 | 9.8 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,558 | 1,208 | 77.5\% | 34.3 | 12.7 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 62
5th St/Stevens St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 217 | 220 | 101.4\% | 84.3 | 22.0 | F |
|  | Through | 455 | 456 | 100.2\% | 54.8 | 21.7 | F |
|  | Right Turn | 51 | 47 | 91.8\% | 47.4 | 22.5 | E |
|  | Subtotal | 723 | 723 | 100.0\% | 63.4 | 21.7 | F |
| SB | Left Turn | 21 | 18 | 83.8\% | 104.3 | 11.4 | F |
|  | Through | 613 | 398 | 65.0\% | 17.9 | 2.2 | C |
|  | Right Turn | 1 | 0 | 40.0\% | 1.1 | 3.5 | A |
|  | Subtotal | 635 | 416 | 65.6\% | 21.5 | 3.4 | C |
| EB | Left Turn | 100 | 84 | 84.4\% | 101.1 | 35.7 | F |
|  | Through | 183 | 159 | 86.8\% | 103.9 | 31.9 | F |
|  | Right Turn | 297 | 250 | 84.2\% | 104.6 | 36.4 | F |
|  | Subtotal | 580 | 493 | 85.0\% | 103.9 | 34.5 | F |
| WB | Left Turn | 97 | 72 | 74.6\% | 111.4 | 52.3 | F |
|  | Through | 119 | 92 | 77.3\% | 96.3 | 43.0 | F |
|  | Right Turn | 8 | 6 | 70.0\% | 106.9 | 76.3 | F |
|  | Subtotal | 224 | 170 | 75.9\% | 103.5 | 47.2 | F |
| Total |  | 2,162 | 1,802 | 83.4\% | 68.3 | 16.2 | F |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 63
6th St/Stevens St
Side-street Stop


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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 34
5th St/C St (West Sacramento)
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 209 | 142 | 67.8\% | 95.6 | 35.9 | F |
|  | Through | 351 | 238 | 67.7\% | 70.9 | 29.1 | E |
|  | Right Turn | 453 | 148 | 32.8\% | 328.6 | 122.9 | F |
|  | Subtotal | 1,013 | 528 | 52.1\% | 137.3 | 26.2 | F |
| SB | Left Turn | 99 | 26 | 26.7\% | 361.1 | 112.4 | F |
|  | Through | 252 | 215 | 85.2\% | 44.9 | 27.6 | D |
|  | Right Turn | 23 | 16 | 67.8\% | 30.4 | 62.1 | C |
|  | Subtotal | 374 | 257 | 68.7\% | 75.7 | 29.4 | E |
| EB | Left Turn | 31 | 13 | 42.6\% | 221.3 | 226.3 | F |
|  | Through | 239 | 64 | 26.6\% | 323.3 | 129.6 | F |
|  | Right Turn | 162 | 61 | 37.8\% | 98.3 | 126.7 | F |
|  | Subtotal | 432 | 138 | 31.9\% | 205.3 | 118.8 | F |
| WB | Left Turn | 453 | 246 | 54.2\% | 116.8 | 32.4 | F |
|  | Through | 394 | 236 | 59.8\% | 72.6 | 26.8 | E |
|  | Right Turn | 154 | 90 | 58.7\% | 32.1 | 14.8 | C |
|  | Subtotal | 1,001 | 572 | 57.1\% | 85.0 | 27.2 | F |
| Total |  | 2,820 | 1,494 | 53.0\% | 109.1 | 19.6 | F |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus Land Use Variant
PM Peak Hour

Intersection 35
3rd St/C St (West Sacramento)
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 33 | 16 | 47.3\% | 153.8 | 167.1 | F |
|  | Through | 19 | 7 | 37.9\% | 196.3 | 177.4 | F |
|  | Right Turn | 540 | 179 | 33.2\% | 320.1 | 144.3 | F |
|  | Subtotal | 592 | 202 | 34.1\% | 303.8 | 139.0 | F |
| SB | Left Turn | 5 | 2 | 40.0\% | 101.4 | 159.3 | F |
|  | Through | 14 | 12 | 88.6\% | 62.7 | 69.6 | E |
|  | Right Turn | 7 | 8 | 114.3\% | 37.4 | 77.8 | D |
|  | Subtotal | 26 | 22 | 86.2\% | 42.9 | 56.1 | D |
| EB | Left Turn | 16 | 5 | 32.5\% | 372.6 | 220.2 | F |
|  | Through | 749 | 195 | 26.1\% | 413.7 | 182.1 | F |
|  | Right Turn | 24 | 8 | 31.7\% | 264.5 | 154.9 | F |
|  | Subtotal | 789 | 208 | 26.4\% | 405.2 | 175.0 | F |
| WB | Left Turn | 695 | 426 | 61.2\% | 543.0 | 237.9 | F |
|  | Through | 956 | 574 | 60.0\% | 513.8 | 231.7 | F |
|  | Right Turn | 53 | 30 | 57.4\% | 501.5 | 239.1 | F |
|  | Subtotal | 1,704 | 1,030 | 60.4\% | 525.5 | 233.8 | F |
| Total |  | 3,111 | 1,462 | 47.0\% | 479.4 | 221.8 | F |

Daily VMT - Railyards Specific Plan Land Use Variant Trips Cumulative Year Plus Railyards Specific Plan Land Use Variant

| Daily VMT for Railyards Specific Plan Land Use Variant |  |  |  |
| :---: | :---: | :---: | :---: |
| Speed Bin | Congested Speed |  | Project VMT |
| 1 | $>0$ | <=5 | 1,538 |
| 2 | $>5$ | <=10 | 4,082 |
| 3 | $>10$ | <=15 | 16,024 |
| 4 | >15 | <=20 | 95,889 |
| 5 | >20 | <=25 | 71,799 |
| 6 | $>25$ | <=30 | 47,384 |
| 7 | >30 | <=35 | 45,326 |
| 8 | >35 | <=40 | 54,456 |
| 9 | >40 | <=45 | 51,618 |
| 10 | >45 | <=50 | 64,461 |
| 11 | >50 | <=55 | 106,492 |
| 12 | $>55$ | <=60 | 213,600 |
| 13 | >60 | <=65 | 48,708 |
| 14 | $>65$ | <=70 | 10,078 |
| 15 | >70 | <=75 | 0 |
| 16 | >75 |  | 0 |
| Railyards SP LUV VMT Within SACMET Model Boundary |  |  | 831,455 |
| Railyards SP LUV VMT Beyond SACMET Model Boundary |  |  | 68,058 |
| Total Railyards SP LUV VMT |  |  | 899,513 |
| Total Railyards SP Vehicle Trips |  |  | 114,837 |
| Average Railyards SP VMT Per Trip |  |  | 7.2 |

Note:
Includes all vehicle trips generated and attracted to Railyards Specific Plan, including internal vehicle trips that remain within the plan area.
Trip lengths include distances beyond SACMET model boundary

## APPENDIX J.1.17:

Mitigations Level of Service (LOS) Calculations

## Baseline Plus Medical Center Option 1a Mitigations

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 1 I 5 SB Ramps/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 1,089 | 872 | 80.1\% | 89.4 | 4.2 | F |
|  | Through | 12 | 12 | 96.7\% | 88.0 | 24.3 | F |
|  | Right Turn | 509 | 432 | 84.9\% | 68.6 | 2.1 | E |
|  | Subtotal | 1,610 | 1,316 | 81.7\% | 82.7 | 3.5 | F |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 298 | 319 | 107.0\% | 21.7 | 3.3 | C |
|  | Right Turn | 46 | 48 | 105.2\% | 4.3 | 2.0 | A |
|  | Subtotal | 344 | 367 | 106.7\% | 19.5 | 3.1 | B |
| WB | Left Turn | 254 | 215 | 84.7\% | 9.0 | 2.0 | A |
|  | Through | 145 | 151 | 104.3\% | 7.6 | 1.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 399 | 366 | 91.8\% | 8.4 | 1.2 | A |
| Total |  | 2,353 | 2,050 | 87.1\% | 58.1 | 2.6 | E |

Intersection 2 I 5 NB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 51 | 56 | 109.0\% | 18.7 | 6.3 | B |
|  | Through | 8 | 11 | 140.0\% | 18.7 | 12.7 | B |
|  | Right Turn | 824 | 822 | 99.8\% | 31.9 | 10.1 | C |
|  | Subtotal | 883 | 889 | 100.7\% | 30.9 | 9.5 | C |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 137 | 130 | 94.6\% | 16.8 | 6.7 | B |
|  | Through Right Turn | 1,250 | 1,040 | 83.2\% | 8.3 | 4.0 | A |
|  | Subtotal | 1,387 | 1,170 | 84.3\% | 9.2 | 3.3 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 348 | 310 | 89.1\% | 15.0 | 2.7 | B |
|  | Right Turn | 481 | 441 | 91.6\% | 3.4 | 0.5 | A |
|  | Subtotal | 829 | 751 | 90.6\% | 8.2 | 1.2 | A |
| Total |  | 3,099 | 2,810 | 90.7\% | 15.9 | 4.0 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 3
Bercut Dr/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 282 | 260 | 92.3\% | 37.1 | 6.3 | D |
|  | Through | 11 | 16 | 149.1\% | 33.3 | 14.6 | C |
|  | Right Turn | 9 | 9 | 102.2\% | 11.9 | 9.8 | B |
|  | Subtotal | 302 | 286 | 94.7\% | 36.2 | 6.5 | D |
| SB | Left Turn | 36 | 36 | 98.9\% | 32.4 | 11.0 | C |
|  | Through | 3 | 3 | 93.3\% | 21.8 | 27.9 | C |
|  | Right Turn | 68 | 66 | 97.1\% | 7.2 | 1.7 | A |
|  | Subtotal | 107 | 104 | 97.6\% | 17.0 | 5.9 | B |
| EB | Left Turn | 126 | 120 | 95.2\% | 41.9 | 8.1 | D |
|  | Through | 1,124 | 1,044 | 92.9\% | 18.2 | 3.1 | B |
|  | Right Turn | 824 | 720 | 87.3\% | 4.2 | 0.3 | A |
|  | Subtotal | 2,074 | 1,884 | 90.8\% | 14.3 | 2.0 | B |
| WB | Left Turn | 35 | 31 | 88.0\% | 41.2 | 10.3 | D |
|  | Through | 479 | 436 | 91.0\% | 17.9 | 2.1 | B |
|  | Right Turn | 10 | 10 | 96.0\% | 9.8 | 10.0 | A |
|  | Subtotal | 524 | 476 | 90.9\% | 19.2 | 2.0 | B |
| Total |  | 3,007 | 2,750 | 91.5\% | 17.5 | 1.8 | B |

Intersection 4 N 3rd St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 21 | 23 | 108.6\% | 40.3 | 10.9 | D |
|  | Through | 5 | 6 | 112.0\% | 41.4 | 24.0 | D |
|  | Right Turn | 8 | 9 | 115.0\% | 3.8 | 3.4 | A |
|  | Subtotal | 34 | 38 | 110.6\% | 32.9 | 6.5 | C |
| SB | Left Turn | 15 | 12 | 82.7\% | 29.6 | 17.1 | C |
|  | Through | 5 | 6 | 112.0\% | 30.9 | 24.3 | C |
|  | Right Turn | 17 | 18 | 103.5\% | 4.5 | 2.0 | A |
|  | Subtotal | 37 | 36 | 96.2\% | 21.1 | 9.1 | C |
| EB | Left Turn | 57 | 52 | 91.2\% | 44.7 | 7.9 | D |
|  | Through | 1,018 | 941 | 92.4\% | 4.6 | 1.5 | A |
|  | Right Turn | 94 | 90 | 95.7\% | 4.3 | 1.7 | A |
|  | Subtotal | 1,169 | 1,083 | 92.6\% | 6.4 | 1.5 | A |
| WB | Left Turn | 21 | 19 | 89.5\% | 43.6 | 23.3 | D |
|  | Through | 486 | 435 | 89.5\% | 6.5 | 1.7 | A |
|  | Right Turn | 34 | 32 | 92.9\% | 5.2 | 3.7 | A |
|  | Subtotal | 541 | 486 | 89.8\% | 7.7 | 1.8 | A |
| Total |  | 1,781 | 1,642 | 92.2\% | 7.7 | 1.5 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Medical Center (Mitigated)

AM Peak Hour

Intersection 5 Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 41 | 40 | 96.6\% | 35.5 | 10.6 | D |
|  | Through | 3 | 2 | 80.0\% | 16.0 | 16.3 | B |
|  | Right Turn | 10 | 8 | 76.0\% | 7.0 | 3.9 | A |
|  | Subtotal | 54 | 50 | 91.9\% | 30.7 | 9.1 | C |
| SB | Left Turn | 5 | 8 | 152.0\% | 45.7 | 22.9 | D |
|  | Through | 10 | 6 | 56.0\% | 19.4 | 13.3 | B |
|  | Right Turn | 7 | 9 | 131.4\% | 5.1 | 2.7 | A |
|  | Subtotal | 22 | 22 | 101.8\% | 25.4 | 7.5 | C |
| EB | Left Turn | 56 | 50 | 88.6\% | 33.8 | 8.4 | C |
|  | Through | 980 | 904 | 92.3\% | 6.2 | 2.1 | A |
|  | Right Turn | 5 | 3 | 64.0\% | 6.0 | 10.3 | A |
|  | Subtotal | 1,041 | 957 | 92.0\% | 7.7 | 1.8 | A |
| WB | Left Turn | 24 | 23 | 96.7\% | 38.4 | 11.2 | D |
|  | Through | 493 | 439 | 89.0\% | 5.5 | 2.2 | A |
|  | Right Turn | 26 | 26 | 98.5\% | 3.5 | 1.5 | A |
|  | Subtotal | 543 | 488 | 89.8\% | 7.1 | 2.3 | A |
| Total |  | 1,660 | 1,517 | 91.4\% | 8.5 | 1.5 | A |

Intersection $6 \quad$ N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 80.0\% | 17.3 | 17.3 | B |
|  | Through | 5 | 5 | 96.0\% | 29.1 | 31.9 | C |
|  | Right Turn | 5 | 4 | 72.0\% | 4.0 | 4.3 | A |
|  | Subtotal | 15 | 12 | 82.7\% | 18.3 | 15.4 | B |
| SB | Left Turn | 16 | 14 | 87.5\% | 29.9 | 17.7 | C |
|  | Through | 5 | 4 | 80.0\% | 12.1 | 15.7 | B |
|  | Right Turn | 20 | 21 | 106.0\% | 6.0 | 2.5 | A |
|  | Subtotal | 41 | 39 | 95.6\% | 17.3 | 8.5 | B |
| EB | Left Turn | 54 | 55 | 102.2\% | 40.2 | 6.6 | D |
|  | Through | 933 | 844 | 90.4\% | 5.3 | 1.7 | A |
|  | Right Turn | 8 | 9 | 110.0\% | 6.4 | 7.0 | A |
|  | Subtotal | 995 | 908 | 91.2\% | 7.5 | 1.6 | A |
| WB | Left Turn | 9 | 8 | 93.3\% | 45.4 | 18.5 | D |
|  | Through | 518 | 458 | 88.3\% | 7.5 | 2.8 | A |
|  | Right Turn | 17 | 18 | 105.9\% | 5.4 | 1.8 | A |
|  | Subtotal | 544 | 484 | 89.0\% | 8.2 | 2.4 | A |
| Total |  | 1,595 | 1,443 | 90.5\% | 8.3 | 1.5 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 7
N 7th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 34 | 27 | 80.0\% | 41.5 | 15.1 | D |
|  | Through | 82 | 72 | 87.8\% | 43.6 | 12.4 | D |
|  | Right Turn | 361 | 332 | 92.0\% | 32.2 | 9.1 | C |
|  | Subtotal | 477 | 431 | 90.4\% | 34.7 | 8.5 | C |
| SB | Left Turn | 7 | 5 | 74.3\% | 27.0 | 28.0 | C |
|  | Through | 17 | 15 | 89.4\% | 46.6 | 16.2 | D |
|  | Right Turn | 21 | 22 | 102.9\% | 39.4 | 11.6 | D |
|  | Subtotal | 45 | 42 | 93.3\% | 41.6 | 8.6 | D |
| EB | Left Turn | 124 | 104 | 84.2\% | 49.7 | 7.9 | D |
|  | Through | 734 | 652 | 88.9\% | 37.1 | 5.1 | D |
|  | Right Turn | 96 | 88 | 91.7\% | 32.1 | 10.7 | C |
|  | Subtotal | 954 | 845 | 88.6\% | 38.0 | 5.4 | D |
| WB | Left Turn | 542 | 372 | 68.7\% | 151.8 | 20.0 | F |
|  | Through | 491 | 441 | 89.8\% | 59.1 | 10.1 | E |
|  | Right Turn | 14 | 14 | 100.0\% | 33.1 | 11.0 | C |
|  | Subtotal | 1,047 | 827 | 79.0\% | 100.3 | 14.1 | F |
| Total |  | 2,523 | 2,145 | 85.0\% | 61.5 | 4.9 | E |

Intersection $8 \quad$ N 10th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 12 | 11 | 93.3\% | 36.1 | 18.3 | D |
|  | Through | 32 | 29 | 91.3\% | 34.3 | 8.8 | C |
|  | Right Turn | 12 | 12 | 103.3\% | 7.6 | 4.6 | A |
|  | Subtotal | 56 | 53 | 94.3\% | 30.0 | 7.2 | C |
| SB | Left Turn | 7 | 6 | 80.0\% | 35.6 | 29.2 | D |
|  | Through | 7 | 6 | 80.0\% | 28.2 | 19.5 | C |
|  | Right Turn | 32 | 36 | 111.3\% | 7.6 | 2.7 | A |
|  | Subtotal | 46 | 47 | 101.7\% | 15.3 | 5.4 | B |
| EB | Left Turn | 137 | 126 | 92.0\% | 37.6 | 6.3 | D |
|  | Through | 926 | 834 | 90.1\% | 8.6 | 1.9 | A |
|  | Right Turn | 39 | 35 | 90.3\% | 5.4 | 1.5 | A |
|  | Subtotal | 1,102 | 995 | 90.3\% | 12.1 | 1.9 | B |
| WB | Left Turn | 15 | 13 | 88.0\% | 49.4 | 25.9 | D |
|  | Through | 1,111 | 981 | 88.3\% | 14.1 | 6.5 | B |
|  | Right Turn | 51 | 49 | 95.7\% | 7.3 | 3.5 | A |
|  | Subtotal | 1,177 | 1,043 | 88.6\% | 14.1 | 6.2 | B |
| Total |  | 2,381 | 2,138 | 89.8\% | 13.6 | 2.8 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 9 Dos Rios St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 22 | 19 | 85.5\% | 35.6 | 10.5 | D |
|  | Through | 7 | 7 | 102.9\% | 32.2 | 12.6 | C |
|  | Right Turn | 27 | 30 | 111.1\% | 15.0 | 7.1 | B |
|  | Subtotal | 56 | 56 | 100.0\% | 24.8 | 8.9 | C |
| SB | Left Turn | 40 | 45 | 112.0\% | 30.8 | 6.1 | C |
|  | Through | 11 | 9 | 83.6\% | 32.8 | 15.5 | C |
|  | Right Turn | 21 | 24 | 114.3\% | 14.5 | 7.8 | B |
|  | Subtotal | 72 | 78 | 108.3\% | 27.1 | 6.1 | C |
| EB | Left Turn | 26 | 21 | 81.5\% | 34.6 | 16.3 | C |
|  | Through | 891 | 774 | 86.9\% | 12.6 | 1.9 | B |
|  | Right Turn | 28 | 24 | 84.3\% | 8.4 | 4.8 | A |
|  | Subtotal | 945 | 819 | 86.7\% | 13.2 | 1.8 | B |
| WB | Left Turn | 27 | 27 | 100.7\% | 44.4 | 16.1 | D |
|  | Through | 1,134 | 1,033 | 91.1\% | 10.6 | 2.0 | B |
|  | Right Turn | 27 | 27 | 99.3\% | 10.6 | 5.1 | B |
|  | Subtotal | 1,188 | 1,087 | 91.5\% | 11.4 | 2.1 | B |
| Total |  | 2,261 | 2,040 | 90.2\% | 13.1 | 1.5 | B |

Intersection 10 N 12th St-N 16th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 65 | 60 | 92.9\% | 67.8 | 12.6 | E |
|  | Through | 1,035 | 979 | 94.6\% | 17.0 | 2.6 | B |
|  | Right Turn | 2 | 3 | 160.0\% | 0.8 | 0.8 | A |
|  | Subtotal | 1,102 | 1,042 | 94.6\% | 19.8 | 2.4 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 2,531 | 2,128 | 84.1\% | 62.1 | 3.3 | E |
|  | Right Turn | 1,187 | 1,076 | 90.6\% | 21.0 | 1.5 | C |
|  | Subtotal | 3,718 | 3,204 | 86.2\% | 48.3 | 2.7 | D |
| EB | Left Turn | 894 | 642 | 71.8\% | 121.5 | 12.8 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 20 | 17 | 84.0\% | 45.0 | 8.8 | D |
|  | Subtotal | 914 | 659 | 72.1\% | 119.5 | 12.7 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 1 | 2 | 160.0\% | 14.9 | 31.5 | B |
|  | Right Turn | 2 | 2 | 100.0\% | 1.9 | 3.7 | A |
|  | Subtotal | 3 | 4 | 120.0\% | 13.0 | 24.9 | B |
| Total |  | 5,737 | 4,908 | 85.6\% | 51.7 | 2.2 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 11
Bercut Dr/Bannon St
Side-street Stop


Intersection 12
Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 44 | 38 | 86.4\% | 3.8 | 1.4 | A |
|  | Through Right Turn | 49 | 49 | 99.6\% | 5.8 | 0.3 | A |
|  | Subtotal | 93 | 87 | 93.3\% | 5.1 | 0.4 | A |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 31 \\ 8 \end{gathered}$ | $\begin{gathered} 23 \\ 9 \end{gathered}$ | $\begin{gathered} 74.8 \% \\ 115.0 \% \end{gathered}$ | $\begin{aligned} & 7.3 \\ & 3.6 \end{aligned}$ | $\begin{aligned} & 0.6 \\ & 0.7 \end{aligned}$ | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 39 | 32 | 83.1\% | 6.2 | 0.4 | A |
| EB | Left Turn | 5 | 3 | 56.0\% | 2.7 | 2.4 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 243 | 213 | 87.7\% | 4.1 | 0.6 | A |
|  | Subtotal | 248 | 216 | 87.1\% | 4.1 | 0.5 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 380 | 335 | 88.2\% | 4.6 | 0.4 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 13
N 7th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 21 | 88.3\% | 32.2 | 14.0 | C |
|  | Through | 288 | 275 | 95.4\% | 39.8 | 4.6 | D |
|  | Right Turn | 16 | 18 | 115.0\% | 42.9 | 15.0 | D |
|  | Subtotal | 328 | 314 | 95.9\% | 39.6 | 5.0 | D |
| SB | Left Turn | 11 | 6 | 50.9\% | 66.3 | 31.8 | E |
|  | Through | 539 | 377 | 69.9\% | 41.6 | 11.8 | D |
|  | Right Turn | 107 | 77 | 72.1\% | 38.4 | 13.3 | D |
|  | Subtotal | 657 | 460 | 70.0\% | 41.2 | 11.5 | D |
| EB | Left Turn | 160 | 151 | 94.5\% | 45.5 | 9.5 | D |
|  | Through | 56 | 66 | 118.6\% | 44.5 | 11.9 | D |
|  | Right Turn | 53 | 54 | 102.6\% | 20.8 | 7.7 | C |
|  | Subtotal | 269 | 272 | 101.1\% | 40.0 | 6.6 | D |
| WB | Left Turn | 238 | 210 | 88.4\% | 47.2 | 10.1 | D |
|  | Through | 168 | 142 | 84.8\% | 36.8 | 6.7 | D |
|  | Right Turn | 27 | 23 | 85.9\% | 35.9 | 8.9 | D |
|  | Subtotal | 433 | 376 | 86.8\% | 42.7 | 6.7 | D |
| Total |  | 1,687 | 1,422 | 84.3\% | 41.2 | 2.9 | D |

Intersection 14
Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 31 | 26 | 82.6\% | 39.4 | 11.2 | D |
|  | Through | 101 | 105 | 103.8\% | 39.3 | 4.2 | D |
|  | Right Turn | 22 | 22 | 98.2\% | 40.1 | 14.5 | D |
|  | Subtotal | 154 | 152 | 98.7\% | 40.1 | 4.5 | D |
| SB | Left Turn | 2 | 2 | 120.0\% | 20.0 | 30.9 | B |
|  | Through | 17 | 11 | 65.9\% | 57.9 | 26.5 | E |
|  | Right Turn | 9 | 10 | 111.1\% | 18.3 | 12.4 | B |
|  | Subtotal | 28 | 24 | 84.3\% | 39.2 | 12.0 | D |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 61 | 69 | 113.4\% | 30.1 | 9.1 | C |
|  | Right Turn | 22 | 18 | 83.6\% | 14.0 | 8.4 | B |
|  | Subtotal | 83 | 88 | 105.5\% | 26.7 | 6.8 | C |
| SW | Left Turn | 18 | 19 | 104.4\% | 7.0 | 5.3 | A |
|  | Through | 2,289 | 1,922 | 83.9\% | 11.6 | 1.0 | B |
|  | Right Turn | 325 | 277 | 85.2\% | 17.1 | 1.5 | B |
|  | Subtotal | 2,632 | 2,217 | 84.2\% | 12.3 | 1.0 | B |
| Total |  | 2,897 | 2,480 | 85.6\% | 14.7 | 0.9 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 15
N 16th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 127 | 126 | 98.9\% | 9.3 | 1.5 | A |
|  | Through | 1,075 | 1,042 | 97.0\% | 7.4 | 0.6 | A |
|  | Right Turn | 6 | 4 | 73.3\% | 1.1 | 1.5 | A |
|  | Subtotal | 1,208 | 1,172 | 97.1\% | 7.6 | 0.6 | A |
| SB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 47 | 50 | 106.4\% | 16.3 | 4.2 | B |
|  | Through Right Turn | 6 | 6 | 93.3\% | 10.2 | 9.5 | B |
|  | Subtotal | 53 | 56 | 104.9\% | 16.1 | 3.8 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 6 | 6 | 93.3\% | 8.4 | 9.9 | A |
|  | Right Turn | 2 | 1 | 60.0\% | 0.8 | 1.6 | A |
|  | Subtotal | 8 | 7 | 85.0\% | 8.2 | 9.4 | A |
| Total |  | 1,269 | 1,235 | 97.3\% | 8.0 | 0.7 | A |

Intersection 16 Sunbeam Ave-Sproule Ave/N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 16 | 16 | 100.0\% | 12.8 | 5.8 | B |
|  | Through Right Turn | 13 | 19 | 147.7\% | 11.3 | 7.3 | B |
|  | Subtotal | 29 | 35 | 121.4\% | 12.4 | 3.7 | B |
| SB | Left Turn <br> Through | 25 | 22 | 88.0\% | 12.9 | 8.1 | B |
|  | Right Turn | 33 | 29 | 88.5\% | 9.7 | 3.3 | A |
|  | Subtotal | 58 | 51 | 88.3\% | 11.7 | 3.5 | B |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 10 | 120.0\% | 19.2 | 17.0 | B |
|  | Subtotal | 8 | 10 | 120.0\% | 19.2 | 17.0 | B |
| WB | Left Turn | 39 | 31 | 80.0\% | 5.2 | 1.8 | A |
|  | Through | 2,504 | 2,106 | 84.1\% | 10.2 | 1.8 | B |
|  | Right Turn | 8 | 6 | 75.0\% | 7.7 | 6.3 | A |
|  | Subtotal | 2,551 | 2,144 | 84.0\% | 10.1 | 1.7 | B |
| Total |  | 2,646 | 2,240 | 84.6\% | 10.2 | 1.7 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 42
Bercut Dr/South Park St
Signal


Intersection 43 5th St/South Park St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 440 | 407 | 92.5\% | 11.5 | 1.0 | B |
|  | Through Right Turn | 120 | 119 | 99.3\% | 2.9 | 1.0 | A |
|  | Subtotal | 560 | 526 | 93.9\% | 9.6 | 0.9 | A |
| SB | Left Turn <br> Through | 120 | 98 | 81.3\% | 11.1 | 1.3 | B |
|  | Right Turn | 100 | 88 | 88.4\% | 7.2 | 2.4 | A |
|  | Subtotal | 220 | 186 | 84.5\% | 9.1 | 1.7 | A |
| EB | Left Turn | 40 | 34 | 85.0\% | 20.1 | 4.4 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 106 | 102 | 95.8\% | 8.8 | 2.4 | A |
|  | Subtotal | 146 | 136 | 92.9\% | 11.7 | 2.6 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 926 | 848 | 91.5\% | 9.8 | 0.6 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 47
Jibbom St/Railyards Blvd
Signal

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 161 | 158 | 98.1\% | 10.2 | 1.1 | B |
|  | Right Turn | 468 | 470 | 100.4\% | 6.1 | 0.9 | A |
|  | Subtotal | 629 | 628 | 99.8\% | 7.1 | 0.8 | A |
| SB | Left Turn | 227 | 204 | 89.7\% | 38.5 | 15.6 | D |
|  | Through | 340 | 334 | 98.2\% | 4.9 | 1.0 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 567 | 538 | 94.8\% | 17.5 | 5.9 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 225 | 192 | 85.5\% | 17.3 | 2.9 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 9 | 8 | 88.9\% | 3.7 | 2.3 | A |
|  | Subtotal | 234 | 200 | 85.6\% | 16.7 | 2.8 | B |
| Total |  | 1,430 | 1,366 | 95.5\% | 12.6 | 2.5 | B |

Intersection 48 Bercut Dr/Railyards Blvd 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 | 36 | 28 | 77.8\% | 9.7 | 3.1 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 59 | 60 | 101.0\% | 3.7 | 1.4 | A |
|  | Subtotal | 95 | 88 | 92.2\% | 5.6 | 1.4 | A |
| EB | Left Turn | 107 | 100 | 93.1\% | 6.4 | 1.4 | A |
|  | Through | 588 | 574 | 97.7\% | 4.9 | 0.7 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 695 | 674 | 97.0\% | 5.1 | 0.7 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 175 | 144 | 82.1\% | 10.1 | 1.2 | B |
|  | Right Turn | 38 | 39 | 102.1\% | 8.1 | 1.2 | A |
|  | Subtotal | 213 | 182 | 85.6\% | 9.7 | 1.2 | A |
| Total |  | 1,003 | 944 | 94.1\% | 6.0 | 0.6 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Medical Center (Mitigated)

AM Peak Hour

Intersection 49
PH Garage 2-Huntington St/Railyards Blvd
Signal


Intersection 50 HSB Entry-Stanford St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through | 10 | 6 | $64.0 \%$ | 9.7 | 7.5 | A |
|  | Right Turn | 10 | 10 | 104.0\% | 3.4 | 1.3 | A |
|  | Subtotal | 20 | 17 | 84.0\% | 5.7 | 2.7 | A |
| EB | Left Turn | 10 | 11 | 112.0\% | 19.7 | 4.1 | B |
|  | Through Right Turn | 628 | 610 | 97.2\% | 18.8 | 1.9 | B |
|  | Subtotal | 638 | 622 | 97.4\% | 18.8 | 2.0 | B |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 495 \\ 10 \end{gathered}$ | $444$ $11$ | $\begin{gathered} \text { 89.6\% } \\ 112.0 \% \end{gathered}$ | $\begin{aligned} & 4.2 \\ & 3.0 \end{aligned}$ | $\begin{aligned} & 0.6 \\ & 1.9 \end{aligned}$ | A |
|  | Subtotal | 505 | 455 | 90.1\% | 4.1 | 0.6 | A |
| Total |  | 1,163 | 1,093 | 94.0\% | 12.5 | 1.0 | B |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Medical Center (Mitigated)

AM Peak Hour

Intersection 51
5th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 141 | 159 | 112.6\% | 18.8 | 1.8 | B |
|  | Through | 206 | 219 | 106.4\% | 12.4 | 1.6 | B |
|  | Right Turn | 7 | 5 | 74.3\% | 4.2 | 6.5 | A |
|  | Subtotal | 354 | 383 | 108.2\% | 15.0 | 0.9 | B |
| SB | Left Turn | 64 | 56 | 88.1\% | 18.9 | 4.4 | B |
|  | Through | 62 | 51 | 82.6\% | 10.5 | 3.5 | B |
|  | Right Turn | 100 | 90 | 90.0\% | 4.6 | 1.0 | A |
|  | Subtotal | 226 | 198 | 87.4\% | 10.3 | 1.5 | B |
| EB | Left Turn | 120 | 117 | 97.7\% | 37.1 | 3.1 | D |
|  | Through | 408 | 404 | 99.0\% | 33.5 | 2.4 | C |
|  | Right Turn | 110 | 98 | 89.1\% | 27.5 | 2.9 | C |
|  | Subtotal | 638 | 619 | 97.1\% | 33.3 | 2.3 | C |
| WB | Left Turn | 10 | 7 | 72.0\% | 13.0 | 16.5 | B |
|  | Through | 264 | 214 | 81.1\% | 9.5 | 1.0 | A |
|  | Right Turn | 234 | 194 | 82.7\% | 8.0 | 2.5 | A |
|  | Subtotal | 508 | 415 | 81.7\% | 9.0 | 1.5 | A |
| Total |  | 1,726 | 1,615 | 93.6\% | 19.9 | 1.2 | B |

Intersection $53 \quad$ N 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 5 | 96.0\% | 9.1 | 9.2 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 40 | 50 | 124.0\% | 4.8 | 1.5 | A |
|  | Subtotal | 45 | 54 | 120.9\% | 5.4 | 1.3 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 469 | 454 | 96.9\% | 16.6 | 3.4 | B |
|  | Right Turn | 10 | 10 | 100.0\% | 12.1 | 8.3 | B |
|  | Subtotal | 479 | 464 | 97.0\% | 16.5 | 3.4 | B |
| WB | Left Turn | 101 | 79 | 78.4\% | 30.7 | 8.0 | C |
|  | Through | 503 | 413 | 82.1\% | 7.6 | 1.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 604 | 492 | 81.5\% | 11.5 | 2.1 | B |
| Total |  | 1,128 | 1,011 | 89.6\% | 13.5 | 2.4 | B |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs Baseline Plus Medical Center
Volume and Delay by Movement
AM Peak Hour

Intersection 54
N 7th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 147 | 149 | 101.2\% | 46.9 | 14.6 | D |
|  | Through | 29 | 26 | 89.7\% | 8.7 | 4.3 | A |
|  | Subtotal | 176 | 175 | 99.3\% | 41.2 | 12.5 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 323 | 285 | 88.2\% | 21.5 | 3.8 | C |
|  | Right Turn | 507 | 345 | 68.0\% | 9.7 | 1.0 | A |
|  | Subtotal | 830 | 630 | 75.9\% | 15.1 | 2.6 | B |
| EB | Left Turn | 309 | 288 | 93.1\% | 11.5 | 1.9 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 260 | 214 | 82.3\% | 6.4 | 1.3 | A |
|  | Subtotal | 569 | 502 | 88.2\% | 9.3 | 1.2 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,575 | 1,306 | 82.9\% | 16.5 | 2.6 | B |

Intersection 60 5th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn | 354 | 384 | 108.6\% | 0.2 | 0.1 | A |
|  | Subtotal | 354 | 384 | 108.6\% | 0.2 | 0.1 | A |
| SB | Left Turn <br> Through Right Turn | 182 | 157 | 86.2\% | 0.8 | 0.2 | A |
|  | Subtotal | 182 | 157 | 86.2\% | 0.8 | 0.2 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 536 | 541 | 101.0\% | 0.4 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Medical Center AM Peak Hour

Intersection 61
6th St/Camille Ln
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 | 45 | 52 | 116.4\% | 0.1 | 0.1 | A |
|  | Subtotal | 45 | 52 | 116.4\% | 0.1 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 111 | 89 | 80.0\% | 0.9 | 0.1 | A |
|  | Subtotal | 111 | 89 | 80.0\% | 0.9 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 156 | 141 | 90.5\% | 0.6 | 0.1 | A |

Intersection 62 5th St/Stevens St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 354 | 385 | 108.7\% | 0.3 | 0.0 | A |
|  | Subtotal | 354 | 385 | 108.7\% | 0.3 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 182 | 158 | 86.8\% | 0.0 | 0.1 | A |
|  | Subtotal | 182 | 158 | 86.8\% | 0.0 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 536 | 543 | 101.3\% | 0.2 | 0.0 | A |

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs Baseline Plus Medical Center
Volume and Delay by Movement
AM Peak Hour

Intersection 63
6th St/Stevens St
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 | 45 | 53 | 117.3\% | 0.1 | 0.0 | A |
|  | Subtotal | 45 | 53 | 117.3\% | 0.1 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 111 | 89 | 80.4\% | 0.2 | 0.1 | A |
|  | Subtotal | 111 | 89 | 80.4\% | 0.2 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 156 | 142 | 91.0\% | 0.1 | 0.0 | A |

Intersection 38
5th St/B St
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 |  |  |  |  |  |  |
|  | Right Turn | 150 | 153 | 102.1\% | 3.9 | 0.6 | A |
|  | Subtotal | 150 | 153 | 102.1\% | 3.9 | 0.6 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 109 | 118 | 108.6\% | 0.4 | 0.2 | A |
|  | Right Turn | 20 | 20 | 102.0\% | 0.1 | 0.2 | A |
|  | Subtotal | 129 | 139 | 107.6\% | 0.4 | 0.2 | A |
| WB | Left Turn | 200 | 164 | 82.0\% | 4.7 | 0.7 | A |
|  | Through | 99 | 72 | 72.7\% | 2.3 | 0.7 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 299 | 236 | 78.9\% | 4.0 | 0.6 | A |
| Total |  | 578 | 528 | 91.3\% | 3.0 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 1 I 5 SB Ramps/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 510 | 468 | 91.7\% | 27.0 | 2.8 | C |
|  | Through | 69 | 67 | 96.8\% | 28.6 | 4.6 | C |
|  | Right Turn | 314 | 302 | 96.3\% | 8.6 | 1.0 | A |
|  | Subtotal | 893 | 837 | 93.7\% | 20.6 | 2.1 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 594 | 543 | 91.4\% | 91.0 | 57.1 | F |
|  | Right Turn | 58 | 59 | 102.1\% | 6.9 | 1.4 | A |
|  | Subtotal | 652 | 602 | 92.3\% | 83.1 | 52.5 | F |
| WB | Left Turn | 660 | 474 | 71.9\% | 15.0 | 3.8 | B |
|  | Through | 393 | 286 | 72.8\% | 8.7 | 1.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 1,053 | 760 | 72.2\% | 12.7 | 2.6 | B |
| Total |  | 2,598 | 2,199 | 84.6\% | 34.8 | 14.0 | C |

Intersection 2 I 5 NB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 58 | 62 | 106.9\% | 28.9 | 3.7 | C |
|  | Through | 10 | 14 | 136.0\% | 20.0 | 11.5 | B |
|  | Right Turn | 431 | 432 | 100.2\% | 9.7 | 1.5 | A |
|  | Subtotal | 499 | 508 | 101.7\% | 12.4 | 1.6 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 432 | 356 | 82.4\% | 54.1 | 7.7 | D |
|  | Through Right Turn | 672 | 634 | 94.3\% | 2.0 | 0.4 | A |
|  | Subtotal | 1,104 | 990 | 89.6\% | 20.8 | 3.1 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 995 | 687 | 69.1\% | 17.1 | 1.7 | B |
|  | Right Turn | 1,393 | 920 | 66.0\% | 5.2 | 0.4 | A |
|  | Subtotal | 2,388 | 1,607 | 67.3\% | 10.3 | 0.9 | B |
| Total |  | 3,991 | 3,104 | 77.8\% | 14.0 | 0.8 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 3
Bercut Dr/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 863 | 558 | 64.7\% | 283.6 | 78.8 | F |
|  | Through | 41 | 29 | 71.2\% | 290.7 | 77.7 | F |
|  | Right Turn | 13 | 12 | 92.3\% | 213.7 | 75.8 | F |
|  | Subtotal | 917 | 600 | 65.4\% | 282.6 | 78.9 | F |
| SB | Left Turn | 34 | 28 | 82.4\% | 41.9 | 13.2 | D |
|  | Through | 23 | 20 | 85.2\% | 40.8 | 17.4 | D |
|  | Right Turn | 166 | 155 | 93.5\% | 20.0 | 7.2 | B |
|  | Subtotal | 223 | 203 | 90.9\% | 25.5 | 7.5 | C |
| EB | Left Turn | 80 | 73 | 91.5\% | 51.6 | 17.1 | D |
|  | Through | 688 | 679 | 98.7\% | 18.5 | 2.9 | B |
|  | Right Turn | 335 | 322 | 96.2\% | 2.8 | 0.2 | A |
|  | Subtotal | 1,103 | 1,074 | 97.4\% | 16.1 | 2.3 | B |
| WB | Left Turn | 18 | 12 | 68.9\% | 54.7 | 37.3 | D |
|  | Through | 1,359 | 922 | 67.8\% | 70.7 | 15.1 | E |
|  | Right Turn | 9 | 6 | 66.7\% | 58.4 | 34.5 | E |
|  | Subtotal | 1,386 | 940 | 67.8\% | 70.6 | 14.7 | E |
| Total |  | 3,629 | 2,817 | 77.6\% | 91.0 | 17.0 | F |

Intersection 4 N 3rd St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 89 | 74 | 83.1\% | 95.8 | 70.4 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 15 | 18 | 122.7\% | 4.2 | 2.2 | A |
|  | Subtotal | 104 | 92 | 88.8\% | 77.5 | 59.2 | E |
| SB | Left Turn | 39 | 42 | 106.7\% | 28.5 | 5.6 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 17 | 18 | 103.5\% | 41.5 | 25.1 | D |
|  | Subtotal | 56 | 59 | 105.7\% | 32.8 | 7.2 | C |
| EB | Left Turn | 13 | 12 | 95.4\% | 42.9 | 15.1 | D |
|  | Through | 710 | 686 | 96.6\% | 4.0 | 1.0 | A |
|  | Right Turn | 12 | 12 | 100.0\% | 3.2 | 1.0 | A |
|  | Subtotal | 735 | 710 | 96.6\% | 4.6 | 1.1 | A |
| WB | Left Turn | 2 | 2 | 80.0\% | 12.9 | 23.9 | B |
|  | Through | 1,280 | 882 | 68.9\% | 65.1 | 14.9 | E |
|  | Right Turn | 10 | 6 | 64.0\% | 75.7 | 55.0 | E |
|  | Subtotal | 1,292 | 890 | 68.9\% | 65.1 | 14.9 | E |
| Total |  | 2,187 | 1,751 | 80.1\% | 39.7 | 8.9 | D |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Medical Center (Mitigated)

PM Peak Hour

Intersection $5 \quad$ Sequoia Pacific Blvd/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 20 | 85.0\% | 41.1 | 9.1 | D |
|  | Through | 5 | 8 | 160.0\% | 26.8 | 20.2 | C |
|  | Right Turn | 24 | 21 | 88.3\% | 10.4 | 5.5 | B |
|  | Subtotal | 53 | 50 | 93.6\% | 26.7 | 8.5 | C |
| SB | Left Turn | 24 | 19 | 80.0\% | 37.4 | 17.8 | D |
|  | Through | 19 | 20 | 107.4\% | 39.7 | 10.0 | D |
|  | Right Turn | 49 | 47 | 95.5\% | 26.2 | 8.7 | C |
|  | Subtotal | 92 | 86 | 93.9\% | 30.9 | 7.4 | C |
| EB | Left Turn | 8 | 5 | 65.0\% | 42.4 | 35.1 | D |
|  | Through | 751 | 751 | 100.0\% | 6.5 | 1.3 | A |
|  | Right Turn | 5 | 5 | 104.0\% | 10.2 | 15.1 | B |
|  | Subtotal | 764 | 762 | 99.7\% | 6.9 | 1.2 | A |
| WB | Left Turn | 11 | 7 | 65.5\% | 59.1 | 48.4 | E |
|  | Through | 1,219 | 923 | 75.7\% | 60.5 | 30.5 | E |
|  | Right Turn | 10 | 4 | 40.0\% | 89.2 | 116.3 | F |
|  | Subtotal | 1,240 | 934 | 75.4\% | 60.7 | 30.5 | E |
| Total |  | 2,149 | 1,832 | 85.2\% | 35.2 | 13.8 | D |

Intersection 6 N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 4 | 1 | 30.0\% | 14.5 | 26.5 | B |
|  | Through | 5 | 4 | 80.0\% | 26.3 | 24.3 | C |
|  | Right Turn | 8 | 11 | 135.0\% | 5.4 | 4.0 | A |
|  | Subtotal | 17 | 16 | 94.1\% | 16.0 | 9.2 | B |
| SB | Left Turn | 8 | 9 | 115.0\% | 21.1 | 18.8 | C |
|  | Through | 5 | 5 | 104.0\% | 16.1 | 18.9 | B |
|  | Right Turn | 70 | 68 | 97.7\% | 36.3 | 33.5 | D |
|  | Subtotal | 83 | 83 | 99.8\% | 36.5 | 32.4 | D |
| EB | Left Turn | 16 | 17 | 107.5\% | 47.1 | 11.3 | D |
|  | Through | 778 | 761 | 97.8\% | 3.7 | 1.1 | A |
|  | Right Turn | 5 | 6 | 120.0\% | 2.6 | 3.7 | A |
|  | Subtotal | 799 | 784 | 98.2\% | 4.6 | 1.4 | A |
| WB | Left Turn | 1 | 0 | 40.0\% | 1.7 | 5.3 | A |
|  | Through | 1,166 | 1,008 | 86.4\% | 39.3 | 31.6 | D |
|  | Right Turn | 3 | 2 | 80.0\% | 15.9 | 33.7 | B |
|  | Subtotal | 1,170 | 1,011 | 86.4\% | 39.3 | 31.6 | D |
| Total |  | 2,069 | 1,894 | 91.5\% | 23.7 | 17.0 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection $7 \quad \mathrm{~N}$ 7th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 108 | 88 | 81.5\% | 40.3 | 7.7 | D |
|  | Through | 27 | 25 | 93.3\% | 48.8 | 20.5 | D |
|  | Right Turn | 519 | 415 | 79.9\% | 30.5 | 8.7 | C |
|  | Subtotal | 654 | 528 | 80.7\% | 32.9 | 8.6 | C |
| SB | Left Turn | 53 | 57 | 107.2\% | 45.8 | 7.3 | D |
|  | Through | 91 | 90 | 99.3\% | 35.3 | 8.3 | D |
|  | Right Turn | 76 | 76 | 99.5\% | 34.3 | 4.3 | C |
|  | Subtotal | 220 | 223 | 101.3\% | 37.5 | 4.5 | D |
| EB | Left Turn | 4 | 3 | 70.0\% | 34.6 | 35.2 | C |
|  | Through | 703 | 681 | 96.9\% | 33.0 | 5.0 | C |
|  | Right Turn | 87 | 77 | 88.3\% | 27.4 | 5.3 | C |
|  | Subtotal | 794 | 761 | 95.8\% | 32.5 | 4.9 | C |
| WB | Left Turn | 217 | 217 | 100.1\% | 62.8 | 15.2 | E |
|  | Through | 988 | 972 | 98.4\% | 25.0 | 3.1 | C |
|  | Right Turn | 14 | 13 | 94.3\% | 34.4 | 13.6 | C |
|  | Subtotal | 1,219 | 1,202 | 98.6\% | 32.1 | 5.1 | C |
| Total |  | 2,887 | 2,714 | 94.0\% | 32.8 | 4.2 | C |

Intersection $8 \quad$ N 10th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 36 | 36 | 98.9\% | 39.1 | 8.5 | D |
|  | Through | 3 | 3 | 106.7\% | 16.9 | 25.0 | B |
|  | Right Turn | 82 | 81 | 98.5\% | 11.1 | 2.7 | B |
|  | Subtotal | 121 | 120 | 98.8\% | 19.9 | 4.0 | B |
| SB | Left Turn | 84 | 91 | 108.6\% | 30.3 | 3.8 | C |
|  | Through | 63 | 58 | 92.1\% | 27.5 | 7.9 | C |
|  | Right Turn | 134 | 152 | 113.4\% | 10.4 | 1.7 | B |
|  | Subtotal | 281 | 301 | 107.2\% | 19.8 | 2.4 | B |
| EB | Left Turn | 37 | 29 | 77.8\% | 38.8 | 10.1 | D |
|  | Through | 1,194 | 1,066 | 89.3\% | 9.0 | 1.3 | A |
|  | Right Turn | 44 | 41 | 93.6\% | 6.9 | 1.8 | A |
|  | Subtotal | 1,275 | 1,136 | 89.1\% | 9.7 | 1.2 | A |
| WB | Left Turn | 7 | 8 | 114.3\% | 34.1 | 24.7 | C |
|  | Through | 971 | 986 | 101.5\% | 7.4 | 1.4 | A |
|  | Right Turn | 17 | 17 | 101.2\% | 7.5 | 7.4 | A |
|  | Subtotal | 995 | 1,011 | 101.6\% | 7.6 | 1.3 | A |
| Total |  | 2,672 | 2,568 | 96.1\% | 10.5 | 0.9 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 9 Dos Rios St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 23 | 24 | 102.6\% | 38.0 | 9.6 | D |
|  | Through | 6 | 7 | 120.0\% | 40.6 | 18.6 | D |
|  | Right Turn | 30 | 30 | 101.3\% | 16.5 | 4.9 | B |
|  | Subtotal | 59 | 61 | 103.7\% | 28.2 | 5.7 | C |
| SB | Left Turn | 29 | 28 | 97.9\% | 39.1 | 9.3 | D |
|  | Through | 10 | 10 | 96.0\% | 30.8 | 22.9 | C |
|  | Right Turn | 27 | 35 | 130.4\% | 15.6 | 6.4 | B |
|  | Subtotal | 66 | 73 | 110.9\% | 27.0 | 4.3 | C |
| EB | Left Turn | 14 | 8 | 60.0\% | 40.3 | 19.8 | D |
|  | Through | 1,319 | 1,186 | 89.9\% | 9.1 | 2.0 | A |
|  | Right Turn | 27 | 28 | 102.2\% | 6.3 | 3.4 | A |
|  | Subtotal | 1,360 | 1,222 | 89.9\% | 9.3 | 2.0 | A |
| WB | Left Turn | 18 | 16 | 86.7\% | 46.7 | 14.4 | D |
|  | Through | 945 | 960 | 101.5\% | 6.8 | 1.1 | A |
|  | Right Turn | 6 | 7 | 113.3\% | 5.3 | 3.6 | A |
|  | Subtotal | 969 | 982 | 101.3\% | 7.4 | 1.1 | A |
| Total |  | 2,454 | 2,339 | 95.3\% | 9.5 | 1.4 | A |

Intersection 10 N 12th St-N 16th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 60 | 54 | 90.7\% | 81.7 | 12.0 | F |
|  | Through | 3,908 | 3,442 | 88.1\% | 51.8 | 13.1 | D |
|  | Right Turn | 9 | 8 | 93.3\% | 35.9 | 28.8 | D |
|  | Subtotal | 3,977 | 3,504 | 88.1\% | 52.3 | 13.1 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,912 | 1,849 | 96.7\% | 32.5 | 8.6 | C |
|  | Right Turn | 897 | 912 | 101.6\% | 11.1 | 3.2 | B |
|  | Subtotal | 2,809 | 2,761 | 98.3\% | 25.4 | 6.7 | C |
| EB | Left Turn | 1,106 | 805 | 72.8\% | 97.9 | 29.1 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 117 | 105 | 89.9\% | 40.6 | 23.1 | D |
|  | Subtotal | 1,223 | 910 | 74.4\% | 91.3 | 29.1 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 5 | 6 | 112.0\% | 50.4 | 51.5 | D |
|  | Right Turn | 7 | 8 | 108.6\% | 16.3 | 17.7 | B |
|  | Subtotal | 12 | 13 | 110.0\% | 39.1 | 26.8 | D |
| Total |  | 8,021 | 7,189 | 89.6\% | 46.9 | 9.4 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 11
Bercut Dr/Bannon St
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 | 670 | 446 | 66.6\% | 210.0 | 81.2 | F |
|  | Right Turn | 2 | 3 | 140.0\% | 183.1 | 77.5 | F |
|  | Subtotal | 672 | 449 | 66.8\% | 209.9 | 81.1 | F |
| SB | Left Turn | 70 | 68 | 96.6\% | 11.1 | 3.1 | B |
|  | Through | 306 | 290 | 94.9\% | 5.5 | 0.3 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 376 | 358 | 95.2\% | 6.5 | 0.5 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 1 | 0 | 40.0\% | 16.7 | 35.2 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 247 | 176 | 71.4\% | 148.6 | 94.3 | F |
|  | Subtotal | 248 | 177 | 71.3\% | 148.6 | 94.3 | F |
| Total |  | 1,296 | 984 | 75.9\% | 120.0 | 42.0 | F |

Intersection 12
Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 240 | 241 | 100.3\% | 5.5 | 0.5 | A |
|  | Through Right Turn | 45 | 40 | 88.9\% | 6.7 | 0.6 | A |
|  | Subtotal | 285 | 281 | 98.5\% | 5.7 | 0.5 | A |
| SB | Left Turn <br> Through | 27 | 25 | 91.9\% | 8.0 | 0.9 | A |
|  | Right Turn | 8 | 8 | 105.0\% | 3.6 | 1.7 | A |
|  | Subtotal | 35 | 33 | 94.9\% | 7.0 | 0.8 | A |
| EB | Left Turn | 8 | 10 | 125.0\% | 4.4 | 0.7 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 64 | 60 | 93.8\% | 3.3 | 0.8 | A |
|  | Subtotal | 72 | 70 | 97.2\% | 3.5 | 0.7 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 392 | 384 | 98.0\% | 5.4 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Medical Center (Mitigated)

PM Peak Hour

Intersection 13
N 7th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 68 | 55 | 81.2\% | 80.6 | 22.4 | F |
|  | Through | 392 | 306 | 78.0\% | 92.0 | 21.2 | F |
|  | Right Turn | 230 | 194 | 84.5\% | 89.8 | 24.1 | F |
|  | Subtotal | 690 | 555 | 80.5\% | 90.4 | 21.5 | F |
| SB | Left Turn | 36 | 29 | 80.0\% | 113.6 | 51.7 | F |
|  | Through | 266 | 208 | 78.0\% | 108.8 | 32.3 | F |
|  | Right Turn | 95 | 76 | 79.6\% | 99.6 | 30.4 | F |
|  | Subtotal | 397 | 312 | 78.6\% | 106.8 | 30.5 | F |
| EB | Left Turn | 241 | 210 | 87.3\% | 68.5 | 15.1 | E |
|  | Through | 95 | 95 | 99.8\% | 52.9 | 8.0 | D |
|  | Right Turn | 18 | 21 | 117.8\% | 31.3 | 17.6 | C |
|  | Subtotal | 354 | 326 | 92.2\% | 61.9 | 11.9 | E |
| WB | Left Turn | 274 | 250 | 91.4\% | 63.4 | 13.2 | E |
|  | Through | 128 | 118 | 92.2\% | 51.6 | 6.9 | D |
|  | Right Turn | 19 | 19 | 98.9\% | 52.0 | 11.2 | D |
|  | Subtotal | 421 | 387 | 92.0\% | 59.4 | 9.2 | E |
| Total |  | 1,862 | 1,581 | 84.9\% | 79.7 | 10.0 | E |

Intersection 14
Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 43 | 42 | 96.7\% | 44.9 | 9.2 | D |
|  | Through | 87 | 75 | 86.4\% | 34.3 | 7.9 | C |
|  | Right Turn | 22 | 22 | 101.8\% | 35.8 | 11.6 | D |
|  | Subtotal | 152 | 139 | 91.6\% | 37.8 | 6.4 | D |
| SB | Left Turn | 5 | 5 | 104.0\% | 29.2 | 31.9 | C |
|  | Through | 109 | 104 | 95.8\% | 38.9 | 3.8 | D |
|  | Right Turn | 7 | 7 | 102.9\% | 24.7 | 25.2 | C |
|  | Subtotal | 121 | 117 | 96.5\% | 38.3 | 5.2 | D |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 241 | 205 | 85.0\% | 32.7 | 6.0 | C |
|  | Right Turn | 61 | 48 | 78.0\% | 20.7 | 7.9 | C |
|  | Subtotal | 302 | 252 | 83.6\% | 30.3 | 5.5 | C |
| SW | Left Turn | 34 | 32 | 94.1\% | 9.7 | 4.2 | A |
|  | Through | 1,619 | 1,548 | 95.6\% | 13.3 | 2.0 | B |
|  | Right Turn | 328 | 320 | 97.7\% | 21.0 | 3.6 | C |
|  | Subtotal | 1,981 | 1,901 | 96.0\% | 14.5 | 2.2 | B |
| Total |  | 2,556 | 2,409 | 94.3\% | 18.7 | 1.8 | B |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Medical Center (Mitigated)

PM Peak Hour

Intersection 15
N 16th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 54 | 51 | 94.8\% | 12.6 | 1.2 | B |
|  | Through | 3,401 | 3,396 | 99.9\% | 11.3 | 0.7 | B |
|  | Right Turn | 2 | 2 | 100.0\% | 1.2 | 2.1 | A |
|  | Subtotal | 3,457 | 3,449 | 99.8\% | 11.3 | 0.7 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 264 | 263 | 99.7\% | 22.3 | 2.5 | C |
|  | Through Right Turn | 3 | 3 | 106.7\% | 10.9 | 9.0 | B |
|  | Subtotal | 267 | 266 | 99.8\% | 22.3 | 2.4 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 10 | 7 | 72.0\% | 9.1 | 11.4 | A |
|  | Right Turn | 3 | 4 | 146.7\% | 4.1 | 4.1 | A |
|  | Subtotal | 13 | 12 | 89.2\% | 9.0 | 8.4 | A |
| Total |  | 3,737 | 3,727 | 99.7\% | 12.1 | 0.7 | B |

Intersection 16 Sunbeam Ave-Sproule Ave/N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 32 | 101.9\% | 14.6 | 4.2 | B |
|  | Through Right Turn | 13 | 12 | 89.2\% | 14.0 | 10.8 | B |
|  | Subtotal | 44 | 43 | 98.2\% | 14.0 | 3.4 | B |
| SB | Left Turn <br> Through | 158 | 142 | 89.6\% | 13.6 | 2.5 | B |
|  | Right Turn | 65 | 64 | 98.5\% | 10.3 | 2.3 | B |
|  | Subtotal | 223 | 206 | 92.2\% | 12.6 | 2.2 | B |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 6 | 70.0\% | 22.6 | 20.2 | C |
|  | Subtotal | 8 | 6 | 70.0\% | 22.6 | 20.2 | C |
| WB | Left Turn | 79 | 70 | 88.1\% | 7.0 | 1.5 | A |
|  | Through | 1,943 | 1,850 | 95.2\% | 10.0 | 1.4 | A |
|  | Right Turn | 7 | 5 | 74.3\% | 4.3 | 1.4 | A |
|  | Subtotal | 2,029 | 1,925 | 94.9\% | 9.9 | 1.4 | A |
| Total |  | 2,304 | 2,180 | 94.6\% | 10.2 | 1.3 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 42
Bercut Dr/South Park St
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 | $\begin{gathered} 368 \\ 23 \end{gathered}$ | $\begin{gathered} 334 \\ 22 \end{gathered}$ | $\begin{aligned} & 90.7 \% \\ & 93.9 \% \end{aligned}$ | $\begin{gathered} 25.4 \\ 6.2 \end{gathered}$ | $\begin{gathered} 27.2 \\ 8.8 \end{gathered}$ | C |
|  | Subtotal | 391 | 355 | 90.8\% | 24.4 | 26.7 | C |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 93 \\ 214 \end{gathered}$ | $\begin{gathered} \hline 85 \\ 208 \end{gathered}$ | $\begin{aligned} & \hline 91.6 \% \\ & 97.0 \% \end{aligned}$ | $\begin{aligned} & 19.3 \\ & 11.6 \end{aligned}$ | $\begin{aligned} & 3.5 \\ & 1.6 \end{aligned}$ | B |
|  | Subtotal | 307 | 293 | 95.4\% | 13.9 | 1.7 | B |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through Right Turn | $\begin{gathered} 58 \\ 304 \end{gathered}$ | $54$ $290$ | $\begin{aligned} & 93.1 \% \\ & 95.3 \% \end{aligned}$ | 11.4 15.6 | 2.6 9.6 | B |
|  | Subtotal | 362 | 344 | 94.9\% | 15.0 | 8.4 | B |
| Total |  | 1,060 | 992 | 93.5\% | 17.9 | 11.2 | B |

Intersection 43 5th St/South Park St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 227 | 202 | 88.8\% | 18.4 | 2.8 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 110 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Subtotal | 337 | 202 | 59.8\% | 18.4 | 2.8 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 200 | 2 | 1.0\% | 3.2 | 1.4 | A |
|  | Right Turn | 358 | 360 | 100.6\% | 15.3 | 6.5 | B |
|  | Subtotal | 558 | 362 | 64.9\% | 15.2 | 6.5 | B |
| WB | Left Turn | 90 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through | 60 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 150 | 0 | 0.0\% | 0.0 | 0.0 | A |
| Total |  | 1,045 | 564 | 53.9\% | 13.0 | 4.1 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 47 Jibbom St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 374 | 378 | 101.0\% | 21.5 | 4.2 | C |
|  | Right Turn | 318 | 319 | 100.3\% | 17.6 | 5.7 | B |
|  | Subtotal | 692 | 696 | 100.6\% | 19.7 | 4.7 | B |
| SB | Left Turn | 86 | 92 | 106.5\% | 84.9 | 67.1 | F |
|  | Through | 409 | 407 | 99.6\% | 8.6 | 3.0 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 495 | 499 | 100.8\% | 23.0 | 14.0 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 436 | 369 | 84.7\% | 19.1 | 2.7 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 63 | 60 | 95.9\% | 9.5 | 2.5 | A |
|  | Subtotal | 499 | 430 | 86.1\% | 17.7 | 2.5 | B |
| Total |  | 1,686 | 1,625 | 96.4\% | 20.3 | 6.2 | C |

Intersection 48 Bercut Dr/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through | 87 | 80 | $91.5 \%$ | 7.4 | 1.5 | A |
|  | Right Turn | 112 | 106 | 94.3\% | 9.1 | 6.5 | A |
|  | Subtotal | 199 | 185 | 93.1\% | 8.4 | 4.1 | A |
| EB | Left Turn | 109 | 109 | 100.2\% | 11.0 | 3.3 | B |
|  | Through Right Turn | 295 | 299 | 101.3\% | 5.1 | 1.0 | A |
|  | Subtotal | 404 | 408 | 101.0\% | 6.7 | 1.6 | A |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 387 \\ 32 \end{gathered}$ | $\begin{gathered} 335 \\ 28 \end{gathered}$ | 86.5\% | $\begin{aligned} & 21.9 \\ & 10.2 \end{aligned}$ | $\begin{gathered} 10.9 \\ 1.5 \end{gathered}$ | C |
|  | Subtotal | 419 | 363 | 86.6\% | 20.9 | 10.0 | C |
| Total |  | 1,022 | 956 | 93.5\% | 12.6 | 5.4 | B |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Medical Center (Mitigated)

PM Peak Hour

Intersection 49
PH Garage 2-Huntington St/Railyards Blvd
Signal

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 284 | 274 | 96.6\% | 10.7 | 0.7 | B |
|  | Through Right Turn | 100 | 103 | 103.2\% | 2.8 | 0.4 | A |
|  | Subtotal | 384 | 378 | 98.3\% | 8.6 | 0.6 | A |
| EB | Left Turn | 24 | 22 | 93.3\% | 14.7 | 4.6 | B |
|  | Through | 358 | 352 | 98.3\% | 7.8 | 0.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 382 | 374 | 98.0\% | 8.2 | 0.7 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 319 | 264 | 82.8\% | 8.1 | 1.2 | A |
|  | Right Turn | 199 | 174 | 87.2\% | 3.8 | 0.5 | A |
|  | Subtotal | 518 | 438 | 84.5\% | 6.4 | 0.9 | A |
| Total |  | 1,284 | 1,190 | 92.6\% | 7.7 | 0.5 | A |

Intersection 50 HSB Entry-Stanford St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 10 | 13 | 128.0\% | 14.7 | 7.1 | B |
|  | Through Right Turn | 10 | 8 | 80.0\% | 2.7 | 1.9 | A |
|  | Subtotal | 20 | 21 | 104.0\% | 10.6 | 5.8 | B |
| EB | Left Turn | 10 | 10 | 104.0\% | 25.2 | 9.9 | C |
|  | Through | 632 | 608 | 96.1\% | 20.6 | 3.6 | C |
|  | Subtotal | 642 | 618 | 96.3\% | 20.7 | 36 | C |
| WB | Tt Turn |  |  |  |  |  |  |
|  | Through | 508 | 436 | 85.8\% | 4.6 | 0.8 | A |
|  | Right Turn | 10 | 8 | 84.0\% | 2.5 | 1.9 | A |
|  | Subtotal | 518 | 444 | 85.8\% | 4.5 | 0.7 | A |
| Total |  | 1,180 | 1,083 | 91.8\% | 13.9 | 2.3 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 51 5th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 96 | 87 | 90.4\% | 22.2 | 4.1 | C |
|  | Through | 127 | 119 | 93.9\% | 12.1 | 1.9 | B |
|  | Right Turn | 5 | 3 | 64.0\% | 2.1 | 2.4 | A |
|  | Subtotal | 228 | 209 | 91.8\% | 16.1 | 1.0 | B |
| SB | Left Turn | 139 | 130 | 93.8\% | 20.8 | 5.1 | C |
|  | Through | 219 | 214 | 97.9\% | 14.0 | 2.2 | B |
|  | Right Turn | 90 | 88 | 98.2\% | 8.0 | 2.5 | A |
|  | Subtotal | 448 | 433 | 96.7\% | 14.7 | 2.0 | B |
| EB | Left Turn | 80 | 76 | 95.5\% | 38.5 | 9.2 | D |
|  | Through | 427 | 397 | 92.9\% | 40.4 | 24.6 | D |
|  | Right Turn | 135 | 131 | 97.2\% | 36.0 | 20.6 | D |
|  | Subtotal | 642 | 604 | 94.1\% | 39.3 | 22.1 | D |
| WB | Left Turn | 29 | 25 | 86.9\% | 34.1 | 16.2 | C |
|  | Through | 332 | 271 | 81.7\% | 8.8 | 2.4 | A |
|  | Right Turn | 130 | 112 | 85.8\% | 7.2 | 2.3 | A |
|  | Subtotal | 491 | 408 | 83.1\% | 9.8 | 2.2 | A |
| Total |  | 1,809 | 1,655 | 91.5\% | 22.5 | 7.4 | C |

Intersection $53 \quad$ N 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 5 | 104.0\% | 9.4 | 9.0 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 205 | 197 | 96.0\% | 10.0 | 3.4 | A |
|  | Subtotal | 210 | 202 | 96.2\% | 10.0 | 3.3 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 566 | 496 | 87.6\% | 45.0 | 22.1 | D |
|  | Right Turn | 5 | 3 | 56.0\% | 44.4 | 51.3 | D |
|  | Subtotal | 571 | 499 | 87.4\% | 45.1 | 22.3 | D |
| WB | Left Turn | 92 | 73 | 79.6\% | 32.5 | 4.9 | C |
|  | Through | 486 | 404 | 83.2\% | 9.9 | 1.1 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 578 | 478 | 82.6\% | 13.4 | 1.6 | B |
| Total |  | 1,359 | 1,178 | 86.7\% | 26.0 | 8.5 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 54
N 7th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 95 | 79 | 82.9\% | 29.4 | 11.3 | C |
|  | Through Right Turn | 191 | 189 | 98.8\% | 12.7 | 1.7 | B |
|  | Subtotal | 286 | 268 | 93.6\% | 17.9 | 4.7 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 75 | 63 | 84.3\% | 15.9 | 4.3 | B |
|  | Right Turn | 483 | 410 | 85.0\% | 11.2 | 1.5 | B |
|  | Subtotal | 558 | 474 | 84.9\% | 11.9 | 1.0 | B |
| EB | Left Turn | 499 | 450 | 90.2\% | 35.4 | 7.8 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 272 | 237 | 87.1\% | 9.3 | 2.6 | A |
|  | Subtotal | 771 | 687 | 89.1\% | 26.5 | 6.4 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,615 | 1,428 | 88.4\% | 20.0 | 3.1 | C |

Intersection 60 5th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 228 | 226 | 99.3\% | 0.1 | 0.0 | A |
|  | Subtotal | 228 | 226 | 99.3\% | 0.1 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 383 | 376 | 98.3\% | 1.6 | 0.2 | A |
|  | Subtotal | 383 | 376 | 98.3\% | 1.6 | 0.2 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 611 | 603 | 98.7\% | 1.0 | 0.2 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Medical Center (Mitigated)

PM Peak Hour

Intersection 61 6th St/Camille Ln
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 | 210 | 204 | 97.0\% | 0.2 | 0.1 | A |
|  | Subtotal | 210 | 204 | 97.0\% | 0.2 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 97 | 75 | 77.5\% | 1.0 | 0.2 | A |
|  | Subtotal | 97 | 75 | 77.5\% | 1.0 | 0.2 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 307 | 279 | 90.8\% | 0.4 | 0.1 | A |

Intersection 62 5th St/Stevens St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 228 | 227 | 99.5\% | 0.2 | 0.1 | A |
|  | Subtotal | 228 | 227 | 99.5\% | 0.2 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 383 | 375 | 98.0\% | 0.3 | 0.0 | A |
|  | Subtotal | 383 | 375 | 98.0\% | 0.3 | 0.0 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 611 | 602 | 98.5\% | 0.3 | 0.0 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 63
6th St/Stevens St
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 | 210 | 202 | 96.4\% | 0.1 | 0.0 | A |
|  | Subtotal | 210 | 202 | 96.4\% | 0.1 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 97 | 78 | 80.0\% | 0.2 | 0.1 | A |
|  | Subtotal | 97 | 78 | 80.0\% | 0.2 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 307 | 280 | 91.2\% | 0.1 | 0.0 | A |

Intersection 38
5th St/N B St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 30 | 29 | 96.0\% | 7.2 | 1.7 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 280 | 267 | 95.4\% | 4.7 | 0.5 | A |
|  | Subtotal | 310 | 296 | 95.5\% | 5.0 | 0.4 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 74 | 71 | 95.7\% | 0.6 | 0.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 74 | 71 | 95.7\% | 0.6 | 0.4 | A |
| WB | Left Turn | 150 | 134 | 89.1\% | 4.0 | 0.4 | A |
|  | Through | 141 | 120 | 85.4\% | 2.0 | 0.3 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 291 | 254 | 87.3\% | 3.1 | 0.3 | A |
| Total |  | 675 | 621 | 92.0\% | 3.7 | 0.3 | A |

## Baseline Plus Medical Center Option 1b Mitigations

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

| Intersection 1 |  | I 5 SB Ramps/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 1,089 | 881 | 80.9\% | 89.4 | 2.6 | F |
|  | Through | 12 | 8 | 70.0\% | 99.6 | 25.4 | F |
|  | Right Turn | 509 | 433 | 85.1\% | 67.5 | 3.0 | E |
|  | Subtotal | 1,610 | 1,323 | 82.2\% | 82.3 | 2.4 | F |
| EB | Left Turn Through | 298 | 318 | 106.7\% | 20.7 | 2.4 | C |
|  | Right Turn | 46 | 48 | 104.3\% | 4.0 | 2.0 | A |
|  | Subtotal | 344 | 366 | 106.4\% | 18.5 | 2.1 | B |
| WB | Left Turn | 254 | 225 | 88.5\% | 9.1 | 2.0 | A |
|  | Through | 145 | 120 | 83.0\% | 6.4 | 1.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 399 | 345 | 86.5\% | 8.2 | 1.3 | A |
| Total |  | 2,353 | 2,034 | 86.4\% | 58.2 | 1.4 | E |

Intersection 2 I 5 NB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 51 | 51 | 100.4\% | 20.8 | 3.4 | C |
|  | Through | 8 | 6 | 70.0\% | 24.8 | 19.1 | C |
|  | Right Turn | 824 | 844 | 102.5\% | 27.5 | 8.6 | C |
|  | Subtotal | 883 | 901 | 102.1\% | 27.2 | 8.3 | C |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 137 | 134 | 97.8\% | 19.8 | 5.9 | B |
|  | Through Right Turn | 1,250 | 1,048 | 83.8\% | 5.5 | 1.2 | A |
|  | Subtotal | 1,387 | 1,182 | 85.2\% | 7.1 | 1.3 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 348 | 293 | 84.1\% | 13.4 | 3.3 | B |
|  | Right Turn | 481 | 419 | 87.1\% | 3.5 | 0.5 | A |
|  | Subtotal | 829 | 712 | 85.8\% | 7.6 | 1.4 | A |
| Total |  | 3,099 | 2,794 | 90.2\% | 13.7 | 2.6 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

| Intersection 3 |  | Bercut Dr/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 282 | 250 | 88.8\% | 34.8 | 1.9 | C |
|  | Through | 11 | 11 | 98.2\% | 31.4 | 15.2 | C |
|  | Right Turn | 9 | 9 | 102.2\% | 6.9 | 2.5 | A |
|  | Subtotal | 302 | 270 | 89.5\% | 33.7 | 1.7 | C |
| SB | Left Turn | 36 | 37 | 103.3\% | 33.1 | 9.2 | C |
|  | Through | 3 | 3 | 93.3\% | 22.8 | 26.0 | C |
|  | Right Turn | 68 | 55 | 81.2\% | 5.9 | 1.1 | A |
|  | Subtotal | 107 | 95 | 89.0\% | 17.3 | 4.0 | B |
| EB | Left Turn | 126 | 110 | 87.0\% | 37.8 | 5.6 | D |
|  | Through | 1,124 | 1,031 | 91.7\% | 15.1 | 3.2 | B |
|  | Right Turn | 824 | 759 | 92.1\% | 4.4 | 0.3 | A |
|  | Subtotal | 2,074 | 1,900 | 91.6\% | 12.2 | 1.8 | B |
| WB | Left Turn | 35 | 32 | 90.3\% | 40.1 | 8.5 | D |
|  | Through | 479 | 412 | 85.9\% | 17.8 | 1.8 | B |
|  | Right Turn | 10 | 12 | 116.0\% | 13.4 | 7.7 | B |
|  | Subtotal | 524 | 455 | 86.8\% | 19.1 | 1.8 | B |
| Total |  | 3,007 | 2,720 | 90.5\% | 15.7 | 1.5 | B |

```
Intersection 4
```

N 3rd St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 21 | 23 | 108.6\% | 37.6 | 7.7 | D |
|  | Through | 5 | 2 | 48.0\% | 19.8 | 28.0 | B |
|  | Right Turn | 8 | 9 | 115.0\% | 4.6 | 2.4 | A |
|  | Subtotal | 34 | 34 | 101.2\% | 29.3 | 7.2 | C |
| SB | Left Turn | 15 | 12 | 82.7\% | 46.5 | 17.1 | D |
|  | Through | 5 | 5 | 104.0\% | 28.4 | 26.6 | C |
|  | Right Turn | 17 | 16 | 94.1\% | 5.2 | 1.9 | A |
|  | Subtotal | 37 | 34 | 90.8\% | 24.6 | 6.8 | C |
| EB | Left Turn | 57 | 54 | 94.0\% | 40.3 | 7.2 | D |
|  | Through | 1,018 | 924 | 90.8\% | 4.8 | 1.6 | A |
|  | Right Turn | 94 | 96 | 101.7\% | 3.6 | 1.9 | A |
|  | Subtotal | 1,169 | 1,073 | 91.8\% | 6.5 | 1.7 | A |
| WB | Left Turn | 21 | 18 | 87.6\% | 40.2 | 10.1 | D |
|  | Through | 486 | 415 | 85.3\% | 6.6 | 2.3 | A |
|  | Right Turn | 34 | 27 | 80.0\% | 6.5 | 4.0 | A |
|  | Subtotal | 541 | 460 | 85.1\% | 8.0 | 2.1 | A |
| Total |  | 1,781 | 1,602 | 89.9\% | 7.8 | 1.7 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 5
Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 41 | 38 | 91.7\% | 39.2 | 11.2 | D |
|  | Through | 3 | 4 | 120.0\% | 19.2 | 27.7 | B |
|  | Right Turn | 10 | 15 | 152.0\% | 6.3 | 1.6 | A |
|  | Subtotal | 54 | 56 | 104.4\% | 29.3 | 7.9 | C |
| SB | Left Turn | 5 | 6 | 120.0\% | 34.3 | 26.5 | C |
|  | Through | 10 | 9 | 92.0\% | 28.4 | 19.8 | C |
|  | Right Turn | 7 | 6 | 80.0\% | 6.8 | 7.9 | A |
|  | Subtotal | 22 | 21 | 94.5\% | 29.7 | 7.6 | C |
| EB | Left Turn | 56 | 50 | 88.6\% | 35.1 | 8.5 | D |
|  | Through | 980 | 878 | 89.6\% | 5.9 | 1.2 | A |
|  | Right Turn | 5 | 5 | 96.0\% | 2.6 | 2.5 | A |
|  | Subtotal | 1,041 | 932 | 89.5\% | 7.5 | 1.3 | A |
| WB | Left Turn | 24 | 22 | 93.3\% | 42.7 | 10.0 | D |
|  | Through | 493 | 418 | 84.7\% | 6.4 | 2.2 | A |
|  | Right Turn | 26 | 24 | 92.3\% | 4.5 | 3.5 | A |
|  | Subtotal | 543 | 464 | 85.5\% | 8.1 | 1.8 | A |
| Total |  | 1,660 | 1,473 | 88.7\% | 8.8 | 1.6 | A |

## Intersection $6 \quad$ N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 2 | 48.0\% | 16.8 | 21.9 | B |
|  | Through | 5 | 4 | 88.0\% | 18.4 | 21.4 | B |
|  | Right Turn | 5 | 4 | 88.0\% | 4.1 | 4.5 | A |
|  | Subtotal | 15 | 11 | 74.7\% | 19.4 | 18.5 | B |
| SB | Left Turn | 16 | 16 | 102.5\% | 35.7 | 11.8 | D |
|  | Through | 5 | 5 | 96.0\% | 21.5 | 24.8 | C |
|  | Right Turn | 20 | 21 | 104.0\% | 6.8 | 3.5 | A |
|  | Subtotal | 41 | 42 | 102.4\% | 22.3 | 8.2 | C |
| EB | Left Turn | 54 | 42 | 77.8\% | 39.2 | 9.0 | D |
|  | Through | 933 | 842 | 90.2\% | 4.7 | 1.8 | A |
|  | Right Turn | 8 | 6 | 75.0\% | 3.6 | 4.9 | A |
|  | Subtotal | 995 | 890 | 89.4\% | 6.3 | 1.6 | A |
| WB | Left Turn | 9 | 7 | 75.6\% | 40.2 | 26.1 | D |
|  | Through | 518 | 446 | 86.2\% | 8.1 | 1.8 | A |
|  | Right Turn | 17 | 13 | 77.6\% | 6.4 | 4.1 | A |
|  | Subtotal | 544 | 466 | 85.7\% | 8.6 | 1.6 | A |
| Total |  | 1,595 | 1,410 | 88.4\% | 7.6 | 1.5 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

| Intersection 7 |  | N 7th St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 34 | 35 | 102.4\% | 42.0 | 16.5 | D |
|  | Through | 82 | 75 | 91.2\% | 46.3 | 13.5 | D |
|  | Right Turn | 361 | 316 | 87.4\% | 36.3 | 9.7 | D |
|  | Subtotal | 477 | 425 | 89.1\% | 38.5 | 9.9 | D |
| SB | Left Turn | 7 | 5 | 74.3\% | 35.6 | 31.1 | D |
|  | Through | 17 | 12 | 68.2\% | 44.3 | 28.4 | D |
|  | Right Turn | 21 | 17 | 80.0\% | 41.9 | 13.8 | D |
|  | Subtotal | 45 | 34 | 74.7\% | 43.6 | 14.6 | D |
| EB | Left Turn | 124 | 104 | 83.9\% | 54.0 | 9.0 | D |
|  | Through | 734 | 655 | 89.2\% | 34.0 | 5.7 | C |
|  | Right Turn | 96 | 76 | 79.2\% | 28.9 | 9.0 | C |
|  | Subtotal | 954 | 835 | 87.5\% | 36.0 | 5.3 | D |
| WB | Left Turn | 542 | 370 | 68.3\% | 110.0 | 30.4 | F |
|  | Through | 491 | 415 | 84.5\% | 42.4 | 13.2 | D |
|  | Right Turn | 14 | 10 | 71.4\% | 20.6 | 11.3 | C |
|  | Subtotal | 1,047 | 795 | 76.0\% | 73.7 | 20.9 | E |
| Total |  | 2,523 | 2,089 | 82.8\% | 50.9 | 10.2 | D |

Intersection 8

N 10th St/Richards Blvd

Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 12 | 8 | 63.3\% | 28.7 | 15.4 | C |
|  | Through | 32 | 32 | 101.3\% | 36.8 | 6.5 | D |
|  | Right Turn | 12 | 12 | 96.7\% | 7.2 | 3.7 | A |
|  | Subtotal | 56 | 52 | 92.1\% | 30.0 | 4.7 | C |
| SB | Left Turn | 7 | 4 | 62.9\% | 23.9 | 19.3 | C |
|  | Through | 7 | 6 | 91.4\% | 30.4 | 22.0 | C |
|  | Right Turn | 32 | 28 | 86.3\% | 7.8 | 4.6 | A |
|  | Subtotal | 46 | 38 | 83.5\% | 16.1 | 5.9 | B |
| EB | Left Turn | 137 | 115 | 84.1\% | 35.6 | 6.5 | D |
|  | Through | 926 | 810 | 87.4\% | 8.9 | 1.9 | A |
|  | Right Turn | 39 | 31 | 80.0\% | 5.9 | 1.2 | A |
|  | Subtotal | 1,102 | 956 | 86.8\% | 12.0 | 2.2 | B |
| WB | Left Turn | 15 | 15 | 101.3\% | 39.4 | 10.6 | D |
|  | Through | 1,111 | 957 | 86.1\% | 10.5 | 2.0 | B |
|  | Right Turn | 51 | 44 | 85.5\% | 8.4 | 4.4 | A |
|  | Subtotal | 1,177 | 1,016 | 86.3\% | 10.8 | 1.9 | B |
| Total |  | 2,381 | 2,062 | 86.6\% | 11.9 | 1.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

| Intersection 9 |  | Dos Rios St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 22 | 15 | 69.1\% | 39.5 | 20.0 | D |
|  | Through | 7 | 5 | 74.3\% | 30.1 | 22.8 | C |
|  | Right Turn | 27 | 27 | 100.7\% | 9.3 | 4.9 | A |
|  | Subtotal | 56 | 48 | 85.0\% | 19.9 | 6.2 | B |
| SB | Left Turn | 40 | 43 | 107.0\% | 30.4 | 8.8 | C |
|  | Through | 11 | 13 | 116.4\% | 31.9 | 18.5 | C |
|  | Right Turn | 21 | 24 | 112.4\% | 17.0 | 9.6 | B |
|  | Subtotal | 72 | 79 | 110.0\% | 26.5 | 8.6 | C |
| EB | Left Turn | 26 | 25 | 95.4\% | 43.8 | 11.0 | D |
|  | Through | 891 | 766 | 85.9\% | 10.6 | 2.6 | B |
|  | Right Turn | 28 | 26 | 91.4\% | 3.7 | 2.9 | A |
|  | Subtotal | 945 | 816 | 86.3\% | 11.4 | 2.6 | B |
| WB | Left Turn | 27 | 23 | 85.9\% | 44.0 | 11.5 | D |
|  | Through | 1,134 | 995 | 87.8\% | 10.5 | 1.9 | B |
|  | Right Turn | 27 | 24 | 88.9\% | 8.5 | 2.1 | A |
|  | Subtotal | 1,188 | 1,042 | 87.7\% | 11.2 | 1.8 | B |
| Total |  | 2,261 | 1,985 | 87.8\% | 12.1 | 1.6 | B |

Intersection 10
N 12th St-N 16th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 65 | 70 | 108.3\% | 72.1 | 11.9 | E |
|  | Through | 1,035 | 1,043 | 100.8\% | 16.5 | 2.7 | B |
|  | Right Turn | 2 | 2 | 100.0\% | 0.6 | 0.8 | A |
|  | Subtotal | 1,102 | 1,116 | 101.2\% | 20.0 | 2.9 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 2,531 | 2,144 | 84.7\% | 65.2 | 9.5 | E |
|  | Right Turn | 1,187 | 1,047 | 88.2\% | 23.3 | 5.5 | C |
|  | Subtotal | 3,718 | 3,190 | 85.8\% | 51.5 | 8.4 | D |
| EB | Left Turn | 894 | 618 | 69.1\% | 107.3 | 15.4 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 20 | 16 | 80.0\% | 32.7 | 9.8 | C |
|  | Subtotal | 914 | 634 | 69.3\% | 105.4 | 15.6 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 1 | 0 | 40.0\% | 15.9 | 50.2 | B |
|  | Right Turn | 2 | 6 | 280.0\% | 5.1 | 4.2 | A |
|  | Subtotal | 3 | 6 | 200.0\% | 12.5 | 25.5 | B |
| Total |  | 5,737 | 4,946 | 86.2\% | 51.2 | 6.5 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 11
Bercut Dr/Bannon St
Side-street Stop


Intersection 12
Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 44 | 36 | 82.7\% | 4.3 | 0.5 | A |
|  | Through Right Turn | 49 | 52 | 106.9\% | 5.7 | 0.3 | A |
|  | Subtotal | 93 | 89 | 95.5\% | 5.1 | 0.3 | A |
| SB | Left Turn <br> Through | 31 | 29 | 92.9\% | 7.1 | 0.5 | A |
|  | Right Turn | 8 | 8 | 100.0\% | 4.3 | 0.8 | A |
|  | Subtotal | 39 | 37 | 94.4\% | 6.6 | 0.4 | A |
| EB | Left Turn | 5 | 4 | 72.0\% | 2.8 | 3.1 | A |
|  | Through |  |  |  |  |  | A |
|  | Right Turn | 243 | 220 | 90.5\% | 4.1 | 0.5 | A |
|  | Subtotal | 248 | 224 | 90.2\% | 4.1 | 0.5 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 380 | 349 | 91.9\% | 4.6 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

| Intersection 13 |  | N 7th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | DemandVolume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 20 | 81.7\% | 46.7 | 22.5 | D |
|  | Through | 288 | 283 | 98.3\% | 45.6 | 9.2 | D |
|  | Right Turn | 16 | 15 | 92.5\% | 38.1 | 24.8 | D |
|  | Subtotal | 328 | 318 | 96.8\% | 45.4 | 10.0 | D |
| SB | Left Turn | 11 | 9 | 80.0\% | 69.8 | 36.0 | E |
|  | Through | 539 | 360 | 66.8\% | 50.3 | 18.0 | D |
|  | Right Turn | 107 | 73 | 68.0\% | 54.0 | 21.4 | D |
|  | Subtotal | 657 | 442 | 67.2\% | 51.4 | 17.9 | D |
| EB | Left Turn | 160 | 154 | 96.5\% | 49.2 | 11.5 | D |
|  | Through | 56 | 51 | 90.7\% | 40.7 | 11.6 | D |
|  | Right Turn | 53 | 56 | 105.7\% | 22.0 | 9.6 | C |
|  | Subtotal | 269 | 261 | 97.1\% | 41.7 | 10.0 | D |
| WB | Left Turn | 238 | 211 | 88.6\% | 42.4 | 12.2 | D |
|  | Through | 168 | 162 | 96.7\% | 36.7 | 8.1 | D |
|  | Right Turn | 27 | 24 | 90.4\% | 49.5 | 11.2 | D |
|  | Subtotal | 433 | 398 | 91.8\% | 40.7 | 9.4 | D |
| Total |  | 1,687 | 1,418 | 84.1\% | 45.5 | 7.7 | D |

```
Intersection 14
```

Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 31 | 30 | 95.5\% | 39.2 | 13.1 | D |
|  | Through | 101 | 103 | 102.2\% | 35.3 | 7.0 | D |
|  | Right Turn | 22 | 22 | 100.0\% | 35.9 | 17.7 | D |
|  | Subtotal | 154 | 155 | 100.5\% | 36.0 | 4.8 | D |
| SB | Left Turn | 2 | 2 | 80.0\% | 18.8 | 35.9 | B |
|  | Through | 17 | 14 | 84.7\% | 42.1 | 20.2 | D |
|  | Right Turn | 9 | 8 | 84.4\% | 14.4 | 15.8 | B |
|  | Subtotal | 28 | 24 | 84.3\% | 34.4 | 14.5 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 61 | 56 | 91.8\% | 32.2 | 12.2 | C |
|  | Right Turn | 22 | 18 | 80.0\% | 18.9 | 13.0 | B |
|  | Subtotal | 83 | 74 | 88.7\% | 29.8 | 11.5 | C |
| SW | Left Turn | 18 | 13 | 71.1\% | 9.8 | 9.3 | A |
|  | Through | 2,289 | 1,924 | 84.0\% | 12.8 | 1.6 | B |
|  | Right Turn | 325 | 277 | 85.3\% | 18.2 | 2.8 | B |
|  | Subtotal | 2,632 | 2,214 | 84.1\% | 13.5 | 1.5 | B |
| Total |  | 2,897 | 2,466 | 85.1\% | 15.6 | 1.3 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 15 N 16th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 127 | 132 | 104.3\% | 9.7 | 1.7 | A |
|  | Through | 1,075 | 1,073 | 99.8\% | 7.9 | 0.8 | A |
|  | Right Turn | 6 | 5 | 80.0\% | 1.6 | 1.7 | A |
|  | Subtotal | 1,208 | 1,210 | 100.2\% | 8.1 | 0.8 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 47 | 47 | 100.4\% | 17.9 | 2.7 | B |
|  | Through Right Turn | 6 | 6 | 93.3\% | 13.7 | 12.7 | B |
|  | Subtotal | 53 | 53 | 99.6\% | 17.8 | 2.3 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 6 | 9 | 146.7\% | 14.9 | 9.7 | B |
|  | Right Turn | 2 | 2 | 120.0\% | 2.5 | 4.7 | A |
|  | Subtotal | 8 | 11 | 140.0\% | 12.8 | 8.3 | B |
| Total |  | 1,269 | 1,274 | 100.4\% | 8.5 | 0.8 | A |

Intersection 16 Sunbeam Ave-Sproule Ave/N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 16 | 16 | 100.0\% | 9.3 | 6.0 | A |
|  | Through Right Turn | 13 | 15 | 116.9\% | 10.5 | 6.3 | B |
|  | Subtotal | 29 | 31 | 107.6\% | 11.1 | 4.4 | B |
| SB | Left Turn Through Right Turn | $\begin{aligned} & 25 \\ & 33 \end{aligned}$ | $\begin{aligned} & 23 \\ & 34 \end{aligned}$ | $\begin{gathered} 92.8 \% \\ 101.8 \% \end{gathered}$ | $\begin{gathered} 12.8 \\ 7.9 \end{gathered}$ | $\begin{aligned} & 6.1 \\ & 5.0 \end{aligned}$ | B |
|  | Right Turn |  |  |  |  |  | A |
|  | Subtotal | 58 | 57 | 97.9\% | 9.4 | 4.5 | A |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 7 | 90.0\% | 15.1 | 7.9 | B |
|  | Subtotal | 8 | 7 | 90.0\% | 15.1 | 7.9 | B |
| WB | Left Turn | 39 | 36 | 93.3\% | 7.0 | 2.0 | A |
|  | Through | 2,504 | 2,100 | 83.9\% | 10.1 | 2.0 | B |
|  | Right Turn | 8 | 8 | 105.0\% | 6.3 | 4.1 | A |
|  | Subtotal | 2,551 | 2,145 | 84.1\% | 10.1 | 2.0 | B |
| Total |  | 2,646 | 2,240 | 84.7\% | 10.1 | 1.9 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 42
Bercut Dr/South Park St
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 | 126 | 116 | 91.7\% | 2.7 | 0.9 | A |
|  | Right Turn | 68 | 56 | 82.9\% | 1.6 | 0.4 | A |
|  | Subtotal | 194 | 172 | 88.7\% | 2.4 | 0.6 | A |
| SB | Left Turn | 299 | 285 | 95.4\% | 14.7 | 1.1 | B |
|  | Through | 287 | 251 | 87.5\% | 10.6 | 0.7 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 586 | 536 | 91.5\% | 12.8 | 0.9 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 22 | 21 | 94.5\% | 10.9 | 4.4 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 71 | 62 | 87.9\% | 8.4 | 3.9 | A |
|  | Subtotal | 93 | 83 | 89.5\% | 9.0 | 3.9 | A |
| Total |  | 873 | 792 | 90.7\% | 10.1 | 0.6 | B |

## Intersection 43

5th St/South Park St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 440 | 394 | 89.6\% | 10.9 | 1.6 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 120 | 110 | 92.0\% | 2.6 | 0.5 | A |
|  | Subtotal | 560 | 505 | 90.1\% | 9.1 | 1.4 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 40 | 35 | 88.0\% | 20.5 | 3.7 | C |
|  | Right Turn | 106 | 105 | 98.9\% | 10.5 | 2.2 | B |
|  | Subtotal | 146 | 140 | 95.9\% | 13.0 | 2.5 | B |
| WB | Left Turn | 120 | 92 | 77.0\% | 9.7 | 2.9 | A |
|  | Through | 100 | 96 | 95.6\% | 10.5 | 3.1 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 220 | 188 | 85.5\% | 10.1 | 2.4 | B |
| Total |  | 926 | 833 | 89.9\% | 9.9 | 1.5 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

| Intersection 49 |  | PH Garage 2-Huntington St/Railyards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 103 | 101 | 97.9\% | 10.2 | 1.4 | B |
|  | Through <br> Right Turn | 17 | 16 | 94.1\% | 2.6 | 0.9 | A |
|  | Subtotal | 120 | 117 | 97.3\% | 9.2 | 1.2 | A |
| EB | Left Turn | 89 | 76 | 85.8\% | 19.1 | 2.2 | B |
|  | Through | 535 | 552 | 103.1\% | 12.2 | 1.3 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 624 | 628 | 100.6\% | 13.1 | 1.2 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 196 | 158 | 80.6\% | 5.4 | 1.0 | A |
|  | Right Turn | 309 | 273 | 88.3\% | 4.5 | 0.7 | A |
|  | Subtotal | 505 | 431 | 85.3\% | 4.8 | 0.7 | A |
| Total |  | 1,249 | 1,176 | 94.1\% | 9.7 | 0.9 | A |

Intersection 50 HSB Entry-Stanford St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 10 \\ & 10 \end{aligned}$ | $8$ <br> 8 | $\begin{aligned} & \hline 80.0 \% \\ & 84.0 \% \end{aligned}$ | $9.1$ $2.7$ | $\begin{aligned} & 6.3 \\ & 1.4 \end{aligned}$ | A |
|  | Subtotal | 20 | 16 | 82.0\% | 5.8 | 3.2 | A |
| EB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} \hline 10 \\ 628 \end{gathered}$ | $\begin{gathered} \hline 10 \\ 644 \end{gathered}$ | $\begin{aligned} & \hline 104.0 \% \\ & 102.5 \% \end{aligned}$ | $\begin{aligned} & 21.5 \\ & 19.0 \end{aligned}$ | $\begin{aligned} & 4.3 \\ & 1.7 \end{aligned}$ | C |
|  | Subtotal | 638 | 654 | 102.5\% | 19.1 | 1.7 | B |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 495 \\ 10 \end{gathered}$ | $\begin{gathered} 424 \\ 12 \end{gathered}$ | $\begin{gathered} 85.7 \% \\ 116.0 \% \end{gathered}$ | $\begin{aligned} & 4.2 \\ & 2.9 \end{aligned}$ | $\begin{aligned} & 0.7 \\ & 1.4 \end{aligned}$ | A A |
|  | Subtotal | 505 | 436 | 86.3\% | 4.2 | 0.7 | A |
| Total |  | 1,163 | 1,106 | 95.1\% | 13.0 | 1.2 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

| Intersection 51 |  | 5th St/Railyards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 141 | 137 | 97.0\% | 17.7 | 4.2 | B |
|  | Through | 206 | 206 | 100.2\% | 14.2 | 1.3 | B |
|  | Right Turn | 7 | 8 | 120.0\% | 5.7 | 4.7 | A |
|  | Subtotal | 354 | 352 | 99.3\% | 15.5 | 1.8 | B |
| SB | Left Turn | 64 | 60 | 93.1\% | 20.5 | 6.9 | C |
|  | Through | 62 | 48 | 77.4\% | 13.7 | 3.0 | B |
|  | Right Turn | 100 | 86 | 85.6\% | 4.8 | 1.1 | A |
|  | Subtotal | 226 | 193 | 85.5\% | 12.0 | 2.3 | B |
| EB | Left Turn | 120 | 122 | 102.0\% | 37.1 | 2.9 | D |
|  | Through | 408 | 419 | 102.7\% | 34.2 | 4.0 | C |
|  | Right Turn | 110 | 103 | 93.5\% | 28.6 | 3.0 | C |
|  | Subtotal | 638 | 644 | 101.0\% | 33.9 | 3.4 | C |
| WB | Left Turn | 10 | 5 | 52.0\% | 15.6 | 13.7 | B |
|  | Through | 264 | 216 | 81.8\% | 10.6 | 1.5 | B |
|  | Right Turn | 234 | 185 | 79.1\% | 7.6 | 1.1 | A |
|  | Subtotal | 508 | 406 | 80.0\% | 9.3 | 1.1 | A |
| Total |  | 1,726 | 1,596 | 92.4\% | 21.0 | 1.4 | C |

[^69]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 72.0\% | 9.0 | 10.7 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 40 | 44 | 109.0\% | 5.4 | 2.6 | A |
|  | Subtotal | 45 | 47 | 104.9\% | 6.0 | 3.1 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 469 | 468 | 99.9\% | 18.5 | 3.2 | B |
|  | Right Turn | 10 | 11 | 108.0\% | 9.5 | 6.8 | A |
|  | Subtotal | 479 | 479 | 100.0\% | 18.3 | 3.1 | B |
| WB | Left Turn | 101 | 77 | 76.0\% | 31.7 | 7.1 | C |
|  | Through | 503 | 410 | 81.4\% | 7.2 | 0.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 604 | 486 | 80.5\% | 11.1 | 1.4 | B |
| Total |  | 1,128 | 1,013 | 89.8\% | 14.4 | 1.8 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection $54 \quad$ N 7th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 147 | 151 | 102.6\% | 54.8 | 25.7 | D |
|  | Through Right Turn | 29 | 30 | 104.8\% | 12.5 | 6.3 | B |
|  | Subtotal | 176 | 181 | 103.0\% | 48.2 | 23.8 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 373 | 275 | 73.8\% | 21.6 | 3.8 | C |
|  | Right Turn | 457 | 336 | 73.4\% | 9.3 | 1.5 | A |
|  | Subtotal | 830 | 611 | 73.6\% | 14.8 | 2.4 | B |
| EB | Left Turn | 299 | 297 | 99.3\% | 12.9 | 1.6 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 210 | 213 | 101.5\% | 6.3 | 1.2 | A |
|  | Subtotal | 509 | 510 | 100.2\% | 10.1 | 1.4 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,515 | 1,302 | 85.9\% | 18.0 | 4.3 | B |

[^70]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 354 | 347 | 98.1\% | 0.4 | 0.1 | A |
|  | Subtotal | 354 | 347 | 98.1\% | 0.4 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 182 | 155 | 85.3\% | 0.9 | 0.2 | A |
|  | Subtotal | 182 | 155 | 85.3\% | 0.9 | 0.2 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 536 | 502 | 93.7\% | 0.5 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 61 6th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 45 | 46 | 102.2\% | 0.1 | 0.1 | A |
|  | Subtotal | 45 | 46 | 102.2\% | 0.1 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 111 | 86 | 77.8\% | 0.9 | 0.1 | A |
|  | Subtotal | 111 | 86 | 77.8\% | 0.9 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 156 | 132 | 84.9\% | 0.6 | 0.1 | A |

## Intersection 62

5th St/Stevens St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 354 | 346 | 97.7\% | 1.5 | 0.3 | A |
|  | Subtotal | 354 | 346 | 97.7\% | 1.5 | 0.3 | A |
| SB | Left Turn <br> Through <br> Right Turn | 182 | 153 | 84.2\% | 0.1 | 0.0 | A |
|  | Subtotal | 182 | 153 | 84.2\% | 0.1 | 0.0 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 536 | 499 | 93.1\% | 1.0 | 0.2 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 63 6th St/Stevens St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 45 | 46 | 102.2\% | 0.3 | 0.4 | A |
|  | Subtotal | 45 | 46 | 102.2\% | 0.3 | 0.4 | A |
| SB | Left Turn <br> Through <br> Right Turn | 111 | 86 | 77.8\% | 0.2 | 0.1 | A |
|  | Subtotal | 111 | 86 | 77.8\% | 0.2 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 156 | 132 | 84.9\% | 0.2 | 0.1 | A |

Intersection 39
5th St/B St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 160 | 146 | 91.5\% | 3.4 | 0.3 | A |
|  | Subtotal | 160 | 146 | 91.5\% | 3.4 | 0.3 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 109 \\ 20 \end{gathered}$ | $\begin{gathered} 115 \\ 20 \end{gathered}$ | $\begin{aligned} & 105.7 \% \\ & 102.0 \% \end{aligned}$ | $\begin{aligned} & 0.6 \\ & 0.2 \end{aligned}$ | $\begin{aligned} & 0.2 \\ & 0.2 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 129 | 136 | 105.1\% | 0.5 | 0.2 | A |
| WB | Left Turn Through Right Turn | $\begin{gathered} 200 \\ 99 \end{gathered}$ | $\begin{gathered} 165 \\ 87 \end{gathered}$ | $\begin{aligned} & \hline 82.6 \% \\ & 87.7 \% \end{aligned}$ | $\begin{aligned} & 4.4 \\ & 2.1 \end{aligned}$ | $\begin{aligned} & 0.5 \\ & 0.6 \end{aligned}$ | A |
|  | Subtotal | 299 | 252 | 84.3\% | 3.6 | 0.5 | A |
| Total |  | 588 | 534 | 90.8\% | 2.8 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
Intersection 45 6th St/South Park St Uncontrolled

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 220 | 187 | 85.1\% | 1.1 | 0.3 | A |
|  | Subtotal | 220 | 187 | 85.1\% | 1.1 | 0.3 | A |
| EB | Left Turn <br> Through <br> Right Turn | 160 | 148 | 92.8\% | 0.9 | 0.2 | A |
|  | Subtotal | 160 | 148 | 92.8\% | 0.9 | 0.2 | A |
| WB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 380 | 336 | 88.3\% | 1.0 | 0.2 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

| Intersection 1 |  | I 5 SB Ramps/Richards Blvd |  |  |  |  | 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 | 510 | 513 | 100.6\% | 28.5 | 2.0 | C |
|  | Through | 69 | 64 | 93.3\% | 30.8 | 4.4 | C |
|  | Right Turn | 314 | 312 | 99.2\% | 10.3 | 1.6 | B |
|  | Subtotal | 893 | 889 | 99.6\% | 22.3 | 1.6 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 594 | 540 | 90.9\% | 68.1 | 35.9 | E |
|  | Right Turn | 58 | 64 | 111.0\% | 5.6 | 2.3 | A |
|  | Subtotal | 652 | 604 | 92.7\% | 61.9 | 32.9 | E |
| WB | Left Turn | 660 | 500 | 75.8\% | 14.9 | 3.6 | B |
|  | Through | 393 | 288 | 73.2\% | 8.8 | 1.7 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 1,053 | 788 | 74.8\% | 12.7 | 2.9 | B |
| Total |  | 2,598 | 2,282 | 87.8\% | 29.2 | 8.8 | C |

Intersection 2 I 5 NB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 58 | 54 | 92.4\% | 32.7 | 6.0 | C |
|  | Through | 10 | 12 | 120.0\% | 25.5 | 16.0 | C |
|  | Right Turn | 431 | 414 | 96.1\% | 9.9 | 1.8 | A |
|  | Subtotal | 499 | 480 | 96.1\% | 12.9 | 1.5 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 432 | 359 | 83.1\% | 57.2 | 9.3 | E |
|  | Through Right Turn | 672 | 668 | 99.3\% | 2.0 | 0.5 | A |
|  | Subtotal | 1,104 | 1,026 | 93.0\% | 21.2 | 2.4 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 995 | 728 | 73.2\% | 16.1 | 2.3 | B |
|  | Right Turn | 1,393 | 912 | 65.5\% | 4.9 | 0.5 | A |
|  | Subtotal | 2,388 | 1,641 | 68.7\% | 9.9 | 1.2 | A |
| Total |  | 3,991 | 3,147 | 78.8\% | 14.0 | 1.0 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

| Intersection 3 |  | Bercut Dr/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 863 | 589 | 68.2\% | 258.2 | 69.6 | F |
|  | Through | 41 | 28 | 69.3\% | 264.9 | 71.3 | F |
|  | Right Turn | 13 | 7 | 55.4\% | 193.7 | 58.7 | F |
|  | Subtotal | 917 | 624 | 68.1\% | 257.7 | 69.1 | F |
| SB | Left Turn | 34 | 33 | 96.5\% | 36.4 | 6.9 | D |
|  | Through | 23 | 24 | 102.6\% | 40.0 | 26.9 | D |
|  | Right Turn | 166 | 160 | 96.6\% | 19.8 | 4.3 | B |
|  | Subtotal | 223 | 217 | 97.2\% | 24.7 | 5.2 | C |
| EB | Left Turn | 80 | 74 | 93.0\% | 43.4 | 9.9 | D |
|  | Through | 688 | 705 | 102.5\% | 20.2 | 3.2 | C |
|  | Right Turn | 335 | 331 | 98.9\% | 3.1 | 0.3 | A |
|  | Subtotal | 1,103 | 1,111 | 100.7\% | 16.6 | 1.8 | B |
| WB | Left Turn | 18 | 10 | 57.8\% | 41.6 | 15.1 | D |
|  | Through | 1,359 | 934 | 68.7\% | 70.4 | 14.8 | E |
|  | Right Turn | 9 | 8 | 88.9\% | 59.3 | 40.4 | E |
|  | Subtotal | 1,386 | 952 | 68.7\% | 70.0 | 14.3 | E |
| Total |  | 3,629 | 2,904 | 80.0\% | 85.3 | 13.4 | F |



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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 5
Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 21 | 88.3\% | 50.3 | 27.1 | D |
|  | Through | 5 | 8 | 152.0\% | 38.7 | 25.6 | D |
|  | Right Turn | 24 | 28 | 115.0\% | 8.2 | 4.1 | A |
|  | Subtotal | 53 | 56 | 106.4\% | 30.1 | 14.3 | C |
| SB | Left Turn | 24 | 26 | 106.7\% | 30.6 | 9.5 | C |
|  | Through | 19 | 17 | 88.4\% | 27.9 | 13.2 | C |
|  | Right Turn | 49 | 51 | 104.5\% | 23.1 | 5.4 | C |
|  | Subtotal | 92 | 94 | 101.7\% | 26.5 | 6.3 | C |
| EB | Left Turn | 8 | 6 | 75.0\% | 47.5 | 29.4 | D |
|  | Through | 751 | 718 | 95.6\% | 7.2 | 1.7 | A |
|  | Right Turn | 5 | 4 | 88.0\% | 3.7 | 5.3 | A |
|  | Subtotal | 764 | 728 | 95.3\% | 7.5 | 1.8 | A |
| WB | Left Turn | 11 | 10 | 94.5\% | 57.9 | 32.3 | E |
|  | Through | 1,219 | 901 | 73.9\% | 62.6 | 20.1 | E |
|  | Right Turn | 10 | 6 | 60.0\% | 88.6 | 107.4 | F |
|  | Subtotal | 1,240 | 917 | 74.0\% | 62.6 | 20.1 | E |
| Total |  | 2,149 | 1,796 | 83.6\% | 37.1 | 9.1 | D |

Intersection 6

N 5th St/Richards Blvd

Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 4 | 4 | 110.0\% | 40.4 | 40.3 | D |
|  | Through | 5 | 3 | 64.0\% | 30.3 | 29.8 | C |
|  | Right Turn | 8 | 9 | 115.0\% | 8.0 | 4.7 | A |
|  | Subtotal | 17 | 17 | 98.8\% | 21.5 | 15.5 | C |
| SB | Left Turn | 8 | 7 | 90.0\% | 32.4 | 23.1 | C |
|  | Through | 5 | 8 | 160.0\% | 31.9 | 13.6 | C |
|  | Right Turn | 70 | 57 | 81.1\% | 33.1 | 22.3 | C |
|  | Subtotal | 83 | 72 | 86.7\% | 33.7 | 18.4 | C |
| EB | Left Turn | 16 | 16 | 100.0\% | 44.0 | 13.4 | D |
|  | Through | 778 | 757 | 97.3\% | 4.4 | 1.6 | A |
|  | Right Turn | 5 | 3 | 56.0\% | 3.2 | 4.6 | A |
|  | Subtotal | 799 | 776 | 97.1\% | 5.2 | 1.5 | A |
| WB | Left Turn | 1 | 1 | 80.0\% | 25.1 | 44.0 | C |
|  | Through | 1,166 | 997 | 85.5\% | 29.0 | 15.0 | C |
|  | Right Turn | 3 | 4 | 133.3\% | 6.1 | 6.4 | A |
|  | Subtotal | 1,170 | 1,002 | 85.6\% | 28.9 | 15.0 | C |
| Total |  | 2,069 | 1,866 | 90.2\% | 19.1 | 8.6 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

| Intersection 7 |  | N 7th St/Richards Blvd |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  |  |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 108 | 89 | 82.6\% | 45.3 | 6.9 | D |
|  | Through | 27 | 25 | 91.9\% | 49.1 | 23.8 | D |
|  | Right Turn | 519 | 421 | 81.2\% | 33.5 | 23.9 | C |
|  | Subtotal | 654 | 535 | 81.8\% | 36.4 | 20.2 | D |
| SB | Left Turn | 53 | 52 | 98.1\% | 43.8 | 7.9 | D |
|  | Through | 91 | 93 | 102.4\% | 35.5 | 7.5 | D |
|  | Right Turn | 76 | 61 | 80.5\% | 34.9 | 5.2 | C |
|  | Subtotal | 220 | 206 | 93.8\% | 37.4 | 5.5 | D |
| EB | Left Turn | 4 | 4 | 100.0\% | 28.5 | 39.1 | C |
|  | Through | 703 | 681 | 96.8\% | 33.3 | 6.9 | C |
|  | Right Turn | 87 | 86 | 99.3\% | 29.1 | 8.3 | C |
|  | Subtotal | 794 | 771 | 97.1\% | 33.0 | 6.7 | C |
| WB | Left Turn | 217 | 211 | 97.3\% | 56.8 | 8.9 | E |
|  | Through | 988 | 990 | 100.2\% | 24.9 | 3.6 | C |
|  | Right Turn | 14 | 18 | 128.6\% | 24.7 | 10.2 | C |
|  | Subtotal | 1,219 | 1,220 | 100.0\% | 30.4 | 4.4 | C |
| Total |  | 2,887 | 2,732 | 94.6\% | 32.9 | 6.6 | C |

Intersection 8 N 10th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 36 | 35 | 96.7\% | 40.3 | 6.1 | D |
|  | Through | 3 | 3 | 106.7\% | 12.0 | 19.7 | B |
|  | Right Turn | 82 | 78 | 95.6\% | 11.0 | 3.6 | B |
|  | Subtotal | 121 | 116 | 96.2\% | 20.2 | 3.6 | C |
| SB | Left Turn | 84 | 81 | 96.7\% | 32.5 | 5.2 | C |
|  | Through | 63 | 66 | 104.1\% | 28.0 | 3.8 | C |
|  | Right Turn | 134 | 140 | 104.5\% | 10.9 | 2.6 | B |
|  | Subtotal | 281 | 287 | 102.1\% | 21.0 | 2.6 | C |
| EB | Left Turn | 37 | 39 | 105.9\% | 33.8 | 7.8 | C |
|  | Through | 1,194 | 1,054 | 88.3\% | 9.1 | 1.7 | A |
|  | Right Turn | 44 | 36 | 82.7\% | 6.8 | 2.1 | A |
|  | Subtotal | 1,275 | 1,130 | 88.6\% | 9.8 | 1.7 | A |
| WB | Left Turn | 7 | 7 | 102.9\% | 44.4 | 20.6 | D |
|  | Through | 971 | 981 | 101.1\% | 7.8 | 1.0 | A |
|  | Right Turn | 17 | 16 | 94.1\% | 4.2 | 3.2 | A |
|  | Subtotal | 995 | 1,004 | 100.9\% | 8.0 | 0.9 | A |
| Total |  | 2,672 | 2,538 | 95.0\% | 10.9 | 1.1 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

| Intersection 9 |  | Dos Rios St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 23 | 24 | 104.3\% | 33.3 | 11.1 | C |
|  | Through | 6 | 4 | 73.3\% | 22.0 | 24.8 | C |
|  | Right Turn | 30 | 34 | 114.7\% | 12.6 | 4.6 | B |
|  | Subtotal | 59 | 63 | 106.4\% | 21.5 | 5.0 | C |
| SB | Left Turn | 29 | 30 | 103.4\% | 33.0 | 6.8 | C |
|  | Through | 10 | 7 | 72.0\% | 39.6 | 24.6 | D |
|  | Right Turn | 27 | 26 | 94.8\% | 11.7 | 4.6 | B |
|  | Subtotal | 66 | 63 | 95.2\% | 26.3 | 5.1 | C |
| EB | Left Turn | 14 | 14 | 100.0\% | 31.2 | 14.1 | C |
|  | Through | 1,319 | 1,166 | 88.4\% | 9.8 | 1.3 | A |
|  | Right Turn | 27 | 26 | 94.8\% | 8.1 | 3.7 | A |
|  | Subtotal | 1,360 | 1,205 | 88.6\% | 10.0 | 1.3 | B |
| WB | Left Turn | 18 | 16 | 88.9\% | 37.8 | 15.9 | D |
|  | Through | 945 | 962 | 101.8\% | 7.6 | 1.3 | A |
|  | Right Turn | 6 | 8 | 133.3\% | 9.7 | 7.0 | A |
|  | Subtotal | 969 | 986 | 101.8\% | 8.2 | 1.2 | A |
| Total |  | 2,454 | 2,317 | 94.4\% | 10.0 | 0.9 | A |

Intersection 10
N 12th St-N 16th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 60 | 53 | 88.0\% | 87.2 | 18.7 | F |
|  | Through | 3,908 | 3,445 | 88.1\% | 51.2 | 14.7 | D |
|  | Right Turn | 9 | 5 | 57.8\% | 21.3 | 26.6 | C |
|  | Subtotal | 3,977 | 3,503 | 88.1\% | 51.7 | 14.4 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,912 | 1,842 | 96.4\% | 36.5 | 16.2 | D |
|  | Right Turn | 897 | 924 | 103.0\% | 16.2 | 7.9 | B |
|  | Subtotal | 2,809 | 2,766 | 98.5\% | 29.8 | 13.7 | C |
| EB | Left Turn | 1,106 | 820 | 74.1\% | 79.3 | 17.1 | E |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 117 | 108 | 92.3\% | 24.8 | 12.9 | C |
|  | Subtotal | 1,223 | 928 | 75.9\% | 73.0 | 16.8 | E |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 5 | 3 | 64.0\% | 65.1 | 69.6 | E |
|  | Right Turn | 7 | 5 | 74.3\% | 27.1 | 22.2 | C |
|  | Subtotal | 12 | 8 | 70.0\% | 52.7 | 42.9 | D |
| Total |  | 8,021 | 7,205 | 89.8\% | 46.0 | 8.7 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 11
Bercut Dr/Bannon St
Side-street Stop


Intersection 12
Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 240 | 239 | 99.7\% | 5.4 | 0.4 | A |
|  | Through Right Turn | 45 | 49 | 108.4\% | 6.7 | 0.6 | A |
|  | Subtotal | 285 | 288 | 101.1\% | 5.6 | 0.3 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 27 | 22 | 83.0\% | 8.1 | 1.2 | A |
|  | Right Turn | 8 | 9 | 110.0\% | 4.7 | 2.4 | A |
|  | Subtotal | 35 | 31 | 89.1\% | 7.3 | 1.0 | A |
| EB | Left Turn | 8 | 6 | 80.0\% | 3.4 | 2.0 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 64 | 66 | 103.8\% | 3.2 | 0.5 | A |
|  | Subtotal | 72 | 73 | 101.1\% | 3.3 | 0.4 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 392 | 392 | 100.0\% | 5.3 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

| Intersection 13 |  | N 7th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 68 | 54 | 79.4\% | 80.2 | 22.7 | F |
|  | Through | 392 | 326 | 83.2\% | 81.8 | 19.7 | F |
|  | Right Turn | 230 | 198 | 85.9\% | 80.0 | 19.3 | F |
|  | Subtotal | 690 | 578 | 83.7\% | 80.8 | 19.2 | F |
| SB | Left Turn | 36 | 28 | 77.8\% | 131.8 | 36.3 | F |
|  | Through | 266 | 206 | 77.4\% | 125.8 | 23.1 | F |
|  | Right Turn | 95 | 70 | 73.7\% | 129.0 | 24.9 | F |
|  | Subtotal | 397 | 304 | 76.6\% | 126.9 | 22.9 | F |
| EB | Left Turn | 241 | 224 | 93.1\% | 58.2 | 6.7 | E |
|  | Through | 95 | 90 | 94.7\% | 53.2 | 12.2 | D |
|  | Right Turn | 18 | 20 | 111.1\% | 42.2 | 18.1 | D |
|  | Subtotal | 354 | 334 | 94.5\% | 56.1 | 6.8 | E |
| WB | Left Turn | 274 | 258 | 94.2\% | 60.7 | 13.1 | E |
|  | Through | 128 | 124 | 97.2\% | 55.6 | 8.6 | E |
|  | Right Turn | 19 | 14 | 71.6\% | 37.1 | 25.0 | D |
|  | Subtotal | 421 | 396 | 94.1\% | 58.4 | 10.6 | E |
| Total |  | 1,862 | 1,612 | 86.6\% | 78.6 | 10.5 | E |

Intersection 14
Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 43 | 37 | 85.6\% | 45.2 | 10.9 | D |
|  | Through | 87 | 95 | 109.0\% | 31.2 | 7.3 | C |
|  | Right Turn | 22 | 22 | 98.2\% | 33.0 | 10.3 | C |
|  | Subtotal | 152 | 153 | 100.8\% | 35.0 | 5.4 | C |
| SB | Left Turn | 5 | 4 | 80.0\% | 21.9 | 27.3 | C |
|  | Through | 109 | 104 | 95.8\% | 39.4 | 5.9 | D |
|  | Right Turn | 7 | 5 | 74.3\% | 19.9 | 20.5 | B |
|  | Subtotal | 121 | 114 | 93.9\% | 39.0 | 6.6 | D |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 241 | 199 | 82.5\% | 30.2 | 4.9 | C |
|  | Right Turn | 61 | 57 | 93.1\% | 20.0 | 7.0 | B |
|  | Subtotal | 302 | 256 | 84.6\% | 28.0 | 4.1 | C |
| SW | Left Turn | 34 | 43 | 127.1\% | 8.1 | 3.1 | A |
|  | Through | 1,619 | 1,534 | 94.7\% | 13.3 | 2.5 | B |
|  | Right Turn | 328 | 307 | 93.7\% | 21.6 | 4.3 | C |
|  | Subtotal | 1,981 | 1,884 | 95.1\% | 14.5 | 2.6 | B |
| Total |  | 2,556 | 2,406 | 94.1\% | 18.4 | 2.2 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 15 N 16th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 54 | 58 | 108.1\% | 13.4 | 1.6 | B |
|  | Through | 3,401 | 3,380 | 99.4\% | 11.3 | 0.9 | B |
|  | Right Turn | 2 | 2 | 120.0\% | 2.9 | 3.8 | A |
|  | Subtotal | 3,457 | 3,441 | 99.5\% | 11.4 | 0.9 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 264 | 272 | 102.9\% | 21.6 | 1.9 | C |
|  | Through Right Turn | 3 | 4 | 133.3\% | 13.0 | 12.7 | B |
|  | Subtotal | 267 | 276 | 103.2\% | 21.6 | 1.9 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 10 | 8 | 80.0\% | 10.9 | 7.2 | B |
|  | Right Turn | 3 | 2 | 80.0\% | 5.5 | 7.7 | A |
|  | Subtotal | 13 | 10 | 80.0\% | 10.2 | 6.6 | B |
| Total |  | 3,737 | 3,727 | 99.7\% | 12.1 | 0.8 | B |

Intersection 16 Sunbeam Ave-Sproule Ave/N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 31 | 99.4\% | 18.8 | 7.4 | B |
|  | Through Right Turn | 13 | 12 | 95.4\% | 15.1 | 5.3 | B |
|  | Subtotal | 44 | 43 | 98.2\% | 17.6 | 4.4 | B |
| SB | Left Turn Through Right Turn | $\begin{gathered} 158 \\ 65 \end{gathered}$ | $\begin{gathered} 141 \\ 62 \end{gathered}$ | $\begin{aligned} & 89.1 \% \\ & 96.0 \% \end{aligned}$ | $\begin{gathered} 15.3 \\ 9.3 \end{gathered}$ | $\begin{aligned} & 3.7 \\ & 3.1 \end{aligned}$ | B |
|  | Right Turn |  |  |  |  |  | A |
|  | Subtotal | 223 | 203 | 91.1\% | 13.6 | 3.1 | B |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 10 | 125.0\% | 22.9 | 14.1 | C |
|  | Subtotal | 8 | 10 | 125.0\% | 22.9 | 14.1 | C |
| WB | Left Turn | 79 | 71 | 89.6\% | 8.6 | 2.2 | A |
|  | Through | 1,943 | 1,840 | 94.7\% | 11.4 | 1.1 | B |
|  | Right Turn | 7 | 7 | 97.1\% | 5.9 | 2.0 | A |
|  | Subtotal | 2,029 | 1,918 | 94.5\% | 11.2 | 1.1 | B |
| Total |  | 2,304 | 2,174 | 94.4\% | 11.7 | 1.0 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

| Intersection 42 |  | Bercut Dr/South Park St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 368 | 350 | 95.0\% | 21.4 | 21.0 | C |
|  | Right Turn | 23 | 20 | 85.2\% | 4.6 | 5.9 | A |
|  | Subtotal | 391 | 369 | 94.4\% | 20.5 | 20.0 | C |
| SB | Left Turn | 93 | 83 | 89.0\% | 20.6 | 3.2 | C |
|  | Through | 214 | 207 | 96.8\% | 12.8 | 1.0 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 307 | 290 | 94.5\% | 15.1 | 1.6 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 58 | 55 | 94.5\% | 12.2 | 2.7 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 304 | 310 | 102.0\% | 14.9 | 10.5 | B |
|  | Subtotal | 362 | 365 | 100.8\% | 14.6 | 9.4 | B |
| Total |  | 1,060 | 1,024 | 96.6\% | 16.8 | 9.9 | B |

## Intersection 43

5th St/South Park St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 227 | 205 | 90.4\% | 15.4 | 1.9 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 110 | 102 | 92.4\% | 9.4 | 1.5 | A |
|  | Subtotal | 337 | 307 | 91.0\% | 13.4 | 1.6 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 200 | 200 | 100.0\% | 19.2 | 5.7 | B |
|  | Right Turn | 358 | 363 | 101.3\% | 14.3 | 5.7 | B |
|  | Subtotal | 558 | 563 | 100.9\% | 16.1 | 5.7 | B |
| WB | Left Turn | 90 | 73 | 81.3\% | 16.7 | 4.8 | B |
|  | Through | 60 | 50 | 83.3\% | 17.1 | 4.3 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 150 | 123 | 82.1\% | 16.9 | 4.1 | B |
| Total |  | 1,045 | 993 | 95.0\% | 15.4 | 3.6 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

| Intersection 49 |  | PH Garage 2-Huntington St/Railyards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand | Served | me (vph) |  | Delay (sec/ |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 284 | 302 | 106.5\% | 10.8 | 1.0 | B |
|  | Right Turn | 100 | 99 | 98.8\% | 2.8 | 0.7 | A |
|  | Subtotal | 384 | 401 | 104.5\% | 8.8 | 0.9 | A |
| EB | Left Turn | 24 | 22 | 91.7\% | 20.0 | 4.1 | B |
|  | Through | 358 | 346 | 96.6\% | 14.0 | 1.3 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 382 | 368 | 96.3\% | 14.4 | 1.5 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 319 | 276 | 86.4\% | 7.7 | 1.0 | A |
|  | Right Turn | 199 | 186 | 93.3\% | 3.9 | 0.6 | A |
|  | Subtotal | 518 | 461 | 89.0\% | 6.2 | 0.8 | A |
| Total |  | 1,284 | 1,230 | 95.8\% | 9.5 | 0.7 | A |

Intersection 50 HSB Entry-Stanford St/Railyards Blvd Signal

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn Through | 10 | 12 | 116.0\% | 10.9 | 5.8 | B |
|  | Right Turn | 10 | 10 | 100.0\% | 2.4 | 2.1 | A |
|  | Subtotal | 20 | 22 | 108.0\% | 7.6 | 4.9 | A |
| EB | Left Turn | 10 | 8 | 76.0\% | 23.1 | 6.8 | C |
|  | Through | 632 | 632 | 100.0\% | 20.8 | 2.1 | C |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 642 | 640 | 99.6\% | 20.8 | 2.1 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 508 | 455 | 89.6\% | 4.4 | 0.7 | A |
|  | Right Turn | 10 | 10 | 96.0\% | 1.9 | 1.6 | A |
|  | Subtotal | 518 | 465 | 89.7\% | 4.4 | 0.6 | A |
| Total |  | 1,180 | 1,126 | 95.4\% | 13.8 | 1.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

| Intersection 51 |  | 5th St/Railyards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 96 | 94 | 98.3\% | 23.8 | 7.0 | C |
|  | Through | 127 | 136 | 107.4\% | 11.8 | 2.9 | B |
|  | Right Turn | 5 | 3 | 56.0\% | 2.6 | 4.7 | A |
|  | Subtotal | 228 | 234 | 102.5\% | 16.6 | 2.4 | B |
| SB | Left Turn | 139 | 132 | 95.3\% | 19.2 | 4.3 | B |
|  | Through | 219 | 218 | 99.5\% | 14.1 | 3.2 | B |
|  | Right Turn | 90 | 86 | 95.6\% | 8.3 | 3.4 | A |
|  | Subtotal | 448 | 436 | 97.4\% | 14.4 | 2.8 | B |
| EB | Left Turn | 80 | 78 | 97.0\% | 40.3 | 3.1 | D |
|  | Through | 427 | 415 | 97.1\% | 35.2 | 5.3 | D |
|  | Right Turn | 135 | 136 | 100.7\% | 31.5 | 4.4 | C |
|  | Subtotal | 642 | 628 | 97.9\% | 35.1 | 4.6 | D |
| WB | Left Turn | 29 | 25 | 85.5\% | 32.7 | 18.7 | C |
|  | Through | 332 | 292 | 88.0\% | 9.0 | 1.5 | A |
|  | Right Turn | 130 | 102 | 78.5\% | 6.8 | 1.7 | A |
|  | Subtotal | 491 | 419 | 85.3\% | 9.8 | 1.7 | A |
| Total |  | 1,809 | 1,717 | 94.9\% | 21.2 | 2.4 | C |

[^71]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 80.0\% | 15.6 | 11.0 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 205 | 201 | 98.0\% | 9.5 | 3.2 | A |
|  | Subtotal | 210 | 205 | 97.5\% | 9.7 | 3.1 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 566 | 523 | 92.4\% | 38.9 | 16.4 | D |
|  | Right Turn | 5 | 4 | 80.0\% | 18.1 | 14.5 | B |
|  | Subtotal | 571 | 527 | 92.3\% | 38.8 | 16.4 | D |
| WB | Left Turn | 92 | 74 | 80.0\% | 29.4 | 5.0 | C |
|  | Through | 486 | 414 | 85.1\% | 9.0 | 1.1 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 578 | 487 | 84.3\% | 12.1 | 1.4 | B |
| Total |  | 1,359 | 1,219 | 89.7\% | 23.1 | 6.8 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 54 N 7th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 95 | 84 | 88.0\% | 28.8 | 7.5 | C |
|  | Through Right Turn | 191 | 198 | 103.9\% | 15.7 | 5.0 | B |
|  | Subtotal | 286 | 282 | 98.6\% | 19.7 | 4.6 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 75 | 60 | 80.0\% | 18.4 | 6.2 | B |
|  | Right Turn | 483 | 412 | 85.2\% | 11.4 | 1.1 | B |
|  | Subtotal | 558 | 472 | 84.5\% | 12.2 | 1.5 | B |
| EB | Left Turn | 499 | 462 | 92.5\% | 29.0 | 8.3 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 272 | 246 | 90.3\% | 8.1 | 2.1 | A |
|  | Subtotal | 771 | 707 | 91.7\% | 21.8 | 6.4 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,615 | 1,461 | 90.5\% | 18.2 | 2.6 | B |

Intersection 60 5th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 228 | 229 | 100.4\% | 0.1 | 0.0 | A |
|  | Subtotal | 228 | 229 | 100.4\% | 0.1 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 383 | 379 | 99.0\% | 1.6 | 0.4 | A |
|  | Subtotal | 383 | 379 | 99.0\% | 1.6 | 0.4 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 611 | 608 | 99.5\% | 1.0 | 0.2 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 61 6th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 210 | 205 | 97.7\% | 0.2 | 0.1 | A |
|  | Subtotal | 210 | 205 | 97.7\% | 0.2 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 97 | 79 | 81.6\% | 0.9 | 0.1 | A |
|  | Subtotal | 97 | 79 | 81.6\% | 0.9 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 307 | 284 | 92.6\% | 0.4 | 0.0 | A |

## Intersection 62

5th St/Stevens St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 228 | 227 | 99.6\% | 0.1 | 0.1 | A |
|  | Subtotal | 228 | 227 | 99.6\% | 0.1 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 383 | 376 | 98.3\% | 0.3 | 0.1 | A |
|  | Subtotal | 383 | 376 | 98.3\% | 0.3 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 611 | 604 | 98.8\% | 0.2 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 63 6th St/Stevens St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 210 | 205 | 97.7\% | 0.1 | 0.0 | A |
|  | Subtotal | 210 | 205 | 97.7\% | 0.1 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 97 | 80 | 82.9\% | 0.2 | 0.1 | A |
|  | Subtotal | 97 | 80 | 82.9\% | 0.2 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 307 | 286 | 93.0\% | 0.1 | 0.0 | A |

## Intersection 38

6th St/N B St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 30 | 30 | 98.7\% | 9.5 | 2.1 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 280 | 265 | 94.7\% | 6.7 | 1.1 | A |
|  | Subtotal | 310 | 295 | 95.1\% | 6.9 | 1.1 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 74 | 74 | 100.5\% | 0.9 | 0.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 74 | 74 | 100.5\% | 0.9 | 0.8 | A |
| WB | Left Turn | 150 | 128 | 85.1\% | 3.7 | 0.3 | A |
|  | Through | 141 | 116 | 82.6\% | 1.9 | 0.3 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 291 | 244 | 83.8\% | 2.8 | 0.3 | A |
| Total |  | 675 | 613 | 90.8\% | 4.6 | 0.7 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 45 6th St/South Park St Uncontrolled

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 150 | 126 | 84.3\% | 0.8 | 0.2 | A |
|  | Subtotal | 150 | 126 | 84.3\% | 0.8 | 0.2 | A |
| EB | Left Turn <br> Through <br> Right Turn | 310 | 299 | 96.5\% | 1.9 | 0.2 | A |
|  | Subtotal | 310 | 299 | 96.5\% | 1.9 | 0.2 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 460 | 426 | 92.5\% | 1.5 | 0.1 | A |

## Baseline Plus Medical Center Option 1a Mitigations

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 1 I 5 SB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 1,089 | 888 | 81.5\% | 89.9 | 3.4 | F |
|  | Through | 12 | 8 | 66.7\% | 94.8 | 17.8 | F |
|  | Right Turn | 509 | 414 | 81.3\% | 68.1 | 2.5 | E |
|  | Subtotal | 1,610 | 1,309 | 81.3\% | 83.1 | 3.5 | F |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 298 | 307 | 103.1\% | 20.7 | 2.6 | C |
|  | Right Turn | 46 | 55 | 119.1\% | 5.0 | 3.8 | A |
|  | Subtotal | 344 | 362 | 105.2\% | 18.3 | 2.7 | B |
| WB | Left Turn | 254 | 223 | 87.7\% | 9.1 | 2.9 | A |
|  | Through Right Turn | 145 | 131 | 90.5\% | 8.1 | 2.2 | A |
|  | Subtotal | 399 | 354 | 88.7\% | 8.6 | 2.2 | A |
| Total |  | 2,353 | 2,025 | 86.1\% | 58.5 | 1.7 | E |

[^72]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 51 | 48 | 94.1\% | 24.8 | 5.2 | C |
|  | Through | 8 | 10 | 130.0\% | 17.7 | 13.1 | B |
|  | Right Turn | 824 | 824 | 100.0\% | 34.6 | 14.8 | C |
|  | Subtotal | 883 | 882 | 99.9\% | 33.8 | 14.0 | C |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 137 | 137 | 100.1\% | 15.5 | 4.0 | B |
|  | Through Right Turn | 1,250 | 1,028 | 82.2\% | 6.7 | 1.7 | A |
|  | Subtotal | 1,387 | 1,165 | 84.0\% | 7.8 | 1.2 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 348 | 303 | 87.0\% | 15.5 | 3.3 | B |
|  | Right Turn | 481 | 437 | 90.9\% | 3.3 | 0.5 | A |
|  | Subtotal | 829 | 740 | 89.3\% | 8.3 | 1.4 | A |
| Total |  | 3,099 | 2,787 | 89.9\% | 16.0 | 4.4 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

| Intersection 3 |  | Bercut Dr/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 282 | 254 | 90.2\% | 36.8 | 9.8 | D |
|  | Through | 11 | 14 | 127.3\% | 38.5 | 23.8 | D |
|  | Right Turn | 9 | 8 | 84.4\% | 6.0 | 4.8 | A |
|  | Subtotal | 302 | 276 | 91.4\% | 36.3 | 9.9 | D |
| SB | Left Turn | 36 | 41 | 113.3\% | 47.5 | 22.0 | D |
|  | Through | 3 | 5 | 160.0\% | 33.3 | 32.1 | C |
|  | Right Turn | 68 | 72 | 105.9\% | 7.4 | 1.2 | A |
|  | Subtotal | 107 | 118 | 109.9\% | 23.5 | 8.0 | C |
| EB | Left Turn | 126 | 106 | 84.4\% | 40.7 | 10.8 | D |
|  | Through | 1,124 | 1,011 | 90.0\% | 17.6 | 5.8 | B |
|  | Right Turn | 824 | 726 | 88.1\% | 4.3 | 0.5 | A |
|  | Subtotal | 2,074 | 1,844 | 88.9\% | 13.6 | 3.3 | B |
| WB | Left Turn | 35 | 29 | 83.4\% | 33.6 | 18.2 | C |
|  | Through | 479 | 428 | 89.4\% | 18.3 | 3.4 | B |
|  | Right Turn | 10 | 9 | 92.0\% | 11.7 | 9.2 | B |
|  | Subtotal | 524 | 466 | 89.0\% | 19.1 | 2.7 | B |
| Total |  | 3,007 | 2,704 | 89.9\% | 17.2 | 3.2 | B |

## Intersection 4

N 3rd St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 21 | 17 | 80.0\% | 35.9 | 5.4 | D |
|  | Through | 5 | 5 | 104.0\% | 30.9 | 26.2 | C |
|  | Right Turn | 8 | 9 | 110.0\% | 7.8 | 6.1 | A |
|  | Subtotal | 34 | 31 | 90.6\% | 29.4 | 5.0 | C |
| SB | Left Turn | 15 | 16 | 109.3\% | 34.6 | 12.2 | C |
|  | Through | 5 | 6 | 128.0\% | 21.0 | 19.3 | C |
|  | Right Turn | 17 | 19 | 112.9\% | 6.6 | 3.2 | A |
|  | Subtotal | 37 | 42 | 113.5\% | 22.0 | 9.9 | C |
| EB | Left Turn | 57 | 49 | 86.3\% | 39.8 | 9.4 | D |
|  | Through | 1,018 | 931 | 91.5\% | 4.8 | 1.0 | A |
|  | Right Turn | 94 | 85 | 90.6\% | 3.7 | 1.0 | A |
|  | Subtotal | 1,169 | 1,066 | 91.2\% | 6.4 | 0.9 | A |
| WB | Left Turn | 21 | 20 | 93.3\% | 32.2 | 16.1 | C |
|  | Through | 486 | 435 | 89.5\% | 6.1 | 1.8 | A |
|  | Right Turn | 34 | 28 | 82.4\% | 4.7 | 2.4 | A |
|  | Subtotal | 541 | 482 | 89.2\% | 7.2 | 1.5 | A |
| Total |  | 1,781 | 1,621 | 91.0\% | 7.4 | 0.9 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 5
Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 41 | 37 | 90.7\% | 40.7 | 7.9 | D |
|  | Through | 3 | 2 | 66.7\% | 9.2 | 17.5 | A |
|  | Right Turn | 10 | 10 | 96.0\% | 9.5 | 8.0 | A |
|  | Subtotal | 54 | 49 | 90.4\% | 34.2 | 4.1 | C |
| SB | Left Turn | 5 | 7 | 144.0\% | 41.8 | 25.2 | D |
|  | Through | 10 | 12 | 120.0\% | 46.9 | 17.0 | D |
|  | Right Turn | 7 | 8 | 120.0\% | 6.1 | 7.0 | A |
|  | Subtotal | 22 | 28 | 125.5\% | 32.7 | 10.9 | C |
| EB | Left Turn | 56 | 49 | 87.1\% | 37.1 | 8.7 | D |
|  | Through | 980 | 897 | 91.6\% | 7.6 | 1.8 | A |
|  | Right Turn | 5 | 3 | 64.0\% | 2.7 | 5.1 | A |
|  | Subtotal | 1,041 | 949 | 91.2\% | 9.1 | 1.8 | A |
| WB | Left Turn | 24 | 22 | 90.0\% | 42.0 | 9.0 | D |
|  | Through | 493 | 440 | 89.3\% | 7.1 | 1.7 | A |
|  | Right Turn | 26 | 20 | 75.4\% | 4.9 | 2.9 | A |
|  | Subtotal | 543 | 482 | 88.7\% | 8.6 | 1.7 | A |
| Total |  | 1,660 | 1,507 | 90.8\% | 10.2 | 1.7 | B |

## Intersection $6 \quad$ N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 2 | 48.0\% | 22.7 | 30.6 | C |
|  | Through | 5 | 5 | 96.0\% | 24.1 | 20.5 | C |
|  | Right Turn | 5 | 5 | 104.0\% | 5.5 | 6.2 | A |
|  | Subtotal | 15 | 12 | 82.7\% | 21.8 | 11.6 | C |
| SB | Left Turn | 16 | 21 | 132.5\% | 37.6 | 11.2 | D |
|  | Through | 5 | 4 | 88.0\% | 33.8 | 26.5 | C |
|  | Right Turn | 20 | 24 | 120.0\% | 5.0 | 2.0 | A |
|  | Subtotal | 41 | 50 | 121.0\% | 21.8 | 6.4 | C |
| EB | Left Turn | 54 | 43 | 80.0\% | 46.4 | 12.9 | D |
|  | Through | 933 | 872 | 93.4\% | 6.0 | 2.8 | A |
|  | Right Turn | 8 | 4 | 50.0\% | 4.4 | 5.5 | A |
|  | Subtotal | 995 | 919 | 92.3\% | 7.8 | 2.4 | A |
| WB | Left Turn | 9 | 8 | 84.4\% | 50.0 | 21.8 | D |
|  | Through | 518 | 463 | 89.3\% | 7.7 | 1.8 | A |
|  | Right Turn | 17 | 14 | 84.7\% | 5.9 | 5.8 | A |
|  | Subtotal | 544 | 485 | 89.1\% | 8.4 | 2.0 | A |
| Total |  | 1,595 | 1,466 | 91.9\% | 8.7 | 1.9 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

| Intersection 7 |  | N 7th St/Richards Blvd |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand Volume (vph) | Served Volume (vph) |  |  |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 34 | 33 | 97.6\% | 52.6 | 11.0 | D |
|  | Through | 82 | 76 | 92.7\% | 43.0 | 16.4 | D |
|  | Right Turn | 361 | 330 | 91.3\% | 35.7 | 16.5 | D |
|  | Subtotal | 477 | 439 | 92.0\% | 38.1 | 15.0 | D |
| SB | Left Turn | 7 | 5 | 74.3\% | 21.2 | 30.0 | C |
|  | Through | 17 | 19 | 110.6\% | 42.4 | 11.0 | D |
|  | Right Turn | 21 | 20 | 95.2\% | 29.9 | 10.4 | C |
|  | Subtotal | 45 | 44 | 97.8\% | 36.1 | 9.6 | D |
| EB | Left Turn | 124 | 115 | 92.9\% | 52.5 | 5.7 | D |
|  | Through | 734 | 672 | 91.6\% | 37.4 | 7.6 | D |
|  | Right Turn | 96 | 81 | 84.6\% | 31.1 | 13.5 | C |
|  | Subtotal | 954 | 869 | 91.1\% | 38.8 | 7.4 | D |
| WB | Left Turn | 542 | 363 | 66.9\% | 140.3 | 39.1 | F |
|  | Through | 491 | 436 | 88.8\% | 54.8 | 21.0 | D |
|  | Right Turn | 14 | 10 | 68.6\% | 49.4 | 27.1 | D |
|  | Subtotal | 1,047 | 808 | 77.2\% | 92.7 | 26.8 | F |
| Total |  | 2,523 | 2,160 | 85.6\% | 58.8 | 14.1 | E |

```
Intersection 8
```

N 10th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 12 | 13 | 106.7\% | 28.7 | 17.6 | C |
|  | Through | 32 | 31 | 96.3\% | 35.2 | 12.8 | D |
|  | Right Turn | 12 | 11 | 90.0\% | 4.1 | 2.8 | A |
|  | Subtotal | 56 | 54 | 97.1\% | 30.0 | 9.9 | C |
| SB | Left Turn | 7 | 11 | 154.3\% | 33.2 | 16.1 | C |
|  | Through | 7 | 8 | 108.6\% | 32.8 | 18.8 | C |
|  | Right Turn | 32 | 34 | 105.0\% | 9.9 | 5.5 | A |
|  | Subtotal | 46 | 52 | 113.0\% | 20.1 | 5.3 | C |
| EB | Left Turn | 137 | 130 | 94.6\% | 38.8 | 3.9 | D |
|  | Through | 926 | 825 | 89.1\% | 9.1 | 1.8 | A |
|  | Right Turn | 39 | 38 | 97.4\% | 5.0 | 0.7 | A |
|  | Subtotal | 1,102 | 992 | 90.1\% | 12.8 | 1.4 | B |
| WB | Left Turn | 15 | 18 | 117.3\% | 34.7 | 14.1 | C |
|  | Through | 1,111 | 970 | 87.3\% | 16.6 | 8.4 | B |
|  | Right Turn | 51 | 48 | 94.1\% | 6.9 | 2.4 | A |
|  | Subtotal | 1,177 | 1,035 | 88.0\% | 16.4 | 8.0 | B |
| Total |  | 2,381 | 2,134 | 89.6\% | 15.2 | 4.3 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

| Intersection 9 |  | Dos Rios St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 22 | 15 | 67.3\% | 32.9 | 14.7 | C |
|  | Through | 7 | 7 | 97.1\% | 39.1 | 25.4 | D |
|  | Right Turn | 27 | 31 | 114.1\% | 11.8 | 7.0 | B |
|  | Subtotal | 56 | 52 | 93.6\% | 21.7 | 6.6 | C |
| SB | Left Turn | 40 | 36 | 90.0\% | 36.6 | 7.6 | D |
|  | Through | 11 | 10 | 94.5\% | 29.6 | 20.3 | C |
|  | Right Turn | 21 | 21 | 101.0\% | 16.8 | 9.3 | B |
|  | Subtotal | 72 | 68 | 93.9\% | 29.8 | 8.1 | C |
| EB | Left Turn | 26 | 22 | 86.2\% | 37.0 | 12.9 | D |
|  | Through | 891 | 774 | 86.9\% | 12.1 | 2.8 | B |
|  | Right Turn | 28 | 22 | 80.0\% | 7.2 | 5.4 | A |
|  | Subtotal | 945 | 819 | 86.6\% | 12.6 | 2.7 | B |
| WB | Left Turn | 27 | 28 | 103.7\% | 44.7 | 8.8 | D |
|  | Through | 1,134 | 1,026 | 90.4\% | 11.5 | 2.1 | B |
|  | Right Turn | 27 | 24 | 90.4\% | 8.4 | 3.1 | A |
|  | Subtotal | 1,188 | 1,078 | 90.7\% | 12.3 | 2.0 | B |
| Total |  | 2,261 | 2,017 | 89.2\% | 13.2 | 1.9 | B |

[^73]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 65 | 59 | 91.1\% | 70.4 | 12.1 | E |
|  | Through | 1,035 | 1,024 | 98.9\% | 15.2 | 1.8 | B |
|  | Right Turn | 2 | 3 | 160.0\% | 0.8 | 0.8 | A |
|  | Subtotal | 1,102 | 1,086 | 98.5\% | 18.1 | 2.1 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 2,531 | 2,182 | 86.2\% | 62.2 | 5.7 | E |
|  | Right Turn | 1,187 | 1,074 | 90.5\% | 21.6 | 6.0 | C |
|  | Subtotal | 3,718 | 3,257 | 87.6\% | 48.8 | 6.2 | D |
| EB | Left Turn | 894 | 609 | 68.1\% | 106.2 | 24.3 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 20 | 18 | 92.0\% | 32.5 | 20.0 | C |
|  | Subtotal | 914 | 628 | 68.7\% | 104.1 | 24.5 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 1 | 0 | 40.0\% | 3.6 | 11.3 | A |
|  | Right Turn | 2 | 3 | 140.0\% | 2.9 | 2.9 | A |
|  | Subtotal | 3 | 3 | 106.7\% | 4.5 | 6.1 | A |
| Total |  | 5,737 | 4,974 | 86.7\% | 49.0 | 6.1 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 11
Bercut Dr/Bannon St
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 | 194 | 241 | 124.1\% | 2.3 | 0.2 | A |
|  | Right Turn | 3 | 5 | 173.3\% | 2.2 | 0.1 | A |
|  | Subtotal | 197 | 246 | 124.9\% | 2.3 | 0.2 | A |
| SB | Left Turn | 245 | 214 | 87.3\% | 8.7 | 0.6 | A |
|  | Through | 583 | 540 | 92.6\% | 6.1 | 0.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 828 | 754 | 91.0\% | 6.9 | 0.4 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 3 | 3 | 93.3\% | 9.9 | 12.0 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 49 | 39 | 80.0\% | 3.2 | 0.6 | A |
|  | Subtotal | 52 | 42 | 80.8\% | 4.3 | 1.6 | A |
| Total |  | 1,077 | 1,042 | 96.7\% | 5.7 | 0.3 | A |

## Intersection 12

Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 44 | 36 | 81.8\% | 4.4 | 0.5 | A |
|  | Through Right Turn | 49 | 47 | 95.5\% | 5.5 | 0.4 | A |
|  | Subtotal | 93 | 83 | 89.0\% | 5.0 | 0.4 | A |
| SB | Left Turn Through Right Turn | $31$ | $30$ | 98.1\% | 7.7 | 0.9 | A |
|  | Right Turn | 8 | 6 | 75.0\% | 2.7 | 2.0 | A |
|  | Subtotal | 39 | 36 | 93.3\% | 6.9 | 0.5 | A |
| EB | Left Turn | 5 | 4 | 88.0\% | 2.5 | 2.3 | A |
|  | Through Right Turn | 243 | 212 | 87.4\% | 4.3 | 0.4 | A |
|  | Subtotal | 248 | 217 | 87.4\% | 4.2 | 0.4 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 380 | 336 | 88.4\% | 4.7 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

| Intersection 13 |  | N 7th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 22 | 90.0\% | 43.9 | 13.7 | D |
|  | Through | 438 | 419 | 95.7\% | 20.3 | 3.4 | C |
|  | Right Turn | 26 | 25 | 96.9\% | 20.2 | 9.8 | C |
|  | Subtotal | 488 | 466 | 95.5\% | 21.4 | 3.2 | C |
| SB | Left Turn | 11 | 8 | 69.1\% | 50.9 | 14.5 | D |
|  | Through | 639 | 456 | 71.3\% | 25.0 | 6.5 | C |
|  | Right Turn | 7 | 6 | 85.7\% | 19.3 | 14.8 | B |
|  | Subtotal | 657 | 469 | 71.4\% | 25.3 | 6.6 | C |
| EB | Left Turn | 10 | 6 | 56.0\% | 24.0 | 20.3 | C |
|  | Through | 46 | 45 | 98.3\% | 32.8 | 5.4 | C |
|  | Right Turn | 73 | 72 | 98.6\% | 17.4 | 4.3 | B |
|  | Subtotal | 129 | 123 | 95.2\% | 23.7 | 3.8 | C |
| WB | Left Turn | 338 | 303 | 89.6\% | 27.1 | 5.0 | C |
|  | Through | 68 | 60 | 88.2\% | 15.4 | 6.4 | B |
|  | Right Turn | 27 | 28 | 105.2\% | 13.5 | 6.6 | B |
|  | Subtotal | 433 | 391 | 90.3\% | 24.4 | 4.5 | C |
| Total |  | 1,707 | 1,449 | 84.9\% | 23.7 | 2.9 | C |

## Intersection 14

Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 31 | 27 | 87.7\% | 41.0 | 6.8 | D |
|  | Through | 101 | 103 | 102.2\% | 38.9 | 5.0 | D |
|  | Right Turn | 22 | 20 | 89.1\% | 41.6 | 7.3 | D |
|  | Subtotal | 154 | 150 | 97.4\% | 39.7 | 4.6 | D |
| SB | Left Turn | 2 | 1 | 60.0\% | 15.6 | 23.5 | B |
|  | Through | 17 | 16 | 94.1\% | 43.8 | 20.7 | D |
|  | Right Turn | 9 | 8 | 93.3\% | 35.3 | 22.2 | D |
|  | Subtotal | 28 | 26 | 91.4\% | 44.6 | 14.7 | D |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 61 | 59 | 97.0\% | 34.7 | 8.3 | C |
|  | Right Turn | 22 | 18 | 83.6\% | 15.9 | 7.4 | B |
|  | Subtotal | 83 | 78 | 93.5\% | 29.9 | 7.5 | C |
| SW | Left Turn | 18 | 9 | 48.9\% | 9.0 | 4.8 | A |
|  | Through | 2,289 | 1,908 | 83.3\% | 11.5 | 1.8 | B |
|  | Right Turn | 325 | 287 | 88.4\% | 17.1 | 2.3 | B |
|  | Subtotal | 2,632 | 2,204 | 83.7\% | 12.2 | 1.7 | B |
| Total |  | 2,897 | 2,457 | 84.8\% | 14.8 | 1.9 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 15 N 16th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 127 | 114 | 90.1\% | 9.2 | 1.6 | A |
|  | Through | 1,075 | 1,064 | 99.0\% | 7.7 | 0.8 | A |
|  | Right Turn | 6 | 6 | 106.7\% | 1.0 | 1.1 | A |
|  | Subtotal | 1,208 | 1,185 | 98.1\% | 7.8 | 0.7 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 47 | 48 | 102.1\% | 15.7 | 2.9 | B |
|  | Through Right Turn | 6 | 7 | 120.0\% | 13.1 | 8.4 | B |
|  | Subtotal | 53 | 55 | 104.2\% | 15.1 | 3.0 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 6 | 7 | 120.0\% | 10.0 | 10.6 | A |
|  | Right Turn | 2 | 2 | 80.0\% | 1.8 | 2.5 | A |
|  | Subtotal | 8 | 9 | 110.0\% | 8.8 | 9.1 | A |
| Total |  | 1,269 | 1,249 | 98.4\% | 8.2 | 0.7 | A |

[^74]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 16 | 16 | 100.0\% | 12.6 | 6.8 | B |
|  | Through Right Turn | 13 | 14 | 110.8\% | 13.6 | 4.5 | B |
|  | Subtotal | 29 | 30 | 104.8\% | 12.3 | 4.6 | B |
| SB | Left Turn Through | 25 | 23 | 91.2\% | 9.8 | 4.9 | A |
|  | Right Turn | 33 | 22 | 66.7\% | 5.6 | 3.8 | A |
|  | Subtotal | 58 | 45 | 77.2\% | 7.6 | 3.3 | A |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 8 | 100.0\% | 20.4 | 11.9 | C |
|  | Subtotal | 8 | 8 | 100.0\% | 20.4 | 11.9 | C |
| WB | Left Turn | 39 | 30 | 75.9\% | 5.9 | 2.3 | A |
|  | Through | 2,504 | 2,152 | 86.0\% | 9.8 | 1.6 | A |
|  | Right Turn | 8 | 8 | 105.0\% | 5.5 | 1.6 | A |
|  | Subtotal | 2,551 | 2,190 | 85.9\% | 9.7 | 1.6 | A |
| Total |  | 2,646 | 2,274 | 85.9\% | 9.7 | 1.5 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 42
Bercut Dr/South Park St
Side-street Stop

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 126 | 123 | 97.8\% | 0.7 | 0.1 | A |
|  | Right Turn | 68 | 62 | 91.2\% | 0.8 | 0.3 | A |
|  | Subtotal | 194 | 185 | 95.5\% | 0.7 | 0.2 | A |
| SB | Left Turn | 299 | 277 | 92.7\% | 11.9 | 0.5 | B |
|  | Through | 287 | 239 | 83.3\% | 9.1 | 0.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 586 | 516 | 88.1\% | 10.6 | 0.5 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 22 | 24 | 110.9\% | 16.2 | 6.2 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 71 | 61 | 86.2\% | 7.4 | 3.4 | A |
|  | Subtotal | 93 | 86 | 92.0\% | 10.0 | 3.5 | B |
| Total |  | 873 | 787 | 90.2\% | 8.2 | 0.5 | A |

## Intersection 43

5th St/South Park St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 540 | 468 | 86.7\% | 2.2 | 0.3 | A |
|  | Subtotal | 540 | 468 | 86.7\% | 2.2 | 0.3 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn Through Right Turn | 146 | 150 | 103.0\% | 6.7 | 1.7 | A |
|  | Subtotal | 146 | 150 | 103.0\% | 6.7 | 1.7 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 686 | 619 | 90.2\% | 3.3 | 0.5 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

Intersection 49 PH Garage 2-Huntington St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 103 | 95 | 92.0\% | 10.5 | 1.1 | B |
|  | Right Turn | 17 | 19 | 110.6\% | 2.4 | 1.2 | A |
|  | Subtotal | 120 | 114 | 94.7\% | 9.2 | 1.0 | A |
| EB | Left Turn | 89 | 84 | 94.4\% | 11.2 | 2.6 | B |
|  | Through | 535 | 518 | 96.7\% | 6.2 | 0.7 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 624 | 602 | 96.4\% | 6.9 | 0.7 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 196 | 176 | 89.6\% | 5.1 | 0.9 | A |
|  | Right Turn | 309 | 236 | 76.4\% | 3.7 | 0.6 | A |
|  | Subtotal | 505 | 412 | 81.5\% | 4.3 | 0.7 | A |
| Total |  | 1,249 | 1,127 | 90.2\% | 6.2 | 0.6 | A |

Intersection 50 HSB Entry-Stanford St/Railyards Blvd Signal

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 10 | 9 | 88.0\% | 11.2 | 7.1 | B |
|  | Right Turn | 10 | 10 | 96.0\% | 2.7 | 2.1 | A |
|  | Subtotal | 20 | 18 | 92.0\% | 8.0 | 4.4 | A |
| EB | Left Turn | 10 | 10 | 96.0\% | 14.9 | 4.0 | B |
|  | Through | 628 | 604 | 96.1\% | 12.7 | 1.0 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 638 | 613 | 96.1\% | 12.7 | 1.0 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 495 | 406 | 82.0\% | 3.9 | 0.4 | A |
|  | Right Turn | 10 | 8 | 80.0\% | 3.1 | 2.0 | A |
|  | Subtotal | 505 | 414 | 82.0\% | 3.9 | 0.4 | A |
| Total |  | 1,163 | 1,046 | 89.9\% | 9.2 | 0.8 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
AM Peak Hour

| Intersection 51 |  | 5th St/Railyards Blvd |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand Volume (vph) | Served Volume (vph) |  |  |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 141 | 132 | 93.3\% | 14.9 | 1.8 | B |
|  | Through | 206 | 215 | 104.3\% | 13.5 | 1.1 | B |
|  | Right Turn | 7 | 6 | 85.7\% | 10.5 | 9.0 | B |
|  | Subtotal | 354 | 352 | 99.5\% | 14.0 | 1.1 | B |
| SB | Left Turn | 84 | 88 | 104.3\% | 19.6 | 4.4 | B |
|  | Through | 62 | 63 | 101.9\% | 11.5 | 3.6 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 146 | 151 | 103.3\% | 16.1 | 2.8 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 528 | 502 | 95.1\% | 29.9 | 3.7 | C |
|  | Right Turn | 110 | 104 | 94.2\% | 24.9 | 3.8 | C |
|  | Subtotal | 638 | 606 | 94.9\% | 29.1 | 3.7 | C |
| WB | Left Turn | 10 | 10 | 100.0\% | 19.1 | 21.4 | B |
|  | Through | 364 | 288 | 79.0\% | 11.2 | 1.5 | B |
|  | Right Turn | 334 | 256 | 76.6\% | 10.6 | 1.9 | B |
|  | Subtotal | 708 | 554 | 78.2\% | 11.2 | 1.5 | B |
| Total |  | 1,846 | 1,662 | 90.1\% | 18.8 | 1.6 | B |

## Intersection 53 N 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 3 | 56.0\% | 6.5 | 8.6 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 40 | 39 | 97.0\% | 5.8 | 3.0 | A |
|  | Subtotal | 45 | 42 | 92.4\% | 6.2 | 2.7 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 609 | 572 | 93.9\% | 27.5 | 8.6 | C |
|  | Right Turn | 10 | 12 | 116.0\% | 18.2 | 7.7 | B |
|  | Subtotal | 619 | 584 | 94.3\% | 27.3 | 8.5 | C |
| WB | Left Turn | 101 | 80 | 79.6\% | 31.3 | 6.4 | C |
|  | Through | 703 | 558 | 79.3\% | 9.1 | 0.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 804 | 638 | 79.4\% | 11.9 | 1.2 | B |
| Total |  | 1,468 | 1,263 | 86.0\% | 18.8 | 4.3 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
AM Peak Hour

Intersection $54 \quad$ N 7th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 147 | 148 | 101.0\% | 57.9 | 30.1 | E |
|  | Through Right Turn | 29 | 32 | 110.3\% | 11.7 | 5.0 | B |
|  | Subtotal | 176 | 180 | 102.5\% | 50.6 | 27.5 | D |
| SB | Left Turn Through | 393 | 327 | 83.3\% | 23.0 | 3.3 | C |
|  | Right Turn | 657 | 490 | 74.6\% | 12.3 | 1.6 | B |
|  | Subtotal | 1,050 | 818 | 77.9\% | 16.6 | 2.0 | B |
| EB |  | 459 | 436 | 95.0\% | 14.9 | 1.3 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 190 | 171 | 89.9\% | 7.1 | 1.5 | A |
|  | Subtotal | 649 | 607 | 93.5\% | 12.7 | 1.1 | B |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,875 | 1,605 | 85.6\% | 19.0 | 3.8 | B |

[^75]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 354 | 352 | 99.4\% | 0.2 | 0.1 | A |
|  | Subtotal | 354 | 352 | 99.4\% | 0.2 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 182 | 176 | 96.7\% | 0.9 | 0.2 | A |
|  | Subtotal | 182 | 176 | 96.7\% | 0.9 | 0.2 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 536 | 528 | 98.5\% | 0.4 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
AM Peak Hour

Intersection 61 6th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 45 | 42 | 94.2\% | 0.0 | 0.0 | A |
|  | Subtotal | 45 | 42 | 94.2\% | 0.0 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 111 | 91 | 82.2\% | 0.9 | 0.2 | A |
|  | Subtotal | 111 | 91 | 82.2\% | 0.9 | 0.2 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 156 | 134 | 85.6\% | 0.6 | 0.1 | A |

## Intersection 62 5th St/Stevens St

Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 354 | 352 | 99.5\% | 0.3 | 0.0 | A |
|  | Subtotal | 354 | 352 | 99.5\% | 0.3 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 182 | 175 | 96.0\% | 0.0 | 0.1 | A |
|  | Subtotal | 182 | 175 | 96.0\% | 0.0 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 536 | 527 | 98.4\% | 0.2 | 0.0 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center
AM Peak Hour
Intersection 63 6th St/Stevens St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 45 | 42 | 93.3\% | 0.1 | 0.0 | A |
|  | Subtotal | 45 | 42 | 93.3\% | 0.1 | 0.0 | A |
| SB | Left Turn Through Right Turn | 111 | 91 | 81.8\% | 0.1 | 0.1 | A |
|  | Subtotal | 111 | 91 | 81.8\% | 0.1 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 156 | 133 | 85.1\% | 0.1 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 1 I 5 SB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 510 | 505 | 99.0\% | 27.1 | 1.8 | C |
|  | Through | 69 | 61 | 88.1\% | 28.5 | 4.5 | C |
|  | Right Turn | 314 | 309 | 98.5\% | 9.5 | 1.5 | A |
|  | Subtotal | 893 | 875 | 98.0\% | 21.0 | 1.6 | C |
| EB | Left Turn <br> Through <br> Right Turn | $594$ | $540$ | $\begin{gathered} \text { 91.0\% } \\ 111.7 \% \end{gathered}$ | $\begin{gathered} 77.7 \\ 7.3 \end{gathered}$ | $\begin{gathered} 39.7 \\ 3.1 \end{gathered}$ | E |
|  | Right Turn | 58 | 65 | 111.7\% | 7.3 | 3.1 | A |
|  | Subtotal | 652 | 605 | 92.8\% | 70.3 | 35.9 | E |
| WB | Left Turn | 660 | 467 | 70.7\% | 15.0 | 4.4 | B |
|  | Through Right Turn | 393 | 282 | 71.9\% | 8.4 | 2.1 | A |
|  | Subtotal | 1,053 | 749 | 71.1\% | 12.5 | 3.3 | B |
| Total |  | 2,598 | 2,229 | 85.8\% | 31.7 | 10.0 | C |

[^76]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 58 | 58 | 100.0\% | 25.5 | 6.4 | C |
|  | Through | 10 | 9 | 92.0\% | 16.4 | 15.9 | B |
|  | Right Turn | 431 | 418 | 96.9\% | 10.3 | 1.0 | B |
|  | Subtotal | 499 | 485 | 97.2\% | 12.5 | 1.0 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 432 | 363 | 84.0\% | 57.6 | 5.3 | E |
|  | Through Right Turn | 672 | 663 | 98.7\% | 1.9 | 0.4 | A |
|  | Subtotal | 1,104 | 1,026 | 92.9\% | 21.7 | 2.5 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 995 | 680 | 68.4\% | 15.5 | 2.2 | B |
|  | Right Turn | 1,393 | 894 | 64.2\% | 5.1 | 0.5 | A |
|  | Subtotal | 2,388 | 1,575 | 65.9\% | 9.5 | 1.1 | A |
| Total |  | 3,991 | 3,086 | 77.3\% | 14.0 | 0.9 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

| Intersection 3 |  | Bercut Dr/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 863 | 578 | 67.0\% | 220.7 | 67.4 | F |
|  | Through | 41 | 29 | 71.2\% | 228.8 | 66.4 | F |
|  | Right Turn | 13 | 9 | 70.8\% | 153.3 | 69.0 | F |
|  | Subtotal | 917 | 616 | 67.2\% | 220.2 | 67.2 | F |
| SB | Left Turn | 34 | 35 | 102.4\% | 52.6 | 17.1 | D |
|  | Through | 23 | 30 | 128.7\% | 38.0 | 10.8 | D |
|  | Right Turn | 166 | 166 | 100.0\% | 22.5 | 8.6 | C |
|  | Subtotal | 223 | 230 | 103.3\% | 29.0 | 8.8 | C |
| EB | Left Turn | 80 | 80 | 100.0\% | 46.0 | 9.8 | D |
|  | Through | 688 | 695 | 101.0\% | 21.6 | 3.3 | C |
|  | Right Turn | 335 | 326 | 97.2\% | 3.0 | 0.4 | A |
|  | Subtotal | 1,103 | 1,101 | 99.8\% | 17.9 | 2.1 | B |
| WB | Left Turn | 18 | 17 | 95.6\% | 53.0 | 15.0 | D |
|  | Through | 1,359 | 856 | 63.0\% | 75.5 | 10.4 | E |
|  | Right Turn | 9 | 5 | 53.3\% | 66.4 | 53.3 | E |
|  | Subtotal | 1,386 | 878 | 63.4\% | 75.2 | 10.1 | E |
| Total |  | 3,629 | 2,826 | 77.9\% | 79.6 | 10.9 | E |

## Intersection 4

N 3rd St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 89 | 82 | 91.7\% | 104.4 | 35.2 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 15 | 18 | 117.3\% | 4.6 | 3.1 | A |
|  | Subtotal | 104 | 99 | 95.4\% | 86.8 | 32.8 | F |
| SB | Left Turn | 39 | 34 | 86.2\% | 30.6 | 7.1 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 17 | 16 | 91.8\% | 30.9 | 27.7 | C |
|  | Subtotal | 56 | 49 | 87.9\% | 31.8 | 13.2 | C |
| EB | Left Turn | 13 | 13 | 98.5\% | 46.0 | 12.9 | D |
|  | Through | 710 | 699 | 98.5\% | 4.6 | 1.1 | A |
|  | Right Turn | 12 | 14 | 113.3\% | 2.8 | 1.2 | A |
|  | Subtotal | 735 | 726 | 98.7\% | 5.3 | 1.2 | A |
| WB | Left Turn | 2 | 1 | 40.0\% | 10.9 | 24.9 | B |
|  | Through | 1,280 | 818 | 63.9\% | 71.3 | 12.1 | E |
|  | Right Turn | 10 | 8 | 76.0\% | 88.0 | 53.4 | F |
|  | Subtotal | 1,292 | 827 | 64.0\% | 71.4 | 11.9 | E |
| Total |  | 2,187 | 1,701 | 77.8\% | 42.6 | 5.8 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

| Intersection 5 |  | Sequoia Pacific Blvd/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 25 | 105.0\% | 45.9 | 13.7 | D |
|  | Through | 5 | 4 | 88.0\% | 21.8 | 27.6 | C |
|  | Right Turn | 24 | 30 | 125.0\% | 8.8 | 3.3 | A |
|  | Subtotal | 53 | 60 | 112.5\% | 25.3 | 7.1 | C |
| SB | Left Turn | 24 | 20 | 81.7\% | 38.3 | 14.5 | D |
|  | Through | 19 | 23 | 120.0\% | 35.2 | 13.7 | D |
|  | Right Turn | 49 | 48 | 98.8\% | 26.8 | 7.7 | C |
|  | Subtotal | 92 | 91 | 98.7\% | 32.0 | 6.3 | C |
| EB | Left Turn | 8 | 9 | 115.0\% | 30.6 | 18.2 | C |
|  | Through | 751 | 740 | 98.5\% | 7.3 | 1.6 | A |
|  | Right Turn | 5 | 2 | 48.0\% | 1.9 | 4.4 | A |
|  | Subtotal | 764 | 751 | 98.3\% | 7.6 | 1.8 | A |
| WB | Left Turn | 11 | 6 | 58.2\% | 47.4 | 36.2 | D |
|  | Through | 1,219 | 831 | 68.2\% | 73.6 | 23.4 | E |
|  | Right Turn | 10 | 6 | 56.0\% | 79.1 | 75.3 | E |
|  | Subtotal | 1,240 | 843 | 68.0\% | 73.5 | 23.2 | E |
| Total |  | 2,149 | 1,744 | 81.2\% | 40.4 | 9.2 | D |

## Intersection 6 N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 4 | 3 | 80.0\% | 24.7 | 28.7 | C |
|  | Through | 5 | 6 | 112.0\% | 23.2 | 20.3 | C |
|  | Right Turn | 8 | 8 | 95.0\% | 6.4 | 5.7 | A |
|  | Subtotal | 17 | 16 | 96.5\% | 20.7 | 10.9 | C |
| SB | Left Turn | 8 | 8 | 105.0\% | 30.3 | 19.6 | C |
|  | Through | 5 | 4 | 80.0\% | 24.5 | 22.7 | C |
|  | Right Turn | 70 | 65 | 93.1\% | 17.1 | 6.2 | B |
|  | Subtotal | 83 | 78 | 93.5\% | 20.0 | 4.5 | B |
| EB | Left Turn | 16 | 15 | 95.0\% | 39.3 | 12.0 | D |
|  | Through | 778 | 766 | 98.5\% | 4.0 | 1.9 | A |
|  | Right Turn | 5 | 5 | 104.0\% | 1.9 | 1.8 | A |
|  | Subtotal | 799 | 786 | 98.4\% | 4.7 | 1.9 | A |
| WB | Left Turn | 1 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through | 1,166 | 931 | 79.9\% | 40.3 | 24.4 | D |
|  | Right Turn | 3 | 2 | 80.0\% | 5.3 | 7.6 | A |
|  | Subtotal | 1,170 | 934 | 79.8\% | 40.2 | 24.4 | D |
| Total |  | 2,069 | 1,814 | 87.7\% | 23.2 | 12.0 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

| Intersection 7 |  | N 7th St/Richards Blvd |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand Volume (vph) | Served Volume (vph) |  |  |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 108 | 81 | 75.2\% | 38.5 | 7.2 | D |
|  | Through | 27 | 20 | 75.6\% | 49.4 | 19.6 | D |
|  | Right Turn | 519 | 429 | 82.6\% | 32.6 | 10.8 | C |
|  | Subtotal | 654 | 530 | 81.1\% | 34.3 | 9.8 | C |
| SB | Left Turn | 53 | 52 | 98.1\% | 48.5 | 7.6 | D |
|  | Through | 91 | 89 | 97.6\% | 34.3 | 9.8 | C |
|  | Right Turn | 76 | 75 | 98.9\% | 39.7 | 7.9 | D |
|  | Subtotal | 220 | 216 | 98.2\% | 39.4 | 6.3 | D |
| EB | Left Turn | 4 | 6 | 150.0\% | 60.6 | 32.8 | E |
|  | Through | 703 | 678 | 96.4\% | 37.4 | 8.0 | D |
|  | Right Turn | 87 | 78 | 89.2\% | 32.9 | 12.1 | C |
|  | Subtotal | 794 | 761 | 95.9\% | 37.2 | 8.1 | D |
| WB | Left Turn | 217 | 212 | 97.7\% | 56.4 | 6.9 | E |
|  | Through | 988 | 941 | 95.2\% | 29.7 | 7.0 | C |
|  | Right Turn | 14 | 12 | 88.6\% | 31.5 | 17.4 | C |
|  | Subtotal | 1,219 | 1,165 | 95.6\% | 34.7 | 6.5 | C |
| Total |  | 2,887 | 2,673 | 92.6\% | 35.7 | 6.6 | D |

```
Intersection 8
```

N 10th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 36 | 40 | 111.1\% | 37.4 | 3.9 | D |
|  | Through | 3 | 3 | 106.7\% | 14.7 | 24.3 | B |
|  | Right Turn | 82 | 76 | 92.7\% | 10.9 | 3.5 | B |
|  | Subtotal | 121 | 119 | 98.5\% | 20.2 | 2.2 | C |
| SB | Left Turn | 84 | 83 | 98.6\% | 30.7 | 4.6 | C |
|  | Through | 63 | 58 | 92.7\% | 23.8 | 3.4 | C |
|  | Right Turn | 134 | 132 | 98.5\% | 10.0 | 2.7 | A |
|  | Subtotal | 281 | 273 | 97.2\% | 19.2 | 2.1 | B |
| EB | Left Turn | 37 | 37 | 99.5\% | 39.2 | 8.8 | D |
|  | Through | 1,194 | 1,079 | 90.4\% | 8.7 | 1.1 | A |
|  | Right Turn | 44 | 36 | 82.7\% | 5.8 | 0.8 | A |
|  | Subtotal | 1,275 | 1,152 | 90.4\% | 9.6 | 1.0 | A |
| WB | Left Turn | 7 | 7 | 102.9\% | 43.0 | 16.0 | D |
|  | Through | 971 | 943 | 97.1\% | 7.9 | 0.9 | A |
|  | Right Turn | 17 | 18 | 103.5\% | 5.2 | 2.2 | A |
|  | Subtotal | 995 | 968 | 97.2\% | 8.2 | 0.8 | A |
| Total |  | 2,672 | 2,512 | 94.0\% | 10.6 | 0.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

| Intersection 9 |  | Dos Rios St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 23 | 21 | 92.2\% | 39.5 | 11.8 | D |
|  | Through | 6 | 4 | 73.3\% | 30.6 | 28.6 | C |
|  | Right Turn | 30 | 39 | 129.3\% | 16.0 | 6.4 | B |
|  | Subtotal | 59 | 64 | 109.2\% | 25.2 | 6.7 | C |
| SB | Left Turn | 29 | 26 | 91.0\% | 36.9 | 10.8 | D |
|  | Through | 10 | 9 | 88.0\% | 34.5 | 22.5 | C |
|  | Right Turn | 27 | 28 | 102.2\% | 13.5 | 5.1 | B |
|  | Subtotal | 66 | 63 | 95.2\% | 26.9 | 5.3 | C |
| EB | Left Turn | 14 | 12 | 88.6\% | 42.4 | 23.2 | D |
|  | Through | 1,319 | 1,198 | 90.9\% | 10.1 | 1.7 | B |
|  | Right Turn | 27 | 24 | 87.4\% | 7.5 | 5.7 | A |
|  | Subtotal | 1,360 | 1,234 | 90.8\% | 10.4 | 1.7 | B |
| WB | Left Turn | 18 | 18 | 100.0\% | 38.3 | 9.1 | D |
|  | Through | 945 | 910 | 96.3\% | 7.3 | 1.0 | A |
|  | Right Turn | 6 | 7 | 120.0\% | 9.0 | 6.7 | A |
|  | Subtotal | 969 | 936 | 96.6\% | 8.0 | 1.1 | A |
| Total |  | 2,454 | 2,297 | 93.6\% | 10.3 | 1.2 | B |

## Intersection 10 N 12th St-N 16th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 60 | 51 | 85.3\% | 92.8 | 21.8 | F |
|  | Through | 3,908 | 3,458 | 88.5\% | 55.9 | 6.5 | E |
|  | Right Turn | 9 | 8 | 88.9\% | 48.5 | 29.0 | D |
|  | Subtotal | 3,977 | 3,518 | 88.4\% | 56.5 | 6.5 | E |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,912 | 1,853 | 96.9\% | 34.9 | 14.7 | C |
|  | Right Turn | 897 | 882 | 98.3\% | 12.8 | 6.5 | B |
|  | Subtotal | 2,809 | 2,735 | 97.4\% | 27.8 | 11.9 | C |
| EB | Left Turn | 1,106 | 832 | 75.3\% | 95.1 | 19.9 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 117 | 106 | 90.3\% | 40.2 | 17.3 | D |
|  | Subtotal | 1,223 | 938 | 76.7\% | 89.0 | 19.9 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 5 | 5 | 96.0\% | 72.2 | 75.5 | E |
|  | Right Turn | 7 | 8 | 108.6\% | 21.0 | 26.7 | C |
|  | Subtotal | 12 | 12 | 103.3\% | 58.6 | 45.0 | E |
| Total |  | 8,021 | 7,203 | 89.8\% | 49.8 | 6.6 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 11
Bercut Dr/Bannon St
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 | 670 | 493 | 73.6\% | 143.2 | 60.4 | F |
|  | Right Turn | 2 | 2 | 80.0\% | 117.2 | 55.2 | F |
|  | Subtotal | 672 | 495 | 73.6\% | 143.1 | 60.5 | F |
| SB | Left Turn | 70 | 68 | 97.1\% | 11.6 | 1.7 | B |
|  | Through | 306 | 306 | 100.1\% | 6.1 | 0.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 376 | 374 | 99.6\% | 7.1 | 0.7 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 1 | 1 | 80.0\% | 41.9 | 95.4 | E |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 247 | 153 | 62.0\% | 207.5 | 111.3 | F |
|  | Subtotal | 248 | 154 | 62.1\% | 207.6 | 111.1 | F |
| Total |  | 1,296 | 1,023 | 79.0\% | 96.5 | 24.3 | F |

## Intersection 12

Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 240 | 247 | 103.0\% | 5.4 | 0.3 | A |
|  | Through Right Turn | 45 | 53 | 117.3\% | 6.5 | 0.6 | A |
|  | Subtotal | 285 | 300 | 105.3\% | 5.6 | 0.3 | A |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 27 \\ 8 \end{gathered}$ | $\begin{gathered} 24 \\ 8 \end{gathered}$ | $\begin{gathered} 90.4 \% \\ 100.0 \% \end{gathered}$ | $\begin{aligned} & 8.1 \\ & 3.8 \end{aligned}$ | $\begin{aligned} & 0.7 \\ & 2.3 \end{aligned}$ | $\begin{aligned} & \mathrm{A} \\ & \mathrm{~A} \end{aligned}$ |
|  | Subtotal | 35 | 32 | 92.6\% | 7.2 | 0.9 | A |
| EB | Left Turn <br> Through <br> Right Turn | 8 64 | 6 | $\begin{gathered} \hline 75.0 \% \\ 100.6 \% \end{gathered}$ | 4.7 3.4 | 1.5 0.3 | A A |
|  | Subtotal | 72 | 70 | 97.8\% | 3.5 | 0.3 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 392 | 403 | 102.8\% | 5.4 | 0.3 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

| Intersection 13 |  | N 7th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 98 | 84 | 85.7\% | 70.9 | 29.6 | E |
|  | Through | 632 | 523 | 82.7\% | 56.3 | 22.0 | E |
|  | Right Turn | 270 | 207 | 76.7\% | 55.0 | 23.5 | D |
|  | Subtotal | 1,000 | 814 | 81.4\% | 57.4 | 23.1 | E |
| SB | Left Turn | 36 | 33 | 91.1\% | 46.4 | 13.1 | D |
|  | Through | 346 | 325 | 93.9\% | 25.9 | 4.7 | C |
|  | Right Turn | 15 | 13 | 85.3\% | 20.3 | 12.7 | C |
|  | Subtotal | 397 | 370 | 93.3\% | 27.4 | 4.7 | C |
| EB | Left Turn | 1 | 1 | 80.0\% | 13.2 | 28.6 | B |
|  | Through | 55 | 50 | 90.9\% | 41.9 | 7.0 | D |
|  | Right Turn | 18 | 19 | 104.4\% | 20.5 | 6.2 | C |
|  | Subtotal | 74 | 70 | 94.1\% | 36.2 | 5.9 | D |
| WB | Left Turn | 344 | 290 | 84.3\% | 97.6 | 26.6 | F |
|  | Through | 58 | 56 | 96.6\% | 19.5 | 6.4 | B |
|  | Right Turn | 19 | 20 | 103.2\% | 22.1 | 16.4 | C |
|  | Subtotal | 421 | 366 | 86.8\% | 81.9 | 22.9 | F |
| Total |  | 1,892 | 1,620 | 85.6\% | 55.2 | 14.4 | E |

## Intersection 14 Dos Rios St/N B St-N 12th St

Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 43 | 44 | 101.4\% | 44.7 | 7.0 | D |
|  | Through | 87 | 89 | 102.5\% | 34.6 | 5.4 | C |
|  | Right Turn | 22 | 20 | 92.7\% | 40.5 | 10.9 | D |
|  | Subtotal | 152 | 153 | 100.8\% | 38.6 | 3.1 | D |
| SB | Left Turn | 5 | 5 | 104.0\% | 32.1 | 29.0 | C |
|  | Through | 109 | 98 | 90.3\% | 39.4 | 4.5 | D |
|  | Right Turn | 7 | 8 | 120.0\% | 14.9 | 13.3 | B |
|  | Subtotal | 121 | 112 | 92.6\% | 37.7 | 4.2 | D |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 241 | 199 | 82.5\% | 34.7 | 4.6 | C |
|  | Right Turn | 61 | 46 | 75.4\% | 22.6 | 5.0 | C |
|  | Subtotal | 302 | 245 | 81.1\% | 32.5 | 3.5 | C |
| SW | Left Turn | 34 | 34 | 101.2\% | 6.9 | 4.1 | A |
|  | Through | 1,619 | 1,536 | 94.8\% | 12.0 | 1.9 | B |
|  | Right Turn | 328 | 316 | 96.3\% | 19.5 | 3.2 | B |
|  | Subtotal | 1,981 | 1,886 | 95.2\% | 13.2 | 2.0 | B |
| Total |  | 2,556 | 2,396 | 93.7\% | 17.9 | 1.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 15 N 16th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 54 | 54 | 100.0\% | 12.8 | 2.2 | B |
|  | Through | 3,401 | 3,374 | 99.2\% | 11.3 | 0.8 | B |
|  | Right Turn | 2 | 2 | 100.0\% | 2.5 | 3.6 | A |
|  | Subtotal | 3,457 | 3,430 | 99.2\% | 11.3 | 0.8 | B |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 264 | 272 | 103.0\% | 23.8 | 3.1 | C |
|  | Through Right Turn | 3 | 3 | 106.7\% | 16.7 | 18.6 | B |
|  | Subtotal | 267 | 275 | 103.1\% | 23.9 | 3.1 | C |
| WB | Left Turn Through | 10 | 11 | 112.0\% | 12.9 | 9.3 | B |
|  | Right Turn | 3 | 3 | 93.3\% | 2.2 | 4.9 | A |
|  | Subtotal | 13 | 14 | 107.7\% | 11.0 | 6.9 | B |
| Total |  | 3,737 | 3,720 | 99.5\% | 12.3 | 0.9 | B |

[^77]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 27 | 87.7\% | 15.3 | 7.1 | B |
|  | Through Right Turn | 13 | 10 | 76.9\% | 14.3 | 6.9 | B |
|  | Subtotal | 44 | 37 | 84.5\% | 14.3 | 4.7 | B |
| SB | Left Turn Through | 158 | 141 | 89.4\% | 19.1 | 2.4 | B |
|  | Right Turn | 65 | 61 | 94.2\% | 11.8 | 1.3 | B |
|  | Subtotal | 223 | 202 | 90.8\% | 16.9 | 1.7 | B |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 6 | 70.0\% | 27.8 | 21.9 | C |
|  | Subtotal | 8 | 6 | 70.0\% | 27.8 | 21.9 | C |
| WB | Left Turn | 79 | 66 | 83.0\% | 7.2 | 1.9 | A |
|  | Through | 1,943 | 1,826 | 94.0\% | 10.2 | 2.2 | B |
|  | Right Turn | 7 | 9 | 125.7\% | 6.1 | 2.1 | A |
|  | Subtotal | 2,029 | 1,900 | 93.7\% | 10.1 | 2.1 | B |
| Total |  | 2,304 | 2,146 | 93.1\% | 10.9 | 1.9 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 42
Bercut Dr/South Park St
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 | 368 | 351 | 95.4\% | 2.3 | 1.9 | A |
|  | Right Turn | 23 | 27 | 118.3\% | 0.8 | 0.2 | A |
|  | Subtotal | 391 | 378 | 96.8\% | 2.2 | 1.9 | A |
| SB | Left Turn | 93 | 86 | 92.0\% | 14.7 | 7.0 | B |
|  | Through | 214 | 210 | 98.1\% | 7.5 | 0.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 307 | 296 | 96.3\% | 9.6 | 2.2 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 58 | 60 | 103.4\% | 24.1 | 17.6 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 304 | 289 | 95.1\% | 21.2 | 23.3 | C |
|  | Subtotal | 362 | 349 | 96.5\% | 21.6 | 22.2 | C |
| Total |  | 1,060 | 1,023 | 96.5\% | 11.0 | 9.0 | B |

## Intersection 43

5th St/South Park St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 287 | 255 | 88.9\% | 1.4 | 0.4 | A |
|  | Subtotal | 287 | 255 | 88.9\% | 1.4 | 0.4 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn Through Right Turn | 558 | 546 | 97.9\% | 7.9 | 1.6 | A |
|  | Subtotal | 558 | 546 | 97.9\% | 7.9 | 1.6 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 845 | 802 | 94.9\% | 5.8 | 1.2 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

| Intersection 49 |  | PH Garage 2-Huntington St/Railyards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand | Served V | me (vph) |  | delay (sec/ |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 284 | 286 | 100.6\% | 11.4 | 1.6 | B |
|  | Right Turn | 100 | 98 | 98.0\% | 2.8 | 0.5 | A |
|  | Subtotal | 384 | 384 | 99.9\% | 9.2 | 1.3 | A |
| EB | Left Turn | 24 | 30 | 125.0\% | 13.6 | 3.3 | B |
|  | Through | 358 | 341 | 95.2\% | 8.0 | 1.3 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 382 | 371 | 97.1\% | 8.5 | 1.1 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 319 | 280 | 87.6\% | 8.2 | 1.3 | A |
|  | Right Turn | 199 | 173 | 86.8\% | 4.0 | 1.1 | A |
|  | Subtotal | 518 | 452 | 87.3\% | 6.7 | 0.9 | A |
| Total |  | 1,284 | 1,207 | 94.0\% | 8.0 | 0.9 | A |

Intersection 50 HSB Entry-Stanford St/Railyards Blvd Signal


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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

| Intersection 51 |  | 5th St/Railyards Blvd |  |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Movement | Demand Volume (vph) | Served Volume (vph) |  |  |  |  |
| Direction |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 96 | 97 | 101.3\% | 21.0 | 4.6 | C |
|  | Through | 127 | 121 | 95.4\% | 12.1 | 3.3 | B |
|  | Right Turn | 5 | 2 | 48.0\% | 4.7 | 8.8 | A |
|  | Subtotal | 228 | 221 | 96.8\% | 16.0 | 3.1 | B |
| SB | Left Turn | 339 | 323 | 95.2\% | 33.5 | 9.7 | C |
|  | Through | 219 | 216 | 98.6\% | 12.9 | 1.3 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 558 | 539 | 96.6\% | 25.4 | 5.8 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 507 | 387 | 76.4\% | 103.2 | 47.4 | F |
|  | Right Turn | 135 | 108 | 79.7\% | 96.6 | 49.2 | F |
|  | Subtotal | 642 | 495 | 77.1\% | 101.6 | 47.6 | F |
| WB | Left Turn | 29 | 25 | 86.9\% | 23.9 | 16.9 | C |
|  | Through | 422 | 371 | 87.9\% | 7.2 | 0.5 | A |
|  | Right Turn | 160 | 138 | 86.3\% | 5.2 | 1.3 | A |
|  | Subtotal | 611 | 534 | 87.4\% | 7.5 | 0.6 | A |
| Total |  | 2,039 | 1,788 | 87.7\% | 39.4 | 13.4 | D |

## Intersection 53 N 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 88.0\% | 8.0 | 10.1 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 205 | 194 | 94.4\% | 10.6 | 1.5 | B |
|  | Subtotal | 210 | 198 | 94.3\% | 10.5 | 1.4 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 846 | 673 | 79.5\% | 61.0 | 8.8 | E |
|  | Right Turn | 5 | 4 | 80.0\% | 44.9 | 31.0 | D |
|  | Subtotal | 851 | 677 | 79.5\% | 61.0 | 8.7 | E |
| WB | Left Turn | 92 | 74 | 80.9\% | 29.6 | 4.3 | C |
|  | Through | 606 | 532 | 87.9\% | 8.4 | 0.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 698 | 607 | 86.9\% | 10.9 | 0.9 | B |
| Total |  | 1,759 | 1,482 | 84.2\% | 33.7 | 3.7 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 54 N 7th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 65 | 70 | 107.1\% | 27.1 | 6.7 | C |
|  | Through Right Turn | 221 | 224 | 101.4\% | 14.0 | 3.2 | B |
|  | Subtotal | 286 | 294 | 102.7\% | 17.2 | 3.6 | B |
| SB | Left Turn <br> Through | 75 | 67 | 89.6\% | 24.0 | 5.3 | C |
|  | Right Turn | 633 | 540 | 85.4\% | 14.0 | 1.7 | B |
|  | Subtotal | 708 | 608 | 85.8\% | 15.2 | 1.9 | B |
| EB |  | 779 | 629 | 80.7\% | 18.1 | 3.9 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 272 | 236 | 86.6\% | 5.9 | 1.2 | A |
|  | Subtotal | 1,051 | 864 | 82.2\% | 14.8 | 3.2 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,045 | 1,766 | 86.3\% | 15.3 | 1.5 | B |

## Intersection 60 5th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 228 | 226 | 99.1\% | 0.1 | 0.1 | A |
|  | Subtotal | 228 | 226 | 99.1\% | 0.1 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 383 | 352 | 91.8\% | 1.7 | 0.4 | A |
|  | Subtotal | 383 | 352 | 91.8\% | 1.7 | 0.4 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 611 | 578 | 94.5\% | 1.1 | 0.2 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 61 6th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn | 210 | 199 | 94.9\% | 0.2 | 0.1 | A |
|  | Subtotal | 210 | 199 | 94.9\% | 0.2 | 0.1 | A |
| SB | Left Turn <br> Through Right Turn | 97 | 79 | 81.2\% | 1.0 | 0.2 | A |
|  | Subtotal | 97 | 79 | 81.2\% | 1.0 | 0.2 | A |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 307 | 278 | 90.6\% | 0.4 | 0.1 | A |

## Intersection 62

5th St/Stevens St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 228 | 228 | 99.8\% | 0.1 | 0.0 | A |
|  | Subtotal | 228 | 228 | 99.8\% | 0.1 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 383 | 351 | 91.6\% | 0.4 | 0.1 | A |
|  | Subtotal | 383 | 351 | 91.6\% | 0.4 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 611 | 578 | 94.7\% | 0.3 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour
Intersection 63 6th St/Stevens St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 210 | 199 | 94.7\% | 0.1 | 0.1 | A |
|  | Subtotal | 210 | 199 | 94.7\% | 0.1 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 97 | 79 | 81.6\% | 0.2 | 0.1 | A |
|  | Subtotal | 97 | 79 | 81.6\% | 0.2 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 307 | 278 | 90.6\% | 0.2 | 0.1 | A |

# Baseline Plus Phase 1 Medical Center $7^{\text {th }}$ St / Railyards Boulevard Mitigation Only 

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)

Intersection 1
I 5 SB Ramps/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 839 | 839 | 100.0\% | 78.7 | 6.3 | E |
|  | Through | 12 | 6 | 50.0\% | 84.4 | 36.8 | F |
|  | Right Turn | 495 | 478 | 96.6\% | 59.0 | 7.4 | E |
|  | Subtotal | 1,346 | 1,324 | 98.3\% | 71.7 | 6.8 | E |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 297 | 312 | 105.1\% | 21.8 | 2.0 | C |
|  | Right Turn | 46 | 44 | 96.5\% | 4.7 | 5.5 | A |
|  | Subtotal | 343 | 356 | 103.9\% | 19.5 | 1.9 | B |
| WB | Left Turn | 254 | 237 | 93.4\% | 8.7 | 2.2 | A |
|  | Through | 144 | 149 | 103.6\% | 6.7 | 1.1 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 398 | 386 | 97.1\% | 8.0 | 1.5 | A |
| Total |  | 2,087 | 2,066 | 99.0\% | 50.8 | 4.5 | D |

Intersection 215 NB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 51 | 60 | 118.4\% | 24.8 | 6.2 | C |
|  | Through | 8 | 6 | 75.0\% | 12.0 | 9.5 | B |
|  | Right Turn | 821 | 800 | 97.4\% | 31.9 | 10.0 | C |
|  | Subtotal | 880 | 866 | 98.5\% | 31.3 | 9.8 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 137 | 135 | 98.7\% | 20.8 | 9.3 | C |
|  | Through | 999 | 988 | 98.9\% | 5.4 | 1.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 1,136 | 1,123 | 98.8\% | 7.1 | 0.9 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 347 | 324 | 93.5\% | 16.4 | 2.6 | B |
|  | Right Turn | 421 | 385 | 91.5\% | 3.2 | 0.4 | A |
|  | Subtotal | 768 | 710 | 92.4\% | 9.2 | 1.3 | A |
| Total |  | 2,784 | 2,699 | 96.9\% | 15.5 | 3.5 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)
AM Peak Hour

Intersection 3
Bercut Dr/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 221 | 226 | 102.1\% | 29.7 | 2.5 | C |
|  | Through | 11 | 13 | 116.4\% | 29.6 | 20.0 | C |
|  | Right Turn | 9 | 7 | 75.6\% | 6.8 | 5.9 | A |
|  | Subtotal | 241 | 245 | 101.7\% | 29.1 | 2.9 | C |
| SB | Left Turn | 36 | 36 | 98.9\% | 34.3 | 7.4 | C |
|  | Through | 3 | 2 | 80.0\% | 25.4 | 25.3 | C |
|  | Right Turn | 68 | 70 | 102.4\% | 5.8 | 1.2 | A |
|  | Subtotal | 107 | 108 | 100.6\% | 16.0 | 3.1 | B |
| EB | Left Turn | 126 | 118 | 93.7\% | 35.2 | 5.8 | D |
|  | Through | 1,124 | 1,103 | 98.1\% | 16.2 | 2.2 | B |
|  | Right Turn | 570 | 581 | 102.0\% | 3.5 | 0.2 | A |
|  | Subtotal | 1,820 | 1,802 | 99.0\% | 13.3 | 1.8 | B |
| WB | Left Turn | 34 | 26 | 76.5\% | 37.6 | 13.7 | D |
|  | Through | 479 | 424 | 88.5\% | 18.2 | 3.3 | B |
|  | Right Turn | 10 | 8 | 80.0\% | 13.4 | 7.6 | B |
|  | Subtotal | 523 | 458 | 87.6\% | 19.2 | 2.9 | B |
| Total |  | 2,691 | 2,613 | 97.1\% | 15.9 | 1.5 | B |


| Intersection 4 |  | N 3rd St/Richards Blvd |  |  | ignal |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Demand | Served V | me (vph) |  | elay (sec/ |  |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 21 | 16 | 76.2\% | 39.7 | 12.9 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 8 | 8 | 100.0\% | 7.7 | 4.1 | A |
|  | Subtotal | 29 | 24 | 82.8\% | 28.1 | 11.9 | C |
| SB | Left Turn | 15 | 13 | 85.3\% | 37.6 | 11.9 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 17 | 16 | 94.1\% | 3.7 | 2.0 | A |
|  | Subtotal | 32 | 29 | 90.0\% | 21.4 | 9.7 | C |
| EB | Left Turn | 57 | 50 | 87.7\% | 38.6 | 6.8 | D |
|  | Through | 1,018 | 980 | 96.3\% | 4.6 | 1.3 | A |
|  | Right Turn | 94 | 96 | 102.1\% | 3.9 | 1.0 | A |
|  | Subtotal | 1,169 | 1,126 | 96.4\% | 6.1 | 1.1 | A |
| WB | Left Turn | 21 | 14 | 64.8\% | 45.2 | 14.9 | D |
|  | Through | 485 | 416 | 85.7\% | 6.5 | 2.6 | A |
|  | Right Turn | 34 | 36 | 104.7\% | 3.9 | 1.6 | A |
|  | Subtotal | 540 | 465 | 86.1\% | 7.4 | 2.4 | A |
| Total |  | 1,770 | 1,644 | 92.9\% | 7.0 | 1.3 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)

Intersection 5
Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 41 | 36 | 88.8\% | 38.4 | 6.5 | D |
|  | Through | 3 | 3 | 106.7\% | 22.5 | 28.0 | C |
|  | Right Turn | 10 | 13 | 132.0\% | 7.9 | 2.8 | A |
|  | Subtotal | 54 | 53 | 97.8\% | 30.1 | 7.0 | C |
| SB | Left Turn | 5 | 3 | 64.0\% | 29.8 | 30.6 | C |
|  | Through | 10 | 8 | 80.0\% | 39.7 | 18.6 | D |
|  | Right Turn | 7 | 6 | 85.7\% | 4.7 | 5.8 | A |
|  | Subtotal | 22 | 17 | 78.2\% | 31.2 | 10.6 | C |
| EB | Left Turn | 56 | 46 | 81.4\% | 34.7 | 9.4 | C |
|  | Through | 980 | 940 | 95.9\% | 6.6 | 2.1 | A |
|  | Right Turn | 5 | 4 | 88.0\% | 5.6 | 7.6 | A |
|  | Subtotal | 1,041 | 990 | 95.1\% | 7.9 | 2.6 | A |
| WB | Left Turn | 24 | 20 | 81.7\% | 44.3 | 9.9 | D |
|  | Through | 492 | 419 | 85.2\% | 5.5 | 1.6 | A |
|  | Right Turn | 26 | 23 | 87.7\% | 4.9 | 2.8 | A |
|  | Subtotal | 542 | 462 | 85.2\% | 7.1 | 1.7 | A |
| Total |  | 1,659 | 1,521 | 91.7\% | 8.7 | 2.0 | A |

Intersection 6 N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 80.0\% | 23.3 | 22.2 | C |
|  | Through | 5 | 3 | 64.0\% | 20.5 | 22.3 | C |
|  | Right Turn | 5 | 5 | 104.0\% | 5.5 | 5.3 | A |
|  | Subtotal | 15 | 12 | 82.7\% | 20.0 | 13.4 | B |
| SB | Left Turn | 16 | 16 | 102.5\% | 27.4 | 13.9 | C |
|  | Through | 5 | 4 | 80.0\% | 28.5 | 24.4 | C |
|  | Right Turn | 20 | 17 | 86.0\% | 5.4 | 2.4 | A |
|  | Subtotal | 41 | 38 | 91.7\% | 20.5 | 7.6 | C |
| EB | Left Turn | 54 | 49 | 90.4\% | 38.4 | 9.1 | D |
|  | Through | 933 | 882 | 94.6\% | 4.4 | 1.5 | A |
|  | Right Turn | 8 | 8 | 100.0\% | 4.7 | 6.4 | A |
|  | Subtotal | 995 | 939 | 94.4\% | 6.1 | 1.4 | A |
| WB | Left Turn | 9 | 8 | 84.4\% | 29.1 | 23.4 | C |
|  | Through | 517 | 456 | 88.2\% | 8.4 | 2.1 | A |
|  | Right Turn | 17 | 16 | 94.1\% | 6.0 | 4.7 | A |
|  | Subtotal | 543 | 480 | 88.3\% | 8.9 | 2.0 | A |
| Total |  | 1,594 | 1,469 | 92.1\% | 7.6 | 1.4 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)
AM Peak Hour

Intersection 7
N 7th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 34 | 26 | 77.6\% | 36.1 | 15.2 | D |
|  | Through | 82 | 77 | 93.7\% | 51.0 | 15.8 | D |
|  | Right Turn | 299 | 268 | 89.5\% | 39.4 | 11.0 | D |
|  | Subtotal | 415 | 371 | 89.3\% | 41.1 | 10.0 | D |
| SB | Left Turn | 7 | 9 | 125.7\% | 63.7 | 26.3 | E |
|  | Through | 16 | 18 | 110.0\% | 47.7 | 22.1 | D |
|  | Right Turn | 21 | 18 | 85.7\% | 26.3 | 13.0 | C |
|  | Subtotal | 44 | 44 | 100.9\% | 39.9 | 9.7 | D |
| EB | Left Turn | 124 | 104 | 84.2\% | 56.0 | 7.8 | E |
|  | Through | 734 | 707 | 96.3\% | 37.3 | 5.2 | D |
|  | Right Turn | 96 | 86 | 90.0\% | 32.4 | 6.0 | C |
|  | Subtotal | 954 | 898 | 94.1\% | 39.0 | 4.9 | D |
| WB | Left Turn | 433 | 333 | 76.9\% | 126.2 | 42.1 | F |
|  | Through | 490 | 428 | 87.4\% | 48.1 | 17.6 | D |
|  | Right Turn | 14 | 16 | 111.4\% | 36.7 | 18.9 | D |
|  | Subtotal | 937 | 777 | 82.9\% | 81.8 | 28.4 | F |
| Total |  | 2,350 | 2,090 | 88.9\% | 55.1 | 11.5 | E |

Intersection 8 N 10th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 12 | 14 | 113.3\% | 31.9 | 11.1 | C |
|  | Through | 32 | 32 | 98.8\% | 41.6 | 8.8 | D |
|  | Right Turn | 12 | 10 | 86.7\% | 7.1 | 3.7 | A |
|  | Subtotal | 56 | 56 | 99.3\% | 33.3 | 4.5 | C |
| SB | Left Turn | 7 | 3 | 45.7\% | 20.3 | 23.1 | C |
|  | Through | 7 | 5 | 74.3\% | 24.7 | 26.0 | C |
|  | Right Turn | 32 | 32 | 101.3\% | 7.0 | 2.2 | A |
|  | Subtotal | 46 | 41 | 88.7\% | 12.2 | 4.2 | B |
| EB | Left Turn | 137 | 125 | 91.1\% | 35.1 | 5.3 | D |
|  | Through | 864 | 812 | 93.9\% | 8.4 | 2.3 | A |
|  | Right Turn | 39 | 27 | 68.7\% | 6.7 | 2.7 | A |
|  | Subtotal | 1,040 | 963 | 92.6\% | 11.8 | 2.2 | B |
| WB | Left Turn | 15 | 10 | 66.7\% | 25.5 | 19.6 | C |
|  | Through | 1,000 | 912 | 91.2\% | 11.1 | 3.3 | B |
|  | Right Turn | 51 | 48 | 93.3\% | 8.6 | 3.3 | A |
|  | Subtotal | 1,066 | 969 | 90.9\% | 11.3 | 3.2 | B |
| Total |  | 2,208 | 2,029 | 91.9\% | 12.2 | 1.8 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)

Intersection 9
Dos Rios St/Richards Blvd
Signal

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 22 | 17 | 78.2\% | 28.7 | 13.2 | C |
|  | Through | 7 | 9 | 131.4\% | 34.6 | 12.9 | C |
|  | Right Turn | 27 | 34 | 127.4\% | 11.0 | 6.0 | B |
|  | Subtotal | 56 | 61 | 108.6\% | 20.2 | 7.9 | C |
| SB | Left Turn | 40 | 41 | 103.0\% | 36.1 | 6.0 | D |
|  | Through | 11 | 15 | 134.5\% | 28.9 | 6.1 | C |
|  | Right Turn | 21 | 16 | 76.2\% | 13.5 | 8.1 | B |
|  | Subtotal | 72 | 72 | 100.0\% | 29.7 | 3.7 | C |
| EB | Left Turn | 26 | 22 | 84.6\% | 39.9 | 13.2 | D |
|  | Through | 829 | 770 | 92.8\% | 12.3 | 2.1 | B |
|  | Right Turn | 28 | 27 | 97.1\% | 4.2 | 2.8 | A |
|  | Subtotal | 883 | 819 | 92.7\% | 12.8 | 2.1 | B |
| WB | Left Turn | 27 | 30 | 112.6\% | 40.6 | 10.8 | D |
|  | Through | 1,023 | 941 | 92.0\% | 11.0 | 3.0 | B |
|  | Right Turn | 27 | 28 | 103.7\% | 8.7 | 3.0 | A |
|  | Subtotal | 1,077 | 999 | 92.8\% | 11.8 | 3.2 | B |
| Total |  | 2,088 | 1,951 | 93.4\% | 13.1 | 2.4 | B |

Intersection 10
N 12th St-N 16th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 65 | 65 | 100.3\% | 65.5 | 11.3 | E |
|  | Through | 1,035 | 1,003 | 96.9\% | 14.4 | 1.8 | B |
|  | Right Turn | 2 | 1 | 40.0\% | 0.3 | 0.7 | A |
|  | Subtotal | 1,102 | 1,069 | 97.0\% | 17.5 | 2.3 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 2,455 | 2,186 | 89.0\% | 60.7 | 6.4 | E |
|  | Right Turn | 1,076 | 986 | 91.7\% | 18.7 | 4.9 | B |
|  | Subtotal | 3,531 | 3,172 | 89.8\% | 47.7 | 6.4 | D |
| EB | Left Turn | 832 | 619 | 74.4\% | 114.5 | 26.7 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 20 | 21 | 104.0\% | 37.5 | 17.7 | D |
|  | Subtotal | 852 | 640 | 75.1\% | 112.0 | 26.5 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 1 | 1 | 120.0\% | 24.6 | 42.0 | C |
|  | Right Turn | 2 | 4 | 180.0\% | 3.7 | 4.0 | A |
|  | Subtotal | 3 | 5 | 160.0\% | 21.5 | 32.8 | C |
| Total |  | 5,488 | 4,886 | 89.0\% | 49.5 | 5.4 | D |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)
AM Peak Hour

Intersection 11
Bercut Dr/Bannon St
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 | 131 | 135 | 102.9\% | 0.7 | 0.4 | A |
|  | Right Turn | 3 | 3 | 106.7\% | 0.6 | 0.3 | A |
|  | Subtotal | 134 | 138 | 103.0\% | 0.7 | 0.4 | A |
| SB | Left Turn | 245 | 236 | 96.3\% | 8.1 | 0.3 | A |
|  | Through | 330 | 348 | 105.3\% | 5.9 | 0.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 575 | 584 | 101.5\% | 6.8 | 0.2 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 3 | 3 | 93.3\% | 5.7 | 8.3 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 49 | 51 | 103.7\% | 3.0 | 0.4 | A |
|  | Subtotal | 52 | 54 | 103.1\% | 3.6 | 1.0 | A |
| Total |  | 761 | 775 | 101.9\% | 5.5 | 0.2 | A |

Intersection 12
Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 44 | 49 | 111.8\% | 4.6 | 0.3 | A |
|  | Through Right Turn | 49 | 49 | 99.6\% | 5.6 | 0.6 | A |
|  | Subtotal | 93 | 98 | 105.4\% | 5.1 | 0.4 | A |
| SB | Left Turn <br> Through | 31 |  |  | 7.3 | 0.8 |  |
|  | Right Turn | 8 | 5 | 65.0\% | 3.7 | 2.0 | A |
|  | Subtotal | 39 | 33 | 85.1\% | 6.8 | 0.5 | A |
| EB | Left Turn | 5 | 4 | 72.0\% | 3.5 | 3.0 | A |
|  | Through Right Turn | 243 | 236 | 97.0\% | 4.4 | 0.5 | A |
|  | Subtotal | 248 | 239 | 96.5\% | 4.4 | 0.5 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 380 | 370 | 97.5\% | 4.8 | 0.3 | A |

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

## Medical Center / Stadium / Railyards SP EIR <br> Baseline Plus Phase 1 Medical Center (Mitigated)

Intersection 13
N 7th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 22 | 90.0\% | 33.0 | 7.5 | C |
|  | Through | 376 | 361 | 96.1\% | 37.8 | 4.7 | D |
|  | Right Turn | 26 | 23 | 89.2\% | 35.4 | 8.9 | D |
|  | Subtotal | 426 | 406 | 95.3\% | 37.5 | 4.6 | D |
| SB | Left Turn | 11 | 9 | 83.6\% | 68.0 | 35.0 | E |
|  | Through | 529 | 440 | 83.2\% | 28.7 | 6.9 | C |
|  | Right Turn | 7 | 6 | 91.4\% | 20.5 | 18.0 | C |
|  | Subtotal | 547 | 456 | 83.3\% | 29.4 | 6.7 | C |
| EB | Left Turn | 10 | 12 | 124.0\% | 34.1 | 20.1 | C |
|  | Through | 46 | 46 | 100.0\% | 40.8 | 10.5 | D |
|  | Right Turn | 73 | 72 | 98.1\% | 22.5 | 5.7 | C |
|  | Subtotal | 129 | 130 | 100.8\% | 30.5 | 5.4 | C |
| WB | Left Turn | 261 | 216 | 82.6\% | 72.2 | 28.1 | E |
|  | Through | 68 | 59 | 86.5\% | 75.0 | 24.5 | E |
|  | Right Turn | 27 | 24 | 87.4\% | 31.4 | 14.1 | C |
|  | Subtotal | 356 | 298 | 83.7\% | 69.3 | 24.7 | E |
| Total |  | 1,458 | 1,290 | 88.4\% | 41.3 | 7.2 | D |

Intersection 14
Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 31 | 29 | 92.9\% | 33.9 | 8.1 | C |
|  | Through | 101 | 90 | 89.1\% | 34.5 | 4.1 | C |
|  | Right Turn | 22 | 24 | 107.3\% | 39.5 | 15.1 | D |
|  | Subtotal | 154 | 142 | 92.5\% | 34.8 | 4.7 | C |
| SB | Left Turn | 2 | 2 | 100.0\% | 24.4 | 35.2 | C |
|  | Through | 17 | 20 | 115.3\% | 48.6 | 9.0 | D |
|  | Right Turn | 9 | 14 | 155.6\% | 22.4 | 12.5 | C |
|  | Subtotal | 28 | 36 | 127.1\% | 39.9 | 6.3 | D |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 61 | 58 | 95.7\% | 36.4 | 7.1 | D |
|  | Right Turn | 22 | 25 | 114.5\% | 15.2 | 8.9 | B |
|  | Subtotal | 83 | 84 | 100.7\% | 29.7 | 4.8 | C |
| SW | Left Turn | 18 | 12 | 66.7\% | 6.5 | 6.4 | A |
|  | Through | 2,289 | 1,991 | 87.0\% | 13.2 | 3.1 | B |
|  | Right Turn | 249 | 248 | 99.6\% | 18.9 | 4.6 | B |
|  | Subtotal | 2,556 | 2,251 | 88.1\% | 13.8 | 3.2 | B |
| Total |  | 2,821 | 2,513 | 89.1\% | 15.9 | 2.8 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)

Intersection 15
N 16th St/N B St
Signal


Intersection 16
Sunbeam Ave-Sproule Ave/N 12th St
Signal


SimTraffic Post-Processor
Average Results from 10 Runs
Medical Center / Stadium / Railyards SP EIR

Volume and Delay by Movement

## Baseline Plus Phase 1 Medical Center (Mitigated)

AM Peak Hour


Intersection 43
5th St/South Park St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 116 | 114 | 98.3\% | 1.0 | 0.2 | A |
|  | Subtotal | 116 | 114 | 98.3\% | 1.0 | 0.2 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn | 38 | 35 | 91.6\% | 3.9 | 1.7 | A |
|  | Subtotal | 38 | 35 | 91.6\% | 3.9 | 1.7 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 154 | 149 | 96.6\% | 1.6 | 0.3 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)
AM Peak Hour

| Intersection 47 |  | Jibbom St/Railyards Blvd |  |  | al |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Demand | Served V | me (vph) |  | elay (sec/v |  |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 161 | 171 | 106.3\% | 8.9 | 1.7 | A |
|  | Right Turn | 400 | 408 | 102.0\% | 5.6 | 0.9 | A |
|  | Subtotal | 561 | 579 | 103.2\% | 6.6 | 1.1 | A |
| SB | Left Turn | 211 | 209 | 99.0\% | 29.7 | 8.5 | C |
|  | Through | 340 | 348 | 102.2\% | 4.4 | 0.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 551 | 556 | 101.0\% | 13.9 | 3.9 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 201 | 173 | 86.0\% | 26.3 | 2.4 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 10 | 6 | 64.0\% | 14.0 | 5.7 | B |
|  | Subtotal | 211 | 179 | 84.9\% | 25.9 | 2.4 | C |
| Total |  | 1,323 | 1,315 | 99.4\% | 12.3 | 1.8 | B |
| Intersection 48 |  | Bercut Dr/Railyards Blvd |  |  |  |  | Signal |
|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 65 | 34 | 52.9\% | 7.6 | 2.8 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 53 | 45 | 84.5\% | 2.4 | 0.7 | A |
|  | Subtotal | 118 | 79 | 67.1\% | 4.8 | 1.4 | A |
| EB | Left Turn | 64 | 75 | 117.5\% | 6.9 | 1.1 | A |
|  | Through | 547 | 539 | 98.5\% | 5.4 | 0.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 611 | 614 | 100.5\% | 5.6 | 0.7 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 158 | 135 | 85.3\% | 9.3 | 1.4 | A |
|  | Right Turn | 134 | 34 | 25.7\% | 7.9 | 1.3 | A |
|  | Subtotal | 292 | 169 | 57.9\% | 9.0 | 1.3 | A |
| Total |  | 1,021 | 862 | 84.5\% | 6.2 | 0.5 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Medical Center / Stadium / Railyards SP EIR

Volume and Delay by Movement

## Baseline Plus Phase 1 Medical Center (Mitigated)

AM Peak Hour

Intersection 49
PH Garage 2-Huntington St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB |  | 60 | 112 | 187.3\% | 7.8 | 1.5 | A |
|  | Through Right Turn | 12 | 13 | 110.0\% | 2.9 | 1.0 | A |
|  | Subtotal | 72 | 126 | 174.4\% | 7.3 | 1.4 | A |
| EB | Left Turn | 54 | 53 | 98.5\% | 18.3 | 2.1 | B |
|  | Through | 558 | 519 | 93.0\% | 13.2 | 1.6 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 612 | 572 | 93.5\% | 13.7 | 1.6 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 280 | 160 | 57.0\% | 5.0 | 1.0 | A |
|  | Right Turn | 220 | 305 | 138.7\% | 5.0 | 0.8 | A |
|  | Subtotal | 500 | 465 | 93.0\% | 5.0 | 0.7 | A |
| Total |  | 1,184 | 1,163 | 98.2\% | 9.6 | 0.7 | A |

Intersection 50
HSB Entry-Stanford St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | $5$ <br> 5 | $5$ <br> 8 | $\begin{aligned} & \hline 104.0 \% \\ & 168.0 \% \end{aligned}$ | 7.6 3.3 | 5.8 2.5 | A A |
|  | Subtotal | 10 | 14 | 136.0\% | 5.7 | 3.4 | A |
| EB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 5 \\ 613 \end{gathered}$ | $\begin{gathered} 6 \\ 624 \end{gathered}$ | $\begin{aligned} & 112.0 \% \\ & 101.8 \% \end{aligned}$ | $\begin{aligned} & 20.3 \\ & 19.7 \end{aligned}$ | $\begin{aligned} & 5.2 \\ & 1.8 \end{aligned}$ | C |
|  | Subtotal | 618 | 630 | 101.9\% | 19.8 | 1.8 | B |
| WB | Left Turn <br> Through Right Turn | $\begin{gathered} 495 \\ 5 \end{gathered}$ | $\begin{gathered} 467 \\ 6 \end{gathered}$ | $\begin{gathered} 94.3 \% \\ 128.0 \% \end{gathered}$ | $\begin{aligned} & 4.0 \\ & 2.0 \end{aligned}$ | $\begin{aligned} & 0.3 \\ & 1.8 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 500 | 473 | 94.6\% | 3.9 | 0.3 | A |
| Total |  | 1,128 | 1,116 | 99.0\% | 12.9 | 1.3 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)
AM Peak Hour

Intersection 51
5th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 133 | 159 | 119.4\% | 25.2 | 3.7 | C |
|  | Through | 44 | 54 | 122.7\% | 21.7 | 4.1 | C |
|  | Right Turn | 7 | 7 | 102.9\% | 6.1 | 8.3 | A |
|  | Subtotal | 184 | 220 | 119.6\% | 23.8 | 2.3 | C |
| SB | Left Turn | 19 | 20 | 107.4\% | 28.0 | 7.1 | C |
|  | Through | 19 | 14 | 73.7\% | 19.8 | 11.0 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 38 | 34 | 90.5\% | 25.6 | 6.0 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 519 | 530 | 102.1\% | 34.1 | 4.4 | C |
|  | Right Turn | 99 | 98 | 98.6\% | 29.4 | 4.4 | C |
|  | Subtotal | 618 | 628 | 101.6\% | 33.3 | 4.4 | C |
| WB | Left Turn | 10 | 9 | 88.0\% | 11.8 | 6.8 | B |
|  | Through | 367 | 322 | 87.8\% | 2.6 | 0.7 | A |
|  | Right Turn | 72 | 61 | 85.0\% | 1.5 | 0.4 | A |
|  | Subtotal | 449 | 392 | 87.4\% | 2.6 | 0.5 | A |
| Total |  | 1,289 | 1,274 | 98.9\% | 22.1 | 2.7 | C |

Intersection 53
N 6th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 5 | 96.0\% | 13.7 | 19.3 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 40 | 33 | 82.0\% | 10.3 | 5.8 | B |
|  | Subtotal | 45 | 38 | 83.6\% | 11.2 | 4.9 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 535 | 549 | 102.6\% | 18.2 | 17.0 | B |
|  | Right Turn | 10 | 9 | 92.0\% | 11.6 | 17.5 | B |
|  | Subtotal | 545 | 558 | 102.4\% | 18.1 | 17.0 | B |
| WB | Left Turn | 101 | 84 | 83.2\% | 40.0 | 5.6 | D |
|  | Through | 444 | 387 | 87.2\% | 2.9 | 0.5 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 545 | 471 | 86.5\% | 9.5 | 1.5 | A |
| Total |  | 1,135 | 1,067 | 94.0\% | 14.5 | 10.1 | B |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

AM Peak Hour

Intersection 54
N 7th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 75 | 83 | 110.9\% | 45.7 | 12.1 | D |
|  | Through Right Turn | 29 | 32 | 109.0\% | 5.6 | 1.8 | A |
|  | Subtotal | 104 | 115 | 110.4\% | 35.1 | 9.5 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 393 | 309 | 78.6\% | 31.2 | 5.5 | C |
|  | Right Turn | 470 | 390 | 83.0\% | 25.2 | 4.4 | C |
|  | Subtotal | 863 | 699 | 81.0\% | 27.9 | 4.7 | C |
| EB | Left Turn | 397 | 388 | 97.8\% | 25.0 | 7.1 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 178 | 188 | 105.6\% | 8.0 | 3.2 | A |
|  | Subtotal | 575 | 576 | 100.2\% | 19.6 | 6.3 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,542 | 1,390 | 90.1\% | 25.2 | 3.2 | C |

Intersection 60 5th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn | 184 | 216 | 117.6\% | 0.2 | 0.1 | A |
|  | Subtotal | 184 | 216 | 117.6\% | 0.2 | 0.1 | A |
| SB | Left Turn <br> Through Right Turn | 128 | 121 | 94.4\% | 0.6 | 0.1 | A |
|  | Subtotal | 128 | 121 | 94.4\% | 0.6 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 312 | 337 | 108.1\% | 0.3 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

AM Peak Hour

Intersection 61
6th St/Camille Ln
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 45 | 37 | 81.8\% | 0.0 | 0.0 | A |
|  | Subtotal | 45 | 37 | 81.8\% | 0.0 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 111 | 94 | 84.3\% | 0.9 | 0.2 | A |
|  | Subtotal | 111 | 94 | 84.3\% | 0.9 | 0.2 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 156 | 130 | 83.6\% | 0.6 | 0.1 | A |

Intersection 62 5th St/Stevens St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 184 | 217 | 118.0\% | 0.5 | 0.2 | A |
|  | Subtotal | 184 | 217 | 118.0\% | 0.5 | 0.2 | A |
| SB | Left Turn <br> Through <br> Right Turn | 128 | 119 | 93.1\% | 0.0 | 0.0 | A |
|  | Subtotal | 128 | 119 | 93.1\% | 0.0 | 0.0 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 312 | 336 | 107.8\% | 0.4 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)
AM Peak Hour

Intersection 63
6th St/Stevens St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 45 | 37 | 82.7\% | 0.0 | 0.0 | A |
|  | Subtotal | 45 | 37 | 82.7\% | 0.0 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 111 | 94 | 85.0\% | 0.3 | 0.1 | A |
|  | Subtotal | 111 | 94 | 85.0\% | 0.3 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 156 | 132 | 84.4\% | 0.2 | 0.1 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)
PM Peak Hour

Intersection 1 I 5 SB Ramps/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 442 | 438 | 99.1\% | 27.8 | 2.4 | C |
|  | Through | 69 | 62 | 89.9\% | 27.6 | 4.3 | C |
|  | Right Turn | 314 | 309 | 98.3\% | 8.4 | 0.9 | A |
|  | Subtotal | 825 | 809 | 98.0\% | 20.4 | 1.5 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 592 | 547 | 92.4\% | 83.5 | 37.1 | F |
|  | Right Turn | 56 | 54 | 97.1\% | 6.5 | 3.3 | A |
|  | Subtotal | 648 | 601 | 92.8\% | 76.5 | 33.5 | E |
| WB | Left Turn | 659 | 574 | 87.1\% | 15.8 | 5.3 | B |
|  | Through | 393 | 294 | 74.8\% | 8.1 | 1.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 1,052 | 868 | 82.5\% | 13.2 | 4.2 | B |
| Total |  | 2,525 | 2,278 | 90.2\% | 32.1 | 8.5 | C |

Intersection 2 I 5 NB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 58 | 54 | 92.4\% | 29.3 | 7.6 | C |
|  | Through | 10 | 13 | 132.0\% | 36.3 | 10.3 | D |
|  | Right Turn | 431 | 448 | 103.9\% | 9.7 | 1.5 | A |
|  | Subtotal | 499 | 515 | 103.2\% | 12.4 | 1.8 | B |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 430 | 363 | 84.4\% | 57.3 | 8.4 | E |
|  | Through Right Turn | 604 | 597 | 98.8\% | 1.8 | 0.3 | A |
|  | Subtotal | 1,034 | 960 | 92.8\% | 22.7 | 2.7 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 994 | 805 | 81.0\% | 18.1 | 1.4 | B |
|  | Right Turn | 1,174 | 874 | 74.5\% | 5.5 | 0.3 | A |
|  | Subtotal | 2,168 | 1,680 | 77.5\% | 11.6 | 0.8 | B |
| Total |  | 3,701 | 3,154 | 85.2\% | 15.1 | 0.8 | B |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

PM Peak Hour

Intersection 3 Bercut Dr/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 643 | 518 | 80.6\% | 139.7 | 35.7 | F |
|  | Through | 4 | 42 | 1040.0\% | 68.0 | 32.6 | E |
|  | Right Turn | 9 | 13 | 142.2\% | 66.8 | 29.0 | E |
|  | Subtotal | 656 | 573 | 87.3\% | 132.9 | 34.3 | F |
| SB | Left Turn | 34 | 37 | 108.2\% | 35.3 | 5.8 | D |
|  | Through | 8 | 9 | 110.0\% | 28.0 | 18.3 | C |
|  | Right Turn | 166 | 170 | 102.4\% | 15.4 | 3.3 | B |
|  | Subtotal | 208 | 216 | 103.7\% | 19.8 | 1.9 | B |
| EB | Left Turn | 80 | 77 | 96.5\% | 30.2 | 4.3 | C |
|  | Through | 688 | 720 | 104.7\% | 16.6 | 2.5 | B |
|  | Right Turn | 267 | 271 | 101.6\% | 2.5 | 0.2 | A |
|  | Subtotal | 1,035 | 1,068 | 103.2\% | 14.0 | 1.9 | B |
| WB | Left Turn | 18 | 18 | 97.8\% | 31.6 | 9.5 | C |
|  | Through | 1,359 | 1,016 | 74.8\% | 63.3 | 9.5 | E |
|  | Right Turn | 9 | 8 | 84.4\% | 68.5 | 39.7 | E |
|  | Subtotal | 1,386 | 1,042 | 75.2\% | 62.9 | 9.3 | E |
| Total |  | 3,285 | 2,898 | 88.2\% | 55.1 | 6.9 | E |

Intersection 4 N 3rd St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 89 | 80 | 89.4\% | 57.5 | 36.1 | E |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 15 | 13 | 88.0\% | 6.7 | 3.1 | A |
|  | Subtotal | 104 | 93 | 89.2\% | 51.3 | 35.3 | D |
| SB | Left Turn | 39 | 37 | 95.4\% | 28.7 | 7.7 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 17 | 18 | 103.5\% | 25.8 | 26.8 | C |
|  | Subtotal | 56 | 55 | 97.9\% | 27.9 | 7.2 | C |
| EB | Left Turn | 13 | 15 | 116.9\% | 47.1 | 11.7 | D |
|  | Through | 706 | 710 | 100.6\% | 3.5 | 0.8 | A |
|  | Right Turn | 12 | 14 | 113.3\% | 3.3 | 1.5 | A |
|  | Subtotal | 731 | 739 | 101.1\% | 4.4 | 0.7 | A |
| WB | Left Turn | 2 | 2 | 120.0\% | 9.1 | 11.6 | A |
|  | Through | 1,280 | 975 | 76.2\% | 51.9 | 10.8 | D |
|  | Right Turn | 10 | 7 | 68.0\% | 59.0 | 39.2 | E |
|  | Subtotal | 1,292 | 984 | 76.2\% | 52.0 | 10.9 | D |
| Total |  | 2,183 | 1,871 | 85.7\% | 32.2 | 6.2 | C |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

PM Peak Hour

Intersection 5

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 27 | 111.7\% | 41.0 | 12.0 | D |
|  | Through | 5 | 8 | 160.0\% | 34.4 | 29.8 | C |
|  | Right Turn | 24 | 31 | 130.0\% | 9.1 | 2.7 | A |
|  | Subtotal | 53 | 66 | 124.5\% | 25.4 | 7.0 | C |
| SB | Left Turn | 24 | 21 | 86.7\% | 27.8 | 8.4 | C |
|  | Through | 19 | 16 | 84.2\% | 30.2 | 13.7 | C |
|  | Right Turn | 49 | 50 | 102.0\% | 19.2 | 7.8 | B |
|  | Subtotal | 92 | 87 | 94.3\% | 23.9 | 6.4 | C |
| EB | Left Turn | 8 | 10 | 120.0\% | 43.3 | 19.9 | D |
|  | Through | 747 | 748 | 100.1\% | 6.7 | 1.6 | A |
|  | Right Turn | 5 | 5 | 96.0\% | 4.7 | 7.6 | A |
|  | Subtotal | 760 | 762 | 100.3\% | 7.2 | 1.7 | A |
| WB | Left Turn | 11 | 8 | 72.7\% | 65.6 | 24.7 | E |
|  | Through | 1,219 | 992 | 81.4\% | 46.4 | 22.9 | D |
|  | Right Turn | 10 | 13 | 128.0\% | 62.1 | 59.6 | E |
|  | Subtotal | 1,240 | 1,013 | 81.7\% | 46.7 | 22.9 | D |
| Total |  | 2,145 | 1,928 | 89.9\% | 28.9 | 11.6 | C |

Intersection 6
N 5th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 4 | 3 | 80.0\% | 28.2 | 48.0 | C |
|  | Through | 5 | 6 | 112.0\% | 18.7 | 18.0 | B |
|  | Right Turn | 8 | 5 | 65.0\% | 2.0 | 1.8 | A |
|  | Subtotal | 17 | 14 | 82.4\% | 17.6 | 10.5 | B |
| SB | Left Turn | 8 | 6 | 75.0\% | 19.9 | 16.1 | B |
|  | Through | 5 | 3 | 56.0\% | 19.7 | 19.8 | B |
|  | Right Turn | 70 | 64 | 91.4\% | 20.0 | 7.5 | C |
|  | Subtotal | 83 | 73 | 87.7\% | 21.2 | 6.8 | C |
| EB | Left Turn | 16 | 14 | 87.5\% | 45.6 | 12.1 | D |
|  | Through | 774 | 780 | 100.8\% | 3.5 | 1.5 | A |
|  | Right Turn | 5 | 4 | 80.0\% | 1.3 | 1.9 | A |
|  | Subtotal | 795 | 798 | 100.4\% | 4.2 | 1.5 | A |
| WB | Left Turn | 1 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through | 1,166 | 1,073 | 92.0\% | 21.8 | 12.3 | C |
|  | Right Turn | 3 | 4 | 120.0\% | 13.5 | 14.3 | B |
|  | Subtotal | 1,170 | 1,076 | 92.0\% | 21.8 | 12.3 | C |
| Total |  | 2,065 | 1,962 | 95.0\% | 14.5 | 6.7 | B |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

PM Peak Hour

Intersection $7 \quad \mathrm{~N}$ 7th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 108 | 66 | 61.5\% | 43.3 | 8.7 | D |
|  | Through | 27 | 20 | 72.6\% | 41.5 | 11.7 | D |
|  | Right Turn | 409 | 279 | 68.3\% | 25.8 | 5.1 | C |
|  | Subtotal | 544 | 365 | 67.1\% | 30.0 | 4.9 | C |
| SB | Left Turn | 53 | 56 | 106.4\% | 44.8 | 9.6 | D |
|  | Through | 91 | 95 | 104.6\% | 36.1 | 7.6 | D |
|  | Right Turn | 76 | 77 | 101.1\% | 34.8 | 5.6 | C |
|  | Subtotal | 220 | 228 | 103.8\% | 37.9 | 6.2 | D |
| EB | Left Turn | 4 | 4 | 110.0\% | 32.8 | 32.8 | C |
|  | Through | 699 | 702 | 100.4\% | 28.9 | 4.0 | C |
|  | Right Turn | 87 | 86 | 98.4\% | 24.6 | 7.0 | C |
|  | Subtotal | 790 | 792 | 100.3\% | 28.5 | 4.0 | C |
| WB | Left Turn | 191 | 177 | 92.6\% | 49.2 | 5.8 | D |
|  | Through | 988 | 1,031 | 104.4\% | 21.2 | 4.1 | C |
|  | Right Turn | 14 | 14 | 100.0\% | 15.7 | 8.6 | B |
|  | Subtotal | 1,193 | 1,222 | 102.4\% | 25.2 | 4.0 | C |
| Total |  | 2,747 | 2,608 | 94.9\% | 27.9 | 3.4 | C |

Intersection 8 N 10th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 36 | 41 | 113.3\% | 39.3 | 7.7 | D |
|  | Through | 3 | 2 | 66.7\% | 17.3 | 19.3 | B |
|  | Right Turn | 60 | 62 | 104.0\% | 10.6 | 4.4 | B |
|  | Subtotal | 99 | 105 | 106.3\% | 22.1 | 3.7 | C |
| SB | Left Turn | 84 | 76 | 90.0\% | 27.0 | 8.5 | C |
|  | Through | 63 | 69 | 109.8\% | 28.3 | 5.6 | C |
|  | Right Turn | 134 | 136 | 101.2\% | 10.9 | 2.4 | B |
|  | Subtotal | 281 | 280 | 99.8\% | 19.7 | 2.5 | B |
| EB | Left Turn | 37 | 32 | 85.4\% | 36.0 | 5.5 | D |
|  | Through | 1,080 | 963 | 89.2\% | 8.8 | 1.8 | A |
|  | Right Turn | 44 | 42 | 96.4\% | 5.8 | 1.1 | A |
|  | Subtotal | 1,161 | 1,037 | 89.3\% | 9.6 | 1.8 | A |
| WB | Left Turn | 7 | 8 | 114.3\% | 46.4 | 26.9 | D |
|  | Through | 945 | 960 | 101.6\% | 8.0 | 1.4 | A |
|  | Right Turn | 17 | 16 | 96.5\% | 5.6 | 4.9 | A |
|  | Subtotal | 969 | 985 | 101.6\% | 8.3 | 1.3 | A |
| Total |  | 2,510 | 2,408 | 95.9\% | 10.8 | 1.1 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)
PM Peak Hour

Intersection 9

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 23 | 22 | 97.4\% | 40.8 | 11.9 | D |
|  | Through | 6 | 4 | 60.0\% | 33.8 | 25.4 | C |
|  | Right Turn | 30 | 23 | 77.3\% | 19.1 | 13.4 | B |
|  | Subtotal | 59 | 49 | 83.4\% | 29.4 | 10.4 | C |
| SB | Left Turn | 29 | 24 | 81.4\% | 31.8 | 7.1 | C |
|  | Through | 10 | 6 | 56.0\% | 26.5 | 18.3 | C |
|  | Right Turn | 27 | 33 | 121.5\% | 16.8 | 5.6 | B |
|  | Subtotal | 66 | 62 | 93.9\% | 23.7 | 6.5 | C |
| EB | Left Turn | 14 | 11 | 77.1\% | 38.7 | 25.6 | D |
|  | Through | 1,183 | 1,052 | 88.9\% | 8.5 | 1.7 | A |
|  | Right Turn | 27 | 23 | 84.4\% | 6.4 | 2.9 | A |
|  | Subtotal | 1,224 | 1,085 | 88.7\% | 8.8 | 1.7 | A |
| WB | Left Turn | 18 | 19 | 106.7\% | 34.7 | 12.9 | C |
|  | Through | 919 | 928 | 101.0\% | 6.9 | 1.1 | A |
|  | Right Turn | 6 | 5 | 86.7\% | 6.4 | 5.0 | A |
|  | Subtotal | 943 | 953 | 101.0\% | 7.5 | 1.1 | A |
| Total |  | 2,292 | 2,149 | 93.8\% | 9.1 | 1.3 | A |

Intersection 10 N 12th St-N 16th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 60 | 56 | 92.7\% | 84.6 | 19.1 | F |
|  | Through | 3,902 | 3,496 | 89.6\% | 48.4 | 10.5 | D |
|  | Right Turn | 9 | 6 | 62.2\% | 33.9 | 24.4 | C |
|  | Subtotal | 3,971 | 3,558 | 89.6\% | 49.0 | 10.6 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,840 | 1,789 | 97.2\% | 28.6 | 9.3 | C |
|  | Right Turn | 871 | 877 | 100.7\% | 9.5 | 3.6 | A |
|  | Subtotal | 2,711 | 2,666 | 98.3\% | 22.4 | 7.3 | C |
| EB | Left Turn | 970 | 766 | 79.0\% | 58.5 | 17.8 | E |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 117 | 96 | 81.7\% | 12.9 | 7.7 | B |
|  | Subtotal | 1,087 | 862 | 79.3\% | 53.5 | 17.1 | D |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 5 | 2 | 40.0\% | 90.7 | 137.5 | F |
|  | Right Turn | 7 | 7 | 97.1\% | 37.8 | 49.3 | D |
|  | Subtotal | 12 | 9 | 73.3\% | 45.3 | 45.2 | D |
| Total |  | 7,781 | 7,094 | 91.2\% | 39.5 | 6.7 | D |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

PM Peak Hour

Intersection 11
Bercut Dr/Bannon St
Side-street Stop


Intersection 12
Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 240 | 244 | 101.5\% | 5.4 | 0.3 | A |
|  | Through Right Turn | 45 | 58 | 128.0\% | 6.6 | 0.4 | A |
|  | Subtotal | 285 | 301 | 105.7\% | 5.7 | 0.2 | A |
| SB | Left Turn <br> Through | 27 | 23 | 85.9\% | 7.9 | 1.0 | A |
|  | Right Turn | 8 | 6 | 75.0\% | 3.3 | 2.0 | A |
|  | Subtotal | 35 | 29 | 83.4\% | 7.1 | 0.8 | A |
| EB | Left Turn | 8 | 8 | 105.0\% | 4.7 | 1.3 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 64 | 68 | 105.6\% | 3.4 | 0.6 | A |
|  | Subtotal | 72 | 76 | 105.6\% | 3.5 | 0.6 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 392 | 406 | 103.7\% | 5.4 | 0.2 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

PM Peak Hour

Intersection 13
N 7th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 98 | 58 | 58.8\% | 131.1 | 24.4 | F |
|  | Through | 522 | 340 | 65.1\% | 142.4 | 14.0 | F |
|  | Right Turn | 242 | 147 | 60.7\% | 144.1 | 17.1 | F |
|  | Subtotal | 862 | 544 | 63.2\% | 141.6 | 13.7 | F |
| SB | Left Turn | 36 | 35 | 97.8\% | 54.8 | 17.3 | D |
|  | Through | 320 | 303 | 94.8\% | 38.4 | 6.3 | D |
|  | Right Turn | 15 | 11 | 74.7\% | 29.8 | 16.7 | C |
|  | Subtotal | 371 | 350 | 94.2\% | 39.6 | 5.8 | D |
| EB | Left Turn | 1 | 0 | 40.0\% | 1.3 | 4.0 | A |
|  | Through | 55 | 59 | 106.9\% | 38.4 | 7.9 | D |
|  | Right Turn | 18 | 19 | 104.4\% | 15.4 | 8.3 | B |
|  | Subtotal | 74 | 78 | 105.4\% | 32.8 | 5.5 | C |
| WB | Left Turn | 272 | 259 | 95.1\% | 63.3 | 15.1 | E |
|  | Through | 58 | 58 | 100.0\% | 62.8 | 12.8 | E |
|  | Right Turn | 19 | 20 | 103.2\% | 27.7 | 11.0 | C |
|  | Subtotal | 349 | 336 | 96.4\% | 61.0 | 13.2 | E |
| Total |  | 1,656 | 1,308 | 79.0\% | 87.0 | 5.3 | F |

Intersection 14
Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 43 | 43 | 100.5\% | 45.0 | 7.3 | D |
|  | Through | 87 | 93 | 107.1\% | 34.5 | 4.3 | C |
|  | Right Turn | 22 | 20 | 89.1\% | 36.7 | 15.1 | D |
|  | Subtotal | 152 | 156 | 102.6\% | 38.1 | 3.1 | D |
| SB | Left Turn | 5 | 2 | 40.0\% | 19.3 | 23.7 | B |
|  | Through | 109 | 105 | 96.1\% | 41.8 | 8.4 | D |
|  | Right Turn | 7 | 5 | 68.6\% | 19.5 | 22.5 | B |
|  | Subtotal | 121 | 112 | 92.2\% | 41.0 | 8.3 | D |
| EB | Left Turn | 5 | 4 | 72.0\% | 38.5 | 32.0 | D |
|  | Through | 235 | 166 | 70.8\% | 34.1 | 6.5 | C |
|  | Right Turn | 61 | 41 | 67.5\% | 18.3 | 5.4 | B |
|  | Subtotal | 301 | 211 | 70.2\% | 31.1 | 5.1 | C |
| SW | Left Turn | 34 | 32 | 95.3\% | 7.7 | 4.1 | A |
|  | Through | 1,619 | 1,542 | 95.2\% | 11.4 | 1.6 | B |
|  | Right Turn | 256 | 262 | 102.2\% | 17.4 | 3.3 | B |
|  | Subtotal | 1,909 | 1,836 | 96.2\% | 12.2 | 1.8 | B |
| Total |  | 2,483 | 2,314 | 93.2\% | 17.0 | 1.4 | B |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

PM Peak Hour

Intersection 15
N 16th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 54 | 52 | 96.3\% | 13.8 | 2.7 | B |
|  | Through | 3,401 | 3,404 | 100.1\% | 11.2 | 0.6 | B |
|  | Right Turn | 2 | 1 | 40.0\% | 1.2 | 2.8 | A |
|  | Subtotal | 3,457 | 3,456 | 100.0\% | 11.3 | 0.6 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 258 | 276 | 106.8\% | 22.8 | 2.6 | C |
|  | Through Right Turn | 3 | 3 | 93.3\% | 15.2 | 15.5 | B |
|  | Subtotal | 261 | 278 | 106.7\% | 22.8 | 2.6 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 10 | 6 | 64.0\% | 15.4 | 13.9 | B |
|  | Right Turn | 3 | 3 | 106.7\% | 2.6 | 4.6 | A |
|  | Subtotal | 13 | 10 | 73.8\% | 14.8 | 13.9 | B |
| Total |  | 3,731 | 3,744 | 100.4\% | 12.1 | 0.6 | B |

Intersection $16 \quad$ Sunbeam Ave-Sproule Ave/N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 34 | 109.7\% | 17.3 | 5.3 | B |
|  | Through Right Turn | 13 | 12 | 95.4\% | 10.4 | 7.8 | B |
|  | Subtotal | 44 | 46 | 105.5\% | 15.3 | 4.2 | B |
| SB | Left Turn <br> Through | 158 | $145$ | 91.9\% | 16.3 | 3.7 | B |
|  | Right Turn | 65 | 60 | 92.3\% | 10.4 | 4.1 | B |
|  | Subtotal | 223 | 205 | 92.0\% | 14.6 | 3.8 | B |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 6 | 75.0\% | 20.2 | 17.4 | C |
|  | Subtotal | 8 | 6 | 75.0\% | 20.2 | 17.4 | C |
| WB | Left Turn | 79 | 68 | 86.1\% | 6.7 | 1.4 | A |
|  | Through | 1,871 | 1,767 | 94.4\% | 9.1 | 1.5 | A |
|  | Right Turn | 7 | 8 | 120.0\% | 8.7 | 6.7 | A |
|  | Subtotal | 1,957 | 1,843 | 94.2\% | 9.0 | 1.5 | A |
| Total |  | 2,232 | 2,101 | 94.1\% | 9.7 | 1.2 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

PM Peak Hour

Intersection 42
Bercut Dr/South Park St
Signal


Intersection 43 5th St/South Park St 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 | 104 | 98 | 94.2\% | 1.0 | 0.3 | A |
|  | Subtotal | 104 | 98 | 94.2\% | 1.0 | 0.3 | A |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through Right Turn | 125 | 134 | 107.2\% | 4.0 | 0.6 | A |
|  | Subtotal | 125 | 134 | 107.2\% | 4.0 | 0.6 | A |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 229 | 232 | 101.3\% | 2.7 | 0.6 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

PM Peak Hour

Intersection 47
Jibbom St/Railyards Blvd
Signal

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 374 | 383 | 102.4\% | 17.0 | 2.4 | B |
|  | Right Turn | 295 | 287 | 97.4\% | 13.3 | 2.6 | B |
|  | Subtotal | 669 | 670 | 100.1\% | 15.4 | 2.4 | B |
| SB | Left Turn | 86 | 83 | 96.3\% | 38.8 | 22.3 | D |
|  | Through | 409 | 409 | 100.0\% | 7.0 | 1.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 495 | 492 | 99.4\% | 12.3 | 3.9 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 376 | 323 | 85.9\% | 32.8 | 4.3 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 55 | 51 | 93.1\% | 24.0 | 3.0 | C |
|  | Subtotal | 431 | 374 | 86.8\% | 31.6 | 3.8 | C |
| Total |  | 1,595 | 1,536 | 96.3\% | 18.4 | 2.4 | B |

Intersection $48 \quad$ Bercut Dr/Railyards Blvd 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 | 86 | 91 | 106.0\% | 7.4 | 1.7 | A |
|  | Right Turn | 88 | 87 | 99.1\% | 4.9 | 1.2 | A |
|  | Subtotal | 174 | 178 | 102.5\% | 6.2 | 1.4 | A |
| EB | Left Turn | 100 | 101 | 100.8\% | 10.3 | 3.0 | B |
|  | Through Right Turn | 281 | 267 | 94.9\% | 5.4 | 0.9 | A |
|  | Subtotal | 381 | 368 | 96.5\% | 6.8 | 1.3 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 343 | 296 | 86.2\% | 16.2 | 3.0 | B |
|  | Right Turn | 32 | 39 | 122.5\% | 11.0 | 1.4 | B |
|  | Subtotal | 375 | 335 | 89.3\% | 15.6 | 2.7 | B |
| Total |  | 930 | 881 | 94.7\% | 10.1 | 1.6 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Medical Center / Stadium / Railyards SP EIR

Volume and Delay by Movement
Baseline Plus Phase 1 Medical Center (Mitigated)
PM Peak Hour

Intersection 49
PH Garage 2-Huntington St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 372 | 353 | 94.8\% | 16.2 | 11.3 | B |
|  | Through Right Turn | 59 | 56 | 94.9\% | 2.6 | 0.6 | A |
|  | Subtotal | 431 | 409 | 94.8\% | 14.2 | 9.4 | B |
| EB | Left Turn | 14 | 12 | 88.6\% | 21.5 | 10.1 | C |
|  | Through Right Turn | 353 | 327 | 92.7\% | 17.9 | 5.8 | B |
|  | Subtotal | 367 | 340 | 92.5\% | 18.1 | 5.9 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 316 | 282 | 89.4\% | 8.2 | 1.3 | A |
|  | Right Turn | 182 | 148 | 81.3\% | 4.3 | 0.8 | A |
|  | Subtotal | 498 | 430 | 86.4\% | 6.9 | 1.1 | A |
| Total |  | 1,296 | 1,179 | 91.0\% | 12.5 | 4.6 | B |

Intersection 50 HSB Entry-Stanford St/Railyards Blvd 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 | 6 | 6 | 93.3\% | 16.1 | 22.5 | B |
|  | Right Turn | 6 | 11 | 180.0\% | 2.2 | 1.9 | A |
|  | Subtotal | 12 | 16 | 136.7\% | 7.2 | 5.5 | A |
| EB | Left Turn | 6 | 4 | 73.3\% | 54.0 | 67.9 | D |
|  | Through Right Turn | 719 | 589 | 81.9\% | 46.9 | 23.5 | D |
|  | Subtotal | 725 | 594 | 81.9\% | 46.9 | 23.5 | D |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 492 | 417 | 84.7\% | 3.9 | 0.5 | A |
|  | Right Turn | 6 | 8 | 126.7\% | 1.6 | 1.7 | A |
|  | Subtotal | 498 | 424 | 85.2\% | 3.9 | 0.5 | A |
| Total |  | 1,235 | 1,034 | 83.8\% | 28.1 | 11.8 | C |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

PM Peak Hour

Intersection 51 5th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 88 | 85 | 96.4\% | 20.4 | 2.6 | C |
|  | Through | 46 | 51 | 110.4\% | 14.3 | 3.7 | B |
|  | Right Turn | 5 | 5 | 96.0\% | 8.8 | 12.0 | A |
|  | Subtotal | 139 | 140 | 101.0\% | 18.1 | 2.3 | B |
| SB | Left Turn | 73 | 72 | 99.2\% | 37.0 | 21.7 | D |
|  | Through Right Turn | 52 | 53 | 102.3\% | 16.5 | 4.1 | B |
|  | Subtotal | 125 | 126 | 100.5\% | 28.5 | 14.7 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 566 | 406 | 71.8\% | 107.6 | 48.5 | F |
|  | Right Turn | 159 | 105 | 66.2\% | 93.2 | 37.0 | F |
|  | Subtotal | 725 | 512 | 70.6\% | 104.6 | 45.3 | F |
| WB | Left Turn | 29 | 32 | 111.7\% | 27.9 | 29.5 | C |
|  | Through | 410 | 352 | 86.0\% | 3.4 | 0.5 | A |
|  | Right Turn | 58 | 49 | 84.1\% | 1.9 | 0.8 | A |
|  | Subtotal | 497 | 434 | 87.2\% | 5.1 | 2.1 | A |
| Total |  | 1,486 | 1,211 | 81.5\% | 50.2 | 17.6 | D |

Intersection $53 \quad$ N 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 6 | 112.0\% | 10.4 | 8.2 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 205 | 190 | 92.7\% | 29.2 | 11.1 | C |
|  | Subtotal | 210 | 196 | 93.1\% | 28.7 | 10.7 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 639 | 416 | 65.0\% | 83.1 | 19.0 | F |
|  | Right Turn | 5 | 2 | 48.0\% | 38.5 | 59.2 | D |
|  | Subtotal | 644 | 418 | 64.9\% | 83.1 | 19.0 | F |
| WB | Left Turn | 92 | 82 | 88.7\% | 39.2 | 4.8 | D |
|  | Through | 492 | 442 | 89.9\% | 5.0 | 0.9 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 584 | 524 | 89.7\% | 10.2 | 1.1 | B |
| Total |  | 1,438 | 1,138 | 79.1\% | 39.8 | 6.5 | D |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

PM Peak Hour

Intersection 54
N 7th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 65 | 46 | 70.8\% | 36.6 | 6.7 | D |
|  | Through Right Turn | 221 | 212 | 95.7\% | 26.9 | 9.2 | C |
|  | Subtotal | 286 | 258 | 90.1\% | 28.9 | 7.4 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 75 | 74 | 99.2\% | 38.1 | 13.3 | D |
|  | Right Turn | 633 | 485 | 76.7\% | 26.4 | 10.6 | C |
|  | Subtotal | 708 | 560 | 79.0\% | 27.9 | 11.1 | C |
| EB | Left Turn | 779 | 435 | 55.8\% | 49.2 | 7.4 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 272 | 144 | 53.1\% | 13.5 | 4.7 | B |
|  | Subtotal | 1,051 | 579 | 55.1\% | 40.3 | 6.1 | D |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 2,045 | 1,396 | 68.3\% | 33.3 | 5.7 | C |

Intersection 60 5th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 228 | 140 | 61.6\% | 0.1 | 0.1 | A |
|  | Subtotal | 228 | 140 | 61.6\% | 0.1 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 383 | 194 | 50.5\% | 0.9 | 0.1 | A |
|  | Subtotal | 383 | 194 | 50.5\% | 0.9 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 611 | 334 | 54.7\% | 0.6 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

PM Peak Hour

Intersection 61 6th St/Camille Ln
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 | 210 | 206 | 98.1\% | 0.3 | 0.1 | A |
|  | Subtotal | 210 | 206 | 98.1\% | 0.3 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 97 | 84 | 86.6\% | 0.9 | 0.1 | A |
|  | Subtotal | 97 | 84 | 86.6\% | 0.9 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 307 | 290 | 94.5\% | 0.5 | 0.1 | A |

Intersection 62 5th St/Stevens St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn | 228 | 140 | 61.6\% | 0.1 | 0.1 | A |
|  | Subtotal | 228 | 140 | 61.6\% | 0.1 | 0.1 | A |
| SB | Left Turn <br> Through Right Turn | 383 | 192 | 50.2\% | 0.1 | 0.0 | A |
|  | Subtotal | 383 | 192 | 50.2\% | 0.1 | 0.0 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 611 | 333 | 54.5\% | 0.1 | 0.0 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)
PM Peak Hour

Intersection 63 6th St/Stevens St 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 | 210 | 206 | 98.1\% | 0.2 | 0.1 | A |
|  | Subtotal | 210 | 206 | 98.1\% | 0.2 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 97 | 84 | 86.6\% | 0.2 | 0.1 | A |
|  | Subtotal | 97 | 84 | 86.6\% | 0.2 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 307 | 290 | 94.5\% | 0.2 | 0.1 | A |

## Baseline Plus Phase 1 Medical Center Option 1b Mitigations

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)

Intersection 1
I 5 SB Ramps/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 884 | 834 | 94.3\% | 82.1 | 6.8 | F |
|  | Through | 12 | 11 | 90.0\% | 78.8 | 32.7 | E |
|  | Right Turn | 498 | 464 | 93.3\% | 58.3 | 7.4 | E |
|  | Subtotal | 1,394 | 1,309 | 93.9\% | 73.7 | 6.9 | E |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 298 | 312 | 104.6\% | 20.1 | 3.5 | C |
|  | Right Turn | 46 | 48 | 103.5\% | 3.4 | 1.9 | A |
|  | Subtotal | 344 | 359 | 104.4\% | 18.0 | 3.7 | B |
| WB | Left Turn | 254 | 253 | 99.7\% | 10.3 | 2.4 | B |
|  | Through | 145 | 136 | 94.1\% | 6.4 | 1.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 399 | 390 | 97.6\% | 9.0 | 1.9 | A |
| Total |  | 2,137 | 2,058 | 96.3\% | 51.7 | 4.6 | D |

Intersection 2
15 NB Ramps/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 51 | 46 | 91.0\% | 24.4 | 7.1 | C |
|  | Through | 8 | 10 | 130.0\% | 21.6 | 15.1 | C |
|  | Right Turn | 821 | 810 | 98.7\% | 32.0 | 8.5 | C |
|  | Subtotal | 880 | 867 | 98.5\% | 31.5 | 8.2 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 137 | 132 | 96.4\% | 18.8 | 9.5 | B |
|  | Through | 1,045 | 1,001 | 95.8\% | 5.5 | 1.5 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 1,182 | 1,133 | 95.9\% | 7.1 | 1.0 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 348 | 340 | 97.8\% | 17.8 | 2.3 | B |
|  | Right Turn | 431 | 381 | 88.4\% | 3.3 | 0.5 | A |
|  | Subtotal | 779 | 722 | 92.6\% | 10.1 | 1.0 | B |
| Total |  | 2,841 | 2,722 | 95.8\% | 15.8 | 2.8 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)
AM Peak Hour

Intersection 3
Bercut Dr/Richards Blvd
Signal

| Direction | Movement | Demand <br> Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 232 | 224 | 96.6\% | 31.6 | 5.5 | C |
|  | Through | 11 | 15 | 138.2\% | 28.2 | 14.6 | C |
|  | Right Turn | 9 | 11 | 120.0\% | 8.6 | 8.0 | A |
|  | Subtotal | 252 | 250 | 99.2\% | 30.7 | 5.2 | C |
| SB | Left Turn | 36 | 37 | 102.2\% | 36.4 | 11.1 | D |
|  | Through | 3 | 2 | 80.0\% | 21.2 | 25.5 | C |
|  | Right Turn | 68 | 74 | 108.2\% | 5.8 | 1.3 | A |
|  | Subtotal | 107 | 113 | 105.4\% | 15.8 | 3.8 | B |
| EB | Left Turn | 126 | 112 | 89.2\% | 33.8 | 6.4 | C |
|  | Through | 1,124 | 1,104 | 98.2\% | 15.8 | 2.4 | B |
|  | Right Turn | 616 | 612 | 99.3\% | 3.7 | 0.4 | A |
|  | Subtotal | 1,866 | 1,828 | 97.9\% | 12.8 | 1.4 | B |
| WB | Left Turn | 34 | 29 | 84.7\% | 32.4 | 10.4 | C |
|  | Through | 479 | 433 | 90.4\% | 17.1 | 2.8 | B |
|  | Right Turn | 10 | 10 | 104.0\% | 15.2 | 8.8 | B |
|  | Subtotal | 523 | 472 | 90.3\% | 17.9 | 2.9 | B |
| Total |  | 2,748 | 2,663 | 96.9\% | 15.5 | 1.3 | B |

Intersection 4 N 3rd St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 21 | 21 | 99.0\% | 42.3 | 12.6 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 8 | 10 | 120.0\% | 5.1 | 2.8 | A |
|  | Subtotal | 29 | 30 | 104.8\% | 32.4 | 13.6 | C |
| SB | Left Turn | 15 | 20 | 130.7\% | 37.7 | 13.2 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 17 | 13 | 77.6\% | 5.6 | 4.3 | A |
|  | Subtotal | 32 | 33 | 102.5\% | 25.2 | 9.6 | C |
| EB | Left Turn | 57 | 52 | 90.5\% | 41.4 | 8.6 | D |
|  | Through | 1,018 | 999 | 98.1\% | 4.6 | 1.8 | A |
|  | Right Turn | 94 | 85 | 90.2\% | 3.5 | 1.2 | A |
|  | Subtotal | 1,169 | 1,135 | 97.1\% | 6.1 | 1.7 | A |
| WB | Left Turn | 21 | 20 | 95.2\% | 41.4 | 18.9 | D |
|  | Through | 485 | 431 | 88.8\% | 7.4 | 3.3 | A |
|  | Right Turn | 34 | 32 | 92.9\% | 6.5 | 2.6 | A |
|  | Subtotal | 540 | 482 | 89.3\% | 8.6 | 3.1 | A |
| Total |  | 1,770 | 1,681 | 95.0\% | 7.7 | 1.5 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)

Intersection 5
Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 41 | 40 | 96.6\% | 33.9 | 6.2 | C |
|  | Through | 3 | 2 | 80.0\% | 20.5 | 26.1 | C |
|  | Right Turn | 10 | 10 | 104.0\% | 7.7 | 4.5 | A |
|  | Subtotal | 54 | 52 | 97.0\% | 29.2 | 7.0 | C |
| SB | Left Turn | 5 | 2 | 40.0\% | 20.2 | 28.2 | C |
|  | Through | 10 | 8 | 80.0\% | 33.3 | 21.8 | C |
|  | Right Turn | 7 | 6 | 80.0\% | 8.1 | 10.2 | A |
|  | Subtotal | 22 | 16 | 70.9\% | 30.9 | 13.0 | C |
| EB | Left Turn | 56 | 49 | 87.1\% | 28.2 | 4.7 | C |
|  | Through | 980 | 960 | 98.0\% | 7.0 | 1.2 | A |
|  | Right Turn | 5 | 3 | 64.0\% | 7.0 | 14.7 | A |
|  | Subtotal | 1,041 | 1,012 | 97.3\% | 8.0 | 1.1 | A |
| WB | Left Turn | 24 | 19 | 80.0\% | 40.4 | 12.1 | D |
|  | Through | 492 | 444 | 90.3\% | 6.2 | 1.4 | A |
|  | Right Turn | 26 | 24 | 92.3\% | 4.1 | 2.7 | A |
|  | Subtotal | 542 | 488 | 90.0\% | 7.4 | 1.3 | A |
| Total |  | 1,659 | 1,568 | 94.5\% | 8.8 | 1.0 | A |

Intersection $6 \quad \mathrm{~N}$ 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 6 | 112.0\% | 18.8 | 19.4 | B |
|  | Through | 5 | 5 | 96.0\% | 26.7 | 24.7 | C |
|  | Right Turn | 5 | 3 | 64.0\% | 5.1 | 4.3 | A |
|  | Subtotal | 15 | 14 | 90.7\% | 24.8 | 14.1 | C |
| SB | Left Turn | 16 | 12 | 77.5\% | 32.3 | 19.9 | C |
|  | Through | 5 | 3 | 56.0\% | 16.8 | 28.2 | B |
|  | Right Turn | 20 | 20 | 100.0\% | 5.2 | 1.6 | A |
|  | Subtotal | 41 | 35 | 85.9\% | 19.4 | 11.1 | B |
| EB | Left Turn | 54 | 48 | 88.1\% | 42.6 | 5.8 | D |
|  | Through | 933 | 913 | 97.8\% | 4.4 | 1.1 | A |
|  | Right Turn | 8 | 10 | 125.0\% | 1.3 | 1.1 | A |
|  | Subtotal | 995 | 970 | 97.5\% | 6.3 | 1.4 | A |
| WB | Left Turn | 9 | 7 | 80.0\% | 48.2 | 20.6 | D |
|  | Through | 517 | 470 | 90.8\% | 6.7 | 1.8 | A |
|  | Right Turn | 17 | 20 | 117.6\% | 5.8 | 3.5 | A |
|  | Subtotal | 543 | 497 | 91.5\% | 7.4 | 1.6 | A |
| Total |  | 1,594 | 1,516 | 95.1\% | 7.2 | 1.4 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)
AM Peak Hour

Intersection 7
N 7th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 34 | 31 | 90.6\% | 47.5 | 14.6 | D |
|  | Through | 82 | 72 | 87.3\% | 41.2 | 6.9 | D |
|  | Right Turn | 310 | 301 | 97.2\% | 34.1 | 7.2 | C |
|  | Subtotal | 426 | 404 | 94.7\% | 36.3 | 6.9 | D |
| SB | Left Turn | 7 | 5 | 74.3\% | 41.6 | 30.9 | D |
|  | Through | 17 | 19 | 110.6\% | 36.2 | 14.6 | D |
|  | Right Turn | 21 | 24 | 112.4\% | 41.2 | 13.8 | D |
|  | Subtotal | 45 | 48 | 105.8\% | 40.8 | 7.6 | D |
| EB | Left Turn | 124 | 119 | 96.1\% | 51.3 | 4.4 | D |
|  | Through | 734 | 712 | 97.1\% | 36.1 | 5.6 | D |
|  | Right Turn | 96 | 85 | 88.8\% | 33.6 | 7.0 | C |
|  | Subtotal | 954 | 917 | 96.1\% | 37.8 | 4.7 | D |
| WB | Left Turn | 452 | 348 | 77.1\% | 103.4 | 36.3 | F |
|  | Through | 490 | 444 | 90.5\% | 39.8 | 15.8 | D |
|  | Right Turn | 14 | 12 | 88.6\% | 34.0 | 22.0 | C |
|  | Subtotal | 956 | 804 | 84.1\% | 67.1 | 23.3 | E |
| Total |  | 2,381 | 2,172 | 91.2\% | 48.4 | 9.8 | D |

Intersection 8 N 10th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 12 | 13 | 106.7\% | 32.6 | 15.6 | C |
|  | Through | 32 | 35 | 110.0\% | 29.2 | 6.8 | C |
|  | Right Turn | 12 | 10 | 83.3\% | 5.9 | 4.2 | A |
|  | Subtotal | 56 | 58 | 103.6\% | 26.4 | 7.1 | C |
| SB | Left Turn | 7 | 9 | 131.4\% | 31.7 | 11.8 | C |
|  | Through | 7 | 4 | 57.1\% | 31.6 | 31.8 | C |
|  | Right Turn | 32 | 32 | 101.3\% | 6.8 | 1.9 | A |
|  | Subtotal | 46 | 46 | 99.1\% | 15.4 | 6.2 | B |
| EB | Left Turn | 137 | 130 | 94.6\% | 36.8 | 6.8 | D |
|  | Through | 875 | 824 | 94.2\% | 8.7 | 2.3 | A |
|  | Right Turn | 39 | 38 | 97.4\% | 4.9 | 0.5 | A |
|  | Subtotal | 1,051 | 992 | 94.4\% | 12.2 | 2.3 | B |
| WB | Left Turn | 15 | 18 | 120.0\% | 47.5 | 13.0 | D |
|  | Through | 1,020 | 910 | 89.2\% | 10.2 | 2.8 | B |
|  | Right Turn | 51 | 59 | 116.1\% | 6.2 | 3.2 | A |
|  | Subtotal | 1,086 | 987 | 90.9\% | 10.6 | 2.8 | B |
| Total |  | 2,239 | 2,082 | 93.0\% | 11.9 | 1.7 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)

Intersection 9
Dos Rios St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 22 | 20 | 89.1\% | 35.5 | 15.0 | D |
|  | Through | 7 | 8 | 114.3\% | 28.0 | 21.3 | C |
|  | Right Turn | 27 | 24 | 88.9\% | 11.0 | 5.8 | B |
|  | Subtotal | 56 | 52 | 92.1\% | 23.6 | 9.0 | C |
| SB | Left Turn | 40 | 42 | 105.0\% | 36.3 | 7.2 | D |
|  | Through | 11 | 10 | 87.3\% | 40.3 | 16.0 | D |
|  | Right Turn | 21 | 25 | 120.0\% | 20.6 | 9.4 | C |
|  | Subtotal | 72 | 77 | 106.7\% | 32.3 | 6.7 | C |
| EB | Left Turn | 26 | 23 | 89.2\% | 44.6 | 13.9 | D |
|  | Through | 840 | 775 | 92.3\% | 10.1 | 2.8 | B |
|  | Right Turn | 28 | 28 | 100.0\% | 6.1 | 4.9 | A |
|  | Subtotal | 894 | 826 | 92.4\% | 11.0 | 3.0 | B |
| WB | Left Turn | 27 | 18 | 65.2\% | 40.8 | 9.3 | D |
|  | Through | 1,043 | 946 | 90.7\% | 10.1 | 1.7 | B |
|  | Right Turn | 27 | 28 | 105.2\% | 6.6 | 2.3 | A |
|  | Subtotal | 1,097 | 992 | 90.5\% | 10.5 | 1.6 | B |
| Total |  | 2,119 | 1,947 | 91.9\% | 12.0 | 2.2 | B |

Intersection 10
N 12th St-N 16th St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 65 | 64 | 98.5\% | 66.1 | 8.9 | E |
|  | Through | 1,035 | 1,020 | 98.5\% | 15.7 | 2.2 | B |
|  | Right Turn | 2 | 2 | 120.0\% | 0.9 | 0.8 | A |
|  | Subtotal | 1,102 | 1,086 | 98.5\% | 18.6 | 1.9 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 2,468 | 2,157 | 87.4\% | 60.7 | 7.9 | E |
|  | Right Turn | 1,096 | 987 | 90.1\% | 19.9 | 5.3 | B |
|  | Subtotal | 3,564 | 3,144 | 88.2\% | 47.9 | 7.8 | D |
| EB | Left Turn | 843 | 629 | 74.6\% | 91.9 | 17.6 | F |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 20 | 21 | 106.0\% | 25.0 | 12.0 | C |
|  | Subtotal | 863 | 650 | 75.4\% | 89.7 | 17.5 | F |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 1 | 2 | 200.0\% | 55.6 | 65.4 | E |
|  | Right Turn | 2 | 3 | 160.0\% | 3.6 | 4.9 | A |
|  | Subtotal | 3 | 5 | 173.3\% | 38.8 | 51.3 | D |
| Total |  | 5,532 | 4,886 | 88.3\% | 47.0 | 4.6 | D |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)
AM Peak Hour

Intersection 11
Bercut Dr/Bannon St
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 | 144 | 140 | 96.9\% | 0.9 | 0.4 | A |
|  | Right Turn | 3 | 5 | 173.3\% | 0.8 | 0.4 | A |
|  | Subtotal | 147 | 145 | 98.5\% | 0.9 | 0.4 | A |
| SB | Left Turn | 245 | 251 | 102.5\% | 8.0 | 0.5 | A |
|  | Through | 373 | 355 | 95.1\% | 6.0 | 0.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 618 | 606 | 98.1\% | 6.8 | 0.4 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 3 | 6 | 186.7\% | 7.2 | 6.6 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 49 | 48 | 98.8\% | 3.3 | 0.5 | A |
|  | Subtotal | 52 | 54 | 103.8\% | 4.2 | 2.1 | A |
| Total |  | 817 | 805 | 98.5\% | 5.6 | 0.3 | A |

Intersection 12
Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 44 | 46 | 103.6\% | 4.5 | 0.4 | A |
|  | Through Right Turn | 49 | 50 | 102.0\% | 5.8 | 0.4 | A |
|  | Subtotal | 93 | 96 | 102.8\% | 5.2 | 0.4 | A |
| SB | Left Turn <br> Through | 31 |  |  | 7.4 | 0.9 |  |
|  | Right Turn | 8 | 6 | 75.0\% | 3.9 | 0.5 | A |
|  | Subtotal | 39 | 31 | 79.0\% | 6.6 | 0.8 | A |
| EB | Left Turn | 5 | 4 | 72.0\% | 3.6 | 2.8 | A |
|  | Through Right Turn | 243 | 246 | 101.1\% | 4.5 | 0.5 | A |
|  | Subtotal | 248 | 249 | 100.5\% | 4.5 | 0.5 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 380 | 376 | 98.8\% | 4.8 | 0.3 | A |

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

## Medical Center / Stadium / Railyards SP EIR <br> Baseline Plus Phase 1 Medical Center (Mitigated) <br> AM Peak Hour

| Intersection 13 |  | N 7th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 19 | 19 | 101.1\% | 34.5 | 7.4 | C |
|  | Through | 258 | 263 | 102.0\% | 39.5 | 9.1 | D |
|  | Right Turn | 18 | 19 | 104.4\% | 27.4 | 10.1 | C |
|  | Subtotal | 295 | 301 | 102.1\% | 38.6 | 8.7 | D |
| SB | Left Turn | 11 | 8 | 72.7\% | 79.8 | 31.3 | E |
|  | Through | 455 | 367 | 80.7\% | 40.3 | 9.0 | D |
|  | Right Turn | 101 | 79 | 78.4\% | 38.8 | 9.6 | D |
|  | Subtotal | 567 | 454 | 80.1\% | 40.7 | 8.6 | D |
| EB | Left Turn | 139 | 130 | 93.5\% | 44.6 | 8.9 | D |
|  | Through | 54 | 56 | 104.4\% | 44.5 | 9.6 | D |
|  | Right Turn | 61 | 70 | 115.4\% | 22.5 | 5.7 | C |
|  | Subtotal | 254 | 257 | 101.1\% | 38.7 | 7.0 | D |
| WB | Left Turn | 228 | 202 | 88.4\% | 36.0 | 7.6 | D |
|  | Through | 115 | 101 | 87.7\% | 32.2 | 5.7 | C |
|  | Right Turn | 27 | 28 | 102.2\% | 31.2 | 4.2 | C |
|  | Subtotal | 370 | 330 | 89.2\% | 34.5 | 5.4 | C |
| Total |  | 1,486 | 1,342 | 90.3\% | 38.4 | 4.0 | D |
| Intersection 14 |  | Dos Rios St/N B St-N 12th St |  |  |  |  | Signal |
|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 31 | 32 | 103.2\% | 42.5 | 7.2 | D |
|  | Through | 101 | 106 | 105.0\% | 36.7 | 5.0 | D |
|  | Right Turn | 22 | 20 | 92.7\% | 38.6 | 10.4 | D |
|  | Subtotal | 154 | 158 | 102.9\% | 38.1 | 4.0 | D |
| SB | Left Turn | 2 | 1 | 60.0\% | 4.1 | 12.3 | A |
|  | Through | 17 | 16 | 94.1\% | 45.3 | 14.9 | D |
|  | Right Turn | 9 | 4 | 44.4\% | 21.3 | 21.1 | C |
|  | Subtotal | 28 | 21 | 75.7\% | 41.2 | 12.3 | D |
| EB | Left Turn | 5 | 5 | 96.0\% | 47.6 | 23.8 | D |
|  | Through | 61 | 52 | 85.9\% | 31.2 | 4.6 | C |
|  | Right Turn | 22 | 27 | 121.8\% | 19.6 | 5.9 | B |
|  | Subtotal | 88 | 84 | 95.5\% | 28.4 | 5.5 | C |
| SW | Left Turn | 18 | 14 | 75.6\% | 7.3 | 4.1 | A |
|  | Through | 2,289 | 2,024 | 88.4\% | 12.3 | 2.0 | B |
|  | Right Turn | 262 | 235 | 89.8\% | 18.4 | 3.8 | B |
|  | Subtotal | 2,569 | 2,273 | 88.5\% | 12.9 | 2.2 | B |
| Total |  | 2,839 | 2,537 | 89.4\% | 15.2 | 2.1 | B |

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

## Medical Center / Stadium / Railyards SP EIR <br> Baseline Plus Phase 1 Medical Center (Mitigated) <br> AM Peak Hour

Volume and Delay by Movement

Intersection 15
N 16th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 127 | 131 | 103.0\% | 9.6 | 1.2 | A |
|  | Through | 1,075 | 1,057 | 98.3\% | 7.6 | 0.8 | A |
|  | Right Turn | 6 | 5 | 86.7\% | 1.4 | 1.5 | A |
|  | Subtotal | 1,208 | 1,193 | 98.7\% | 7.8 | 0.8 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 47 | 47 | 99.6\% | 16.7 | 5.5 | B |
|  | Through | 6 | 6 | 93.3\% | 10.0 | 8.8 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 53 | 52 | 98.9\% | 16.5 | 5.0 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 6 | 8 | 126.7\% | 13.0 | 10.9 | B |
|  | Right Turn | 2 | 1 | 60.0\% | 1.1 | 1.7 | A |
|  | Subtotal | 8 | 9 | 110.0\% | 11.5 | 9.4 | B |
| Total |  | 1,269 | 1,254 | 98.8\% | 8.2 | 0.7 | A |

Intersection 16
Sunbeam Ave-Sproule Ave/N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 16 | 18 | 110.0\% | 13.2 | 7.5 | B |
|  | Through Right Turn | 13 | 13 | 98.5\% | 8.3 | 7.7 | A |
|  | Subtotal | 29 | 30 | 104.8\% | 11.6 | 5.0 | B |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 25 \\ & 33 \end{aligned}$ | $\begin{aligned} & 25 \\ & 36 \end{aligned}$ | $\begin{aligned} & 100.8 \% \\ & 109.1 \% \end{aligned}$ | $\begin{gathered} 15.0 \\ 7.8 \end{gathered}$ | $\begin{aligned} & 4.6 \\ & 5.4 \end{aligned}$ | B |
|  | Subtotal | 58 | 61 | 105.5\% | 10.9 | 4.2 | B |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 8 | 100.0\% | 22.9 | 14.4 | C |
|  | Subtotal | 8 | 8 | 100.0\% | 22.9 | 14.4 | C |
| WB | Left Turn | 39 | 39 | 99.5\% | 6.6 | 2.8 | A |
|  | Through | 2,441 | 2,139 | 87.6\% | 10.2 | 2.4 | B |
|  | Right Turn | 8 | 9 | 110.0\% | 7.9 | 3.8 | A |
|  | Subtotal | 2,488 | 2,187 | 87.9\% | 10.1 | 2.4 | B |
| Total |  | 2,583 | 2,286 | 88.5\% | 10.2 | 2.4 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)
AM Peak Hour

| Intersection 42 |  | Bercut Dr/South Park St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 129 | 128 | 99.5\% | 1.5 | 0.5 | A |
|  | Right Turn | 16 | 13 | 82.5\% | 1.1 | 0.4 | A |
|  | Subtotal | 145 | 142 | 97.7\% | 1.5 | 0.5 | A |
| SB | Left Turn | 72 | 64 | 88.3\% | 4.3 | 1.2 | A |
|  | Through | 304 | 292 | 96.1\% | 2.3 | 0.5 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 376 | 356 | 94.6\% | 2.6 | 0.5 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 7 | 9 | 131.4\% | 7.9 | 3.1 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 18 | 16 | 86.7\% | 6.1 | 1.7 | A |
|  | Subtotal | 25 | 25 | 99.2\% | 6.9 | 1.9 | A |
| Total |  | 546 | 522 | 95.6\% | 2.5 | 0.5 | A |
| Intersection 43 |  | 5th St/South P | rk St |  |  |  | Signal |


| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 28 | 22 | 77.1\% | 6.3 | 2.1 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 125 | 127 | 101.4\% | 2.2 | 0.6 | A |
|  | Subtotal | 153 | 148 | 97.0\% | 2.9 | 0.7 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 17 | 18 | 105.9\% | 5.7 | 2.9 | A |
|  | Right Turn | 21 | 19 | 89.5\% | 4.1 | 3.2 | A |
|  | Subtotal | 38 | 37 | 96.8\% | 4.9 | 3.0 | A |
| WB | Left Turn | 61 | 53 | 87.2\% | 4.5 | 1.2 | A |
|  | Through | 92 | 90 | 98.3\% | 4.8 | 1.0 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 153 | 144 | 93.9\% | 4.7 | 0.8 | A |
| Total |  | 344 | 329 | 95.6\% | 3.9 | 0.3 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)
AM Peak Hour

Intersection 47
Jibbom St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 161 | 158 | 98.4\% | 9.1 | 1.0 | A |
|  | Right Turn | 411 | 424 | 103.2\% | 5.8 | 1.2 | A |
|  | Subtotal | 572 | 582 | 101.8\% | 6.7 | 1.1 | A |
| SB | Left Turn | 214 | 220 | 102.8\% | 43.8 | 40.7 | D |
|  | Through | 340 | 330 | 97.2\% | 9.1 | 15.3 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 554 | 550 | 99.4\% | 23.5 | 27.5 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 205 | 180 | 87.6\% | 26.2 | 2.4 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 10 | 7 | 72.0\% | 16.4 | 4.1 | B |
|  | Subtotal | 215 | 187 | 86.9\% | 25.8 | 2.3 | C |
| Total |  | 1,341 | 1,320 | 98.4\% | 16.6 | 12.2 | B |

Intersection 48 Bercut Dr/Railyards Blvd 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 | 36 | 37 | 103.3\% | 6.3 | 1.5 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 51 | 44 | 87.1\% | 2.3 | 0.5 | A |
|  | Subtotal | 87 | 82 | 93.8\% | 4.1 | 0.9 | A |
| EB | Left Turn | 78 | 82 | 104.6\% | 7.2 | 1.6 | A |
|  | Through | 547 | 563 | 103.0\% | 5.5 | 0.8 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 625 | 645 | 103.2\% | 5.7 | 0.8 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 164 | 144 | 87.6\% | 10.6 | 1.6 | B |
|  | Right Turn | 38 | 38 | 100.0\% | 8.8 | 1.3 | A |
|  | Subtotal | 202 | 182 | 89.9\% | 10.2 | 1.4 | B |
| Total |  | 914 | 908 | 99.3\% | 6.5 | 0.7 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

Intersection 49
PH Garage 2-Huntington St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 110 \\ 10 \end{gathered}$ | $\begin{gathered} 116 \\ 14 \end{gathered}$ | $\begin{aligned} & 105.5 \% \\ & 144.0 \% \end{aligned}$ | 7.5 2.3 | 1.9 1.1 | A A |
|  | Subtotal | 120 | 130 | 108.7\% | 7.0 | 1.7 | A |
| EB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 53 \\ 530 \end{gathered}$ | $\begin{gathered} 53 \\ 549 \end{gathered}$ | $\begin{gathered} \hline 99.6 \% \\ 103.5 \% \end{gathered}$ | $\begin{aligned} & 19.5 \\ & 13.7 \end{aligned}$ | $\begin{aligned} & 2.9 \\ & 1.0 \end{aligned}$ | $\begin{aligned} & \mathrm{B} \\ & \mathrm{~B} \end{aligned}$ |
|  | Subtotal | 583 | 602 | 103.2\% | 14.2 | 1.0 | B |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 192 \\ & 381 \end{aligned}$ | $\begin{aligned} & 168 \\ & 330 \end{aligned}$ | $\begin{aligned} & 87.5 \% \\ & 86.7 \% \end{aligned}$ | $\begin{aligned} & 5.6 \\ & 4.7 \end{aligned}$ | $\begin{aligned} & 0.7 \\ & 0.5 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 573 | 498 | 87.0\% | 5.0 | 0.5 | A |
| Total |  | 1,276 | 1,230 | 96.4\% | 9.7 | 0.7 | A |

Intersection 50
HSB Entry-Stanford St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 6 6 | 4 4 | $\begin{aligned} & \hline 60.0 \% \\ & 73.3 \% \end{aligned}$ | 9.0 2.9 | 9.9 5.6 | A A |
|  | Subtotal | 12 | 8 | 66.7\% | 7.3 | 7.2 | A |
| EB | Left Turn | 6 | 5 | 86.7\% | 20.5 | 4.9 | C |
|  | Through Right Turn | 634 | 652 | 102.8\% | 20.5 | 1.7 | C |
|  | Subtotal | 640 | 657 | 102.6\% | 20.5 | 1.7 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 567 | 500 | 88.1\% | 3.5 | 0.5 | A |
|  | Right Turn | 6 | 5 | 86.7\% | 1.5 | 1.6 | A |
|  | Subtotal | 573 | 505 | 88.1\% | 3.5 | 0.5 | A |
| Total |  | 1,225 | 1,170 | 95.5\% | 13.1 | 1.1 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)
AM Peak Hour

Intersection 51
5th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 197 | 194 | 98.3\% | 18.1 | 3.2 | B |
|  | Through | 11 | 13 | 120.0\% | 13.4 | 8.5 | B |
|  | Right Turn | 7 | 8 | 108.6\% | 6.4 | 5.8 | A |
|  | Subtotal | 215 | 214 | 99.7\% | 17.5 | 2.8 | B |
| SB | Left Turn | 5 | 4 | 80.0\% | 12.7 | 14.0 | B |
|  | Through | 16 | 14 | 85.0\% | 13.5 | 6.6 | B |
|  | Right Turn | 61 | 55 | 89.8\% | 4.1 | 1.3 | A |
|  | Subtotal | 82 | 72 | 88.3\% | 6.5 | 2.2 | A |
| EB | Left Turn | 125 | 121 | 96.6\% | 38.5 | 4.4 | D |
|  | Through | 404 | 421 | 104.3\% | 37.0 | 3.9 | D |
|  | Right Turn | 111 | 112 | 101.3\% | 31.4 | 3.3 | C |
|  | Subtotal | 640 | 654 | 102.3\% | 36.3 | 3.6 | D |
| WB | Left Turn | 10 | 6 | 60.0\% | 10.0 | 15.2 | B |
|  | Through | 315 | 263 | 83.4\% | 3.4 | 0.8 | A |
|  | Right Turn | 17 | 18 | 105.9\% | 2.1 | 1.2 | A |
|  | Subtotal | 342 | 287 | 83.9\% | 3.5 | 0.6 | A |
| Total |  | 1,279 | 1,228 | 96.0\% | 23.7 | 2.5 | C |

Intersection 53 N 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 80.0\% | 8.2 | 8.7 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 40 | 44 | 111.0\% | 6.6 | 4.1 | A |
|  | Subtotal | 45 | 48 | 107.6\% | 6.8 | 3.8 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 406 | 408 | 100.5\% | 13.4 | 2.9 | B |
|  | Right Turn | 10 | 14 | 140.0\% | 11.7 | 12.3 | B |
|  | Subtotal | 416 | 422 | 101.4\% | 13.3 | 2.8 | B |
| WB | Left Turn | 101 | 92 | 90.7\% | 35.7 | 4.9 | D |
|  | Through | 337 | 288 | 85.3\% | 3.1 | 0.5 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 438 | 379 | 86.6\% | 11.0 | 1.8 | B |
| Total |  | 899 | 850 | 94.5\% | 11.9 | 1.5 | B |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

AM Peak Hour

Intersection 54
N 7th St/Railyards Blvd
Signal

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 87 | 84 | 96.6\% | 31.8 | 5.8 | C |
|  | Through Right Turn | 29 | 26 | 88.3\% | 5.0 | 1.7 | A |
|  | Subtotal | 116 | 110 | 94.5\% | 25.8 | 5.7 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 393 | 334 | 84.9\% | 25.4 | 5.2 | C |
|  | Right Turn | 351 | 294 | 83.8\% | 20.1 | 5.7 | C |
|  | Subtotal | 744 | 628 | 84.4\% | 22.9 | 5.4 | C |
| EB | Left Turn | 266 | 272 | 102.4\% | 13.8 | 3.1 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 180 | 167 | 92.9\% | 6.1 | 1.1 | A |
|  | Subtotal | 446 | 440 | 98.6\% | 10.9 | 2.3 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,306 | 1,177 | 90.1\% | 18.7 | 3.6 | B |

Intersection 60 5th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 215 | 210 | 97.7\% | 0.2 | 0.1 | A |
|  | Subtotal | 215 | 210 | 97.7\% | 0.2 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 137 | 129 | 94.3\% | 0.5 | 0.1 | A |
|  | Subtotal | 137 | 129 | 94.3\% | 0.5 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 352 | 339 | 96.4\% | 0.3 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

AM Peak Hour

Intersection 61 6th St/Camille Ln
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 | 45 | 50 | 110.2\% | 0.0 | 0.0 | A |
|  | Subtotal | 45 | 50 | 110.2\% | 0.0 | 0.0 | A |
| SB | Left Turn <br> Through <br> Right Turn | 111 | 105 | 94.8\% | 0.9 | 0.1 | A |
|  | Subtotal | 111 | 105 | 94.8\% | 0.9 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 156 | 155 | 99.2\% | 0.6 | 0.1 | A |

Intersection 62 5th St/Stevens St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 215 | 209 | 97.3\% | 0.6 | 0.2 | A |
|  | Subtotal | 215 | 209 | 97.3\% | 0.6 | 0.2 | A |
| SB | Left Turn <br> Through <br> Right Turn | 137 | 125 | 91.4\% | 0.0 | 0.0 | A |
|  | Subtotal | 137 | 125 | 91.4\% | 0.0 | 0.0 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 352 | 334 | 95.0\% | 0.4 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

AM Peak Hour

Intersection 63
6th St/Stevens St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 45 | 49 | 109.3\% | 0.1 | 0.1 | A |
|  | Subtotal | 45 | 49 | 109.3\% | 0.1 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 111 | 105 | 94.8\% | 0.2 | 0.0 | A |
|  | Subtotal | 111 | 105 | 94.8\% | 0.2 | 0.0 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 156 | 154 | 99.0\% | 0.2 | 0.0 | A |

Intersection 39
N B St/N 6th St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 2 | 48.0\% | 3.4 | 5.1 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 137 | 140 | 102.5\% | 4.0 | 0.6 | A |
|  | Subtotal | 142 | 143 | 100.6\% | 4.1 | 0.6 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 117 | 125 | 106.7\% | 0.5 | 0.1 | A |
|  | Right Turn | 12 | 19 | 160.0\% | 0.1 | 0.1 | A |
|  | Subtotal | 129 | 144 | 111.6\% | 0.4 | 0.1 | A |
| WB | Left Turn | 141 | 126 | 89.1\% | 4.0 | 0.6 | A |
|  | Through | 94 | 76 | 81.3\% | 1.4 | 0.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 235 | 202 | 86.0\% | 3.1 | 0.5 | A |
| Total |  | 506 | 489 | 96.6\% | 2.6 | 0.3 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)
PM Peak Hour

Intersection 1 I 5 SB Ramps/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 442 | 432 | 97.7\% | 27.1 | 2.0 | C |
|  | Through | 69 | 62 | 90.4\% | 29.6 | 5.2 | C |
|  | Right Turn | 314 | 304 | 96.9\% | 8.9 | 1.2 | A |
|  | Subtotal | 825 | 799 | 96.8\% | 20.4 | 1.7 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 592 | 548 | 92.5\% | 83.3 | 29.8 | F |
|  | Right Turn | 56 | 54 | 96.4\% | 7.5 | 3.8 | A |
|  | Subtotal | 648 | 602 | 92.8\% | 76.4 | 27.1 | E |
| WB | Left Turn | 659 | 554 | 84.1\% | 16.0 | 4.2 | B |
|  | Through | 393 | 299 | 76.0\% | 9.0 | 1.7 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 1,052 | 853 | 81.1\% | 13.6 | 3.1 | B |
| Total |  | 2,525 | 2,253 | 89.2\% | 32.8 | 7.3 | C |

Intersection 2 I 5 NB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 58 | 46 | 80.0\% | 27.3 | 8.8 | C |
|  | Through | 10 | 12 | 124.0\% | 35.4 | 16.3 | D |
|  | Right Turn | 431 | 442 | 102.6\% | 9.1 | 1.1 | A |
|  | Subtotal | 499 | 501 | 100.4\% | 11.3 | 1.5 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 430 | 350 | 81.5\% | 58.3 | 3.9 | E |
|  | Through Right Turn | 604 | 603 | 99.9\% | 1.9 | 0.3 | A |
|  | Subtotal | 1,034 | 954 | 92.2\% | 22.6 | 2.0 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 994 | 803 | 80.8\% | 17.6 | 2.6 | B |
|  | Right Turn | 1,174 | 894 | 76.2\% | 5.5 | 0.2 | A |
|  | Subtotal | 2,168 | 1,697 | 78.3\% | 11.2 | 1.4 | B |
| Total |  | 3,701 | 3,152 | 85.2\% | 14.7 | 1.0 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)
PM Peak Hour

Intersection 3
Bercut Dr/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 643 | 507 | 78.9\% | 137.9 | 39.4 | F |
|  | Through | 4 | 28 | 700.0\% | 69.6 | 33.9 | E |
|  | Right Turn | 9 | 7 | 80.0\% | 64.4 | 37.6 | E |
|  | Subtotal | 656 | 542 | 82.7\% | 133.4 | 39.5 | F |
| SB | Left Turn | 34 | 30 | 89.4\% | 40.2 | 13.4 | D |
|  | Through | 8 | 8 | 100.0\% | 27.9 | 21.5 | C |
|  | Right Turn | 166 | 156 | 93.7\% | 15.7 | 3.3 | B |
|  | Subtotal | 208 | 194 | 93.3\% | 20.2 | 3.1 | C |
| EB | Left Turn | 80 | 69 | 86.5\% | 31.7 | 5.1 | C |
|  | Through | 688 | 700 | 101.8\% | 15.9 | 2.3 | B |
|  | Right Turn | 267 | 294 | 110.3\% | 2.7 | 0.2 | A |
|  | Subtotal | 1,035 | 1,064 | 102.8\% | 13.4 | 1.7 | B |
| WB | Left Turn | 18 | 17 | 93.3\% | 42.1 | 17.9 | D |
|  | Through | 1,359 | 1,071 | 78.8\% | 56.3 | 10.5 | E |
|  | Right Turn | 9 | 9 | 102.2\% | 60.5 | 39.1 | E |
|  | Subtotal | 1,386 | 1,097 | 79.1\% | 56.2 | 10.6 | E |
| Total |  | 3,285 | 2,897 | 88.2\% | 52.0 | 8.4 | D |

Intersection 4 N 3rd St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 89 | 94 | 105.2\% | 51.5 | 12.2 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 15 | 14 | 90.7\% | 5.7 | 3.2 | A |
|  | Subtotal | 104 | 107 | 103.1\% | 46.2 | 12.1 | D |
| SB | Left Turn | 39 | 38 | 98.5\% | 33.1 | 7.3 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 17 | 19 | 112.9\% | 33.4 | 18.1 | C |
|  | Subtotal | 56 | 58 | 102.9\% | 32.2 | 6.8 | C |
| EB | Left Turn | 13 | 12 | 92.3\% | 45.0 | 19.9 | D |
|  | Through | 706 | 691 | 97.9\% | 3.4 | 0.8 | A |
|  | Right Turn | 12 | 12 | 96.7\% | 2.7 | 1.7 | A |
|  | Subtotal | 731 | 715 | 97.8\% | 4.2 | 1.2 | A |
| WB | Left Turn | 2 | 2 | 100.0\% | 23.9 | 31.5 | C |
|  | Through | 1,280 | 1,010 | 78.9\% | 47.0 | 16.0 | D |
|  | Right Turn | 10 | 8 | 76.0\% | 38.8 | 28.3 | D |
|  | Subtotal | 1,292 | 1,019 | 78.9\% | 47.0 | 15.9 | D |
| Total |  | 2,183 | 1,899 | 87.0\% | 30.2 | 8.8 | C |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

PM Peak Hour

Intersection $5 \quad$ Sequoia Pacific Blvd/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 24 | 21 | 88.3\% | 35.6 | 16.2 | D |
|  | Through | 5 | 6 | 112.0\% | 40.8 | 31.3 | D |
|  | Right Turn | 24 | 32 | 133.3\% | 10.1 | 4.0 | B |
|  | Subtotal | 53 | 59 | 110.9\% | 22.4 | 5.7 | C |
| SB | Left Turn | 24 | 22 | 90.0\% | 29.6 | 7.6 | C |
|  | Through | 19 | 19 | 101.1\% | 34.0 | 10.7 | C |
|  | Right Turn | 49 | 47 | 96.3\% | 20.3 | 8.2 | C |
|  | Subtotal | 92 | 88 | 95.7\% | 26.4 | 6.4 | C |
| EB | Left Turn | 8 | 6 | 75.0\% | 32.0 | 16.0 | C |
|  | Through | 747 | 726 | 97.2\% | 6.1 | 1.8 | A |
|  | Right Turn | 5 | 6 | 128.0\% | 5.4 | 10.4 | A |
|  | Subtotal | 760 | 738 | 97.2\% | 6.3 | 1.9 | A |
| WB | Left Turn | 11 | 16 | 141.8\% | 55.7 | 24.9 | E |
|  | Through | 1,219 | 1,044 | 85.6\% | 35.9 | 21.6 | D |
|  | Right Turn | 10 | 6 | 56.0\% | 71.4 | 72.5 | E |
|  | Subtotal | 1,240 | 1,065 | 85.9\% | 36.3 | 21.6 | D |
| Total |  | 2,145 | 1,950 | 90.9\% | 24.0 | 11.5 | C |

Intersection $6 \quad$ N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 4 | 1 | 30.0\% | 11.8 | 21.7 | B |
|  | Through | 5 | 6 | 112.0\% | 30.0 | 18.3 | C |
|  | Right Turn | 8 | 6 | 80.0\% | 4.2 | 3.0 | A |
|  | Subtotal | 17 | 13 | 77.6\% | 20.7 | 16.0 | C |
| SB | Left Turn | 8 | 5 | 60.0\% | 31.8 | 24.5 | C |
|  | Through | 5 | 4 | 88.0\% | 26.5 | 23.4 | C |
|  | Right Turn | 70 | 66 | 93.7\% | 15.1 | 6.1 | B |
|  | Subtotal | 83 | 75 | 90.1\% | 17.3 | 5.6 | B |
| EB | Left Turn | 16 | 15 | 95.0\% | 48.0 | 16.6 | D |
|  | Through | 774 | 753 | 97.3\% | 3.4 | 0.7 | A |
|  | Right Turn | 5 | 8 | 168.0\% | 2.6 | 2.9 | A |
|  | Subtotal | 795 | 777 | 97.7\% | 4.2 | 0.9 | A |
| WB | Left Turn | 1 | 1 | 80.0\% | 5.6 | 9.5 | A |
|  | Through | 1,166 | 1,111 | 95.3\% | 12.7 | 6.8 | B |
|  | Right Turn | 3 | 6 | 200.0\% | 23.9 | 46.7 | C |
|  | Subtotal | 1,170 | 1,118 | 95.6\% | 12.7 | 7.0 | B |
| Total |  | 2,065 | 1,983 | 96.0\% | 9.6 | 4.1 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)
PM Peak Hour

Intersection 7

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 108 | 95 | 88.1\% | 38.2 | 9.5 | D |
|  | Through | 27 | 26 | 96.3\% | 45.2 | 10.3 | D |
|  | Right Turn | 409 | 360 | 87.9\% | 33.6 | 9.0 | C |
|  | Subtotal | 544 | 481 | 88.4\% | 35.0 | 6.5 | C |
| SB | Left Turn | 53 | 59 | 110.9\% | 38.6 | 7.9 | D |
|  | Through | 91 | 93 | 102.4\% | 33.3 | 7.3 | C |
|  | Right Turn | 76 | 78 | 102.6\% | 29.4 | 5.9 | C |
|  | Subtotal | 220 | 230 | 104.5\% | 33.4 | 4.4 | C |
| EB | Left Turn | 4 | 2 | 50.0\% | 10.9 | 19.0 | B |
|  | Through | 699 | 667 | 95.4\% | 31.8 | 4.1 | C |
|  | Right Turn | 87 | 84 | 96.1\% | 27.5 | 6.5 | C |
|  | Subtotal | 790 | 752 | 95.2\% | 31.3 | 4.0 | C |
| WB | Left Turn | 191 | 182 | 95.5\% | 52.6 | 7.2 | D |
|  | Through | 988 | 955 | 96.6\% | 21.5 | 3.0 | C |
|  | Right Turn | 14 | 17 | 122.9\% | 20.2 | 6.4 | C |
|  | Subtotal | 1,193 | 1,154 | 96.8\% | 26.4 | 3.1 | C |
| Total |  | 2,747 | 2,618 | 95.3\% | 30.1 | 2.6 | C |

Intersection $8 \quad \mathrm{~N}$ 10th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 36 | 37 | 103.3\% | 35.0 | 8.7 | C |
|  | Through | 3 | 7 | 226.7\% | 23.5 | 26.0 | C |
|  | Right Turn | 60 | 61 | 102.0\% | 10.1 | 2.4 | B |
|  | Subtotal | 99 | 105 | 106.3\% | 20.0 | 3.3 | C |
| SB | Left Turn | 84 | 89 | 105.7\% | 28.5 | 4.9 | C |
|  | Through | 63 | 55 | 87.6\% | 24.2 | 4.1 | C |
|  | Right Turn | 134 | 152 | 113.7\% | 10.0 | 2.4 | A |
|  | Subtotal | 281 | 296 | 105.5\% | 18.2 | 1.7 | B |
| EB | Left Turn | 37 | 39 | 105.9\% | 34.1 | 6.9 | C |
|  | Through | 1,080 | 1,010 | 93.5\% | 8.4 | 0.9 | A |
|  | Right Turn | 44 | 35 | 79.1\% | 5.4 | 1.1 | A |
|  | Subtotal | 1,161 | 1,084 | 93.4\% | 9.3 | 0.9 | A |
| WB | Left Turn | 7 | 6 | 80.0\% | 17.6 | 18.8 | B |
|  | Through | 945 | 921 | 97.4\% | 9.0 | 1.9 | A |
|  | Right Turn | 17 | 17 | 98.8\% | 5.7 | 4.6 | A |
|  | Subtotal | 969 | 943 | 97.3\% | 9.1 | 1.9 | A |
| Total |  | 2,510 | 2,429 | 96.8\% | 10.8 | 1.2 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Baseline Plus Phase 1 Medical Center (Mitigated)
PM Peak Hour

Intersection 9
Dos Rios St/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 23 | 22 | 93.9\% | 35.2 | 12.7 | D |
|  | Through | 6 | 5 | 80.0\% | 33.5 | 23.7 | C |
|  | Right Turn | 30 | 34 | 113.3\% | 12.8 | 5.4 | B |
|  | Subtotal | 59 | 60 | 102.4\% | 22.8 | 7.0 | C |
| SB | Left Turn | 29 | 25 | 86.9\% | 39.5 | 13.1 | D |
|  | Through | 10 | 11 | 112.0\% | 36.6 | 8.9 | D |
|  | Right Turn | 27 | 24 | 88.9\% | 14.2 | 9.9 | B |
|  | Subtotal | 66 | 60 | 91.5\% | 29.6 | 9.3 | C |
| EB | Left Turn | 14 | 12 | 88.6\% | 44.3 | 20.6 | D |
|  | Through | 1,183 | 1,109 | 93.8\% | 8.6 | 2.2 | A |
|  | Right Turn | 27 | 19 | 69.6\% | 7.9 | 5.1 | A |
|  | Subtotal | 1,224 | 1,140 | 93.2\% | 9.0 | 2.1 | A |
| WB | Left Turn | 18 | 17 | 93.3\% | 45.8 | 15.6 | D |
|  | Through | 919 | 906 | 98.6\% | 7.2 | 1.0 | A |
|  | Right Turn | 6 | 7 | 113.3\% | 5.2 | 4.0 | A |
|  | Subtotal | 943 | 930 | 98.6\% | 7.9 | 1.2 | A |
| Total |  | 2,292 | 2,191 | 95.6\% | 9.5 | 1.3 | A |

Intersection 10 N 12th St-N 16th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 60 | 58 | 96.7\% | 77.0 | 18.1 | E |
|  | Through | 3,902 | 3,474 | 89.0\% | 47.4 | 11.4 | D |
|  | Right Turn | 9 | 9 | 102.2\% | 36.4 | 25.1 | D |
|  | Subtotal | 3,971 | 3,541 | 89.2\% | 47.9 | 11.4 | D |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,840 | 1,797 | 97.7\% | 31.5 | 12.2 | C |
|  | Right Turn | 871 | 859 | 98.6\% | 9.6 | 3.3 | A |
|  | Subtotal | 2,711 | 2,656 | 98.0\% | 24.6 | 9.7 | C |
| EB | Left Turn | 970 | 788 | 81.2\% | 76.9 | 23.3 | E |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 117 | 99 | 84.8\% | 23.8 | 19.6 | C |
|  | Subtotal | 1,087 | 887 | 81.6\% | 71.0 | 23.4 | E |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 5 | 3 | 56.0\% | 52.3 | 109.5 | D |
|  | Right Turn | 7 | 9 | 131.4\% | 30.7 | 22.6 | C |
|  | Subtotal | 12 | 12 | 100.0\% | 45.4 | 47.5 | D |
| Total |  | 7,781 | 7,096 | 91.2\% | 42.0 | 8.4 | D |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

PM Peak Hour

Intersection 11
Bercut Dr/Bannon St
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 | 445 | 376 | 84.4\% | 57.5 | 31.2 | F |
|  | Right Turn | 2 | 2 | 100.0\% | 38.4 | 26.6 | E |
|  | Subtotal | 447 | 378 | 84.5\% | 57.4 | 31.2 | F |
| SB | Left Turn | 70 | 69 | 98.9\% | 9.3 | 1.8 | A |
|  | Through Right Turn | 238 | 267 | 112.1\% | 5.2 | 0.5 | A |
|  | Subtotal | 308 | 336 | 109.1\% | 6.1 | 0.5 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 1 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 247 | 220 | 89.1\% | 48.0 | 36.0 | E |
|  | Subtotal | 248 | 220 | 88.7\% | 48.0 | 36.0 | E |
| Total |  | 1,003 | 934 | 93.1\% | 35.6 | 14.9 | E |

Intersection 12
Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 240 | 249 | 103.7\% | 5.7 | 0.3 | A |
|  | Through Right Turn | 45 | 45 | 99.6\% | 6.6 | 0.9 | A |
|  | Subtotal | 285 | 294 | 103.0\% | 5.8 | 0.2 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 27 | 30 | 111.1\% | 7.5 | 0.7 | A |
|  | Right Turn | 8 | 12 | 150.0\% | 4.4 | 0.7 | A |
|  | Subtotal | 35 | 42 | 120.0\% | 6.6 | 0.7 | A |
| EB | Left Turn | 8 | 12 | 145.0\% | 4.5 | 1.6 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 64 | 59 | 91.9\% | 3.4 | 0.4 | A |
|  | Subtotal | 72 | 70 | 97.8\% | 3.6 | 0.4 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 392 | 406 | 103.6\% | 5.5 | 0.2 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

PM Peak Hour

Intersection 13
N 7th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 98 | 89 | 90.6\% | 63.2 | 19.3 | E |
|  | Through | 522 | 413 | 79.2\% | 65.0 | 23.1 | E |
|  | Right Turn | 242 | 112 | 46.1\% | 62.8 | 22.5 | E |
|  | Subtotal | 862 | 614 | 71.2\% | 64.4 | 21.9 | E |
| SB | Left Turn | 36 | 27 | 75.6\% | 117.1 | 37.1 | F |
|  | Through | 320 | 225 | 70.3\% | 110.2 | 35.2 | F |
|  | Right Turn | 15 | 48 | 320.0\% | 109.0 | 48.8 | F |
|  | Subtotal | 371 | 300 | 80.9\% | 110.5 | 36.6 | F |
| EB | Left Turn | 1 | 71 | 7080.0\% | 50.4 | 8.9 | D |
|  | Through | 55 | 164 | 298.9\% | 39.7 | 3.7 | D |
|  | Right Turn | 18 | 13 | 73.3\% | 22.0 | 19.0 | C |
|  | Subtotal | 74 | 248 | 335.7\% | 41.8 | 4.5 | D |
| WB | Left Turn | 272 | 170 | 62.5\% | 67.7 | 22.8 | E |
|  | Through | 58 | 122 | 210.3\% | 35.9 | 4.4 | D |
|  | Right Turn | 19 | 7 | 37.9\% | 34.8 | 19.2 | C |
|  | Subtotal | 349 | 299 | 85.7\% | 54.7 | 15.5 | D |
| Total |  | 1,656 | 1,461 | 88.2\% | 67.9 | 13.5 | E |

Intersection 14
Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 43 | 40 | 92.1\% | 49.4 | 11.5 | D |
|  | Through | 87 | 87 | 100.2\% | 32.9 | 6.4 | C |
|  | Right Turn | 22 | 24 | 107.3\% | 33.4 | 14.9 | C |
|  | Subtotal | 152 | 150 | 98.9\% | 37.8 | 5.4 | D |
| SB | Left Turn | 5 | 3 | 64.0\% | 29.6 | 23.6 | C |
|  | Through | 109 | 98 | 89.5\% | 43.8 | 6.5 | D |
|  | Right Turn | 7 | 8 | 108.6\% | 34.3 | 24.2 | C |
|  | Subtotal | 121 | 108 | 89.6\% | 43.1 | 5.5 | D |
| EB | Left Turn | 5 | 4 | 88.0\% | 27.7 | 19.2 | C |
|  | Through | 235 | 209 | 89.0\% | 33.2 | 9.4 | C |
|  | Right Turn | 61 | 57 | 93.1\% | 25.4 | 8.9 | C |
|  | Subtotal | 301 | 270 | 89.8\% | 31.5 | 8.9 | C |
| SW | Left Turn | 34 | 36 | 107.1\% | 8.2 | 3.4 | A |
|  | Through | 1,619 | 1,539 | 95.1\% | 10.6 | 1.5 | B |
|  | Right Turn | 256 | 235 | 91.9\% | 17.4 | 3.8 | B |
|  | Subtotal | 1,909 | 1,811 | 94.9\% | 11.5 | 1.8 | B |
| Total |  | 2,483 | 2,340 | 94.2\% | 17.0 | 2.0 | B |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

PM Peak Hour

Intersection 15
N 16th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 54 | 51 | 94.1\% | 11.9 | 1.8 | B |
|  | Through | 3,401 | 3,387 | 99.6\% | 11.6 | 1.4 | B |
|  | Right Turn | 2 | 2 | 80.0\% | 1.0 | 3.1 | A |
|  | Subtotal | 3,457 | 3,440 | 99.5\% | 11.6 | 1.3 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 258 | 268 | 103.7\% | 22.6 | 2.2 | C |
|  | Through Right Turn | 3 | 3 | 106.7\% | 9.5 | 11.3 | A |
|  | Subtotal | 261 | 271 | 103.8\% | 22.5 | 2.3 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 10 | 6 | 60.0\% | 9.3 | 10.5 | A |
|  | Right Turn | 3 | 3 | 106.7\% | 6.0 | 8.1 | A |
|  | Subtotal | 13 | 9 | 70.8\% | 9.3 | 6.0 | A |
| Total |  | 3,731 | 3,720 | 99.7\% | 12.3 | 1.4 | B |

Intersection $16 \quad$ Sunbeam Ave-Sproule Ave/N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 33 | 105.8\% | 15.5 | 4.4 | B |
|  | Through Right Turn | 13 | 12 | 89.2\% | 11.9 | 7.3 | B |
|  | Subtotal | 44 | 44 | 100.9\% | 15.0 | 4.3 | B |
| SB | Left Turn <br> Through | 158 | 141 | 89.4\% | 14.2 | 4.0 | B |
|  | Right Turn | 65 | 61 | 94.2\% | 9.9 | 4.4 | A |
|  | Subtotal | 223 | 202 | 90.8\% | 13.0 | 3.7 | B |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 5 | 65.0\% | 23.3 | 17.1 | C |
|  | Subtotal | 8 | 5 | 65.0\% | 23.3 | 17.1 | C |
| WB | Left Turn | 79 | 76 | 95.7\% | 7.4 | 1.6 | A |
|  | Through | 1,871 | 1,782 | 95.2\% | 10.0 | 1.0 | B |
|  | Right Turn | 7 | 6 | 80.0\% | 5.1 | 1.7 | A |
|  | Subtotal | 1,957 | 1,863 | 95.2\% | 9.9 | 1.0 | A |
| Total |  | 2,232 | 2,115 | 94.8\% | 10.3 | 0.9 | B |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

PM Peak Hour

Intersection 42
Bercut Dr/South Park St
Signal


Intersection 43 5th St/South Park St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 104 | 62 | 59.2\% | 6.5 | 1.0 | A |
|  | Subtotal | 104 | 62 | 59.2\% | 6.5 | 1.0 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn | 125 | 19 | 15.4\% | 2.4 | 0.5 | A |
|  | Subtotal | 125 | 19 | 15.4\% | 2.4 | 0.5 | A |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 229 | 81 | 35.3\% | 5.5 | 1.0 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

PM Peak Hour

Intersection 47
Jibbom St/Railyards Blvd
Signal

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn |  |  |  |  |  |  |
|  | Through | 374 | 370 | 99.0\% | 16.4 | 3.0 | B |
|  | Right Turn | 295 | 278 | 94.1\% | 12.7 | 2.9 | B |
|  | Subtotal | 669 | 648 | 96.9\% | 14.8 | 2.8 | B |
| SB | Left Turn | 86 | 80 | 92.6\% | 35.1 | 9.5 | D |
|  | Through | 409 | 405 | 99.1\% | 6.9 | 1.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 495 | 485 | 97.9\% | 11.5 | 2.7 | B |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 376 | 305 | 81.1\% | 29.0 | 3.0 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 55 | 53 | 96.0\% | 19.7 | 3.5 | B |
|  | Subtotal | 431 | 358 | 83.0\% | 27.7 | 3.1 | C |
| Total |  | 1,595 | 1,490 | 93.4\% | 16.8 | 2.7 | B |

Intersection $48 \quad$ Bercut Dr/Railyards Blvd 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 | 86 | 92 | 107.0\% | 7.1 | 2.0 | A |
|  | Right Turn | 88 | 88 | 100.5\% | 4.4 | 1.6 | A |
|  | Subtotal | 174 | 180 | 103.7\% | 5.8 | 1.2 | A |
| EB | Left Turn | 100 | 99 | 99.2\% | 9.0 | 1.5 | A |
|  | Through Right Turn | 281 | 257 | 91.5\% | 4.9 | 0.6 | A |
|  | Subtotal | 381 | 356 | 93.5\% | 6.0 | 0.5 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 343 | 274 | 79.8\% | 12.9 | 1.5 | B |
|  | Right Turn | 32 | 29 | 90.0\% | 9.4 | 1.7 | A |
|  | Subtotal | 375 | 302 | 80.6\% | 12.5 | 1.4 | B |
| Total |  | 930 | 839 | 90.2\% | 8.3 | 0.8 | A |

SimTraffic Post-Processor
Average Results from 10 Runs
Medical Center / Stadium / Railyards SP EIR

Volume and Delay by Movement
Baseline Plus Phase 1 Medical Center (Mitigated)
PM Peak Hour

Intersection 49
PH Garage 2-Huntington St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 372 | 364 | 97.7\% | 9.1 | 1.3 | A |
|  | Through Right Turn | 59 | 47 | 79.3\% | 2.2 | 0.8 | A |
|  | Subtotal | 431 | 410 | 95.2\% | 8.3 | 1.2 | A |
| EB | Left Turn | 14 | 12 | 88.6\% | 18.0 | 5.8 | B |
|  | Through | 353 | 335 | 94.8\% | 13.0 | 1.0 | B |
|  | Subtotal | 367 | 347 | 94.6\% | 13.2 | 0.9 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 316 | 259 | 81.9\% | 6.7 | 0.9 | A |
|  | Right Turn | 182 | 148 | 81.3\% | 3.1 | 0.5 | A |
|  | Subtotal | 498 | 407 | 81.7\% | 5.4 | 0.6 | A |
| Total |  | 1,296 | 1,164 | 89.8\% | 8.7 | 0.5 | A |

Intersection 50 HSB Entry-Stanford St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through | 6 | 3 | $53.3 \%$ | 7.9 | 11.0 | A |
|  |  | 6 | 6 | 93.3\% | 2.8 | 2.4 | A |
|  | Subtotal | 12 | 9 | 73.3\% | 6.7 | 4.3 | A |
| EB | Left Turn | 6 | 7 | 113.3\% | 18.3 | 4.8 | B |
|  | Through Right Turn | 719 | 693 | 96.4\% | 19.6 | 1.4 | B |
|  | Subtotal | 725 | 700 | 96.6\% | 19.6 | 1.4 | B |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 492 \\ 6 \end{gathered}$ | $\begin{gathered} 406 \\ 6 \end{gathered}$ | $\begin{aligned} & 82.4 \% \\ & 93.3 \% \end{aligned}$ | $\begin{aligned} & 3.5 \\ & 1.6 \end{aligned}$ | $\begin{aligned} & 0.7 \\ & 1.7 \end{aligned}$ | A |
|  | Subtotal | 498 | 411 | 82.6\% | 3.5 | 0.7 | A |
| Total |  | 1,235 | 1,120 | 90.7\% | 13.5 | 1.0 | B |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Phase 1 Medical Center (Mitigated)

PM Peak Hour

Intersection 51 5th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 88 | 81 | 91.8\% | 15.5 | 4.0 | B |
|  | Through | 46 | 40 | 87.0\% | 11.2 | 2.9 | B |
|  | Right Turn | 5 | 4 | 88.0\% | 5.3 | 5.8 | A |
|  | Subtotal | 139 | 125 | 90.1\% | 13.6 | 2.1 | B |
| SB | Left Turn | 73 | 6 | 8.8\% | 5.3 | 5.9 | A |
|  | Through | 52 | 40 | 77.7\% | 8.4 | 4.7 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 125 | 47 | 37.4\% | 8.3 | 4.0 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 566 | 438 | 77.3\% | 35.0 | 2.8 | C |
|  | Right Turn | 159 | 162 | 101.9\% | 31.2 | 2.8 | C |
|  | Subtotal | 725 | 600 | 82.7\% | 33.9 | 2.7 | C |
| WB | Left Turn | 29 | 14 | 48.3\% | 19.0 | 9.9 | B |
|  | Through | 410 | 276 | 67.2\% | 6.6 | 1.6 | A |
|  | Right Turn | 58 | 7 | 11.7\% | 4.5 | 5.2 | A |
|  | Subtotal | 497 | 296 | 59.6\% | 7.2 | 1.6 | A |
| Total |  | 1,486 | 1,068 | 71.9\% | 23.0 | 2.0 | C |

Intersection $53 \quad$ N 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 3 | 56.0\% | 6.8 | 11.1 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 205 | 216 | 105.2\% | 7.9 | 1.9 | A |
|  | Subtotal | 210 | 218 | 104.0\% | 8.0 | 1.9 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 639 | 444 | 69.4\% | 14.4 | 5.0 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 5 | 5 | 96.0\% | 9.1 | 11.3 | A |
|  | Subtotal | 644 | 448 | 69.6\% | 14.3 | 5.0 | B |
| WB | Left Turn | 92 | 79 | 86.1\% | 29.1 | 7.2 | C |
|  | Through | 492 | 298 | 60.6\% | 6.5 | 0.5 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 584 | 377 | 64.6\% | 11.2 | 1.3 | B |
| Total |  | 1,438 | 1,044 | 72.6\% | 12.0 | 2.4 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 54
N 7th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 49 | 47 | 95.5\% | 27.0 | 9.0 | C |
|  | Through Right Turn | 221 | 232 | 104.8\% | 7.7 | 1.2 | A |
|  | Subtotal | 270 | 278 | 103.1\% | 10.9 | 1.5 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 75 | 62 | 82.7\% | 18.0 | 3.8 | B |
|  | Right Turn | 535 | 334 | 62.4\% | 9.8 | 1.0 | A |
|  | Subtotal | 610 | 396 | 64.9\% | 11.0 | 1.2 | B |
| EB | Left Turn | 641 | 440 | 68.6\% | 19.4 | 5.7 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 203 | 212 | 104.6\% | 4.9 | 1.0 | A |
|  | Subtotal | 844 | 652 | 77.3\% | 14.7 | 4.4 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,724 | 1,326 | 76.9\% | 12.9 | 2.6 | B |

Intersection 60 5th St/Camille Ln 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 | 139 | 122 | 87.8\% | 0.1 | 0.1 | A |
|  | Subtotal | 139 | 122 | 87.8\% | 0.1 | 0.1 | A |
| SB | Left Turn <br> Through Right Turn | 240 | 215 | 89.5\% | 0.7 | 0.1 | A |
|  | Subtotal | 240 | 215 | 89.5\% | 0.7 | 0.1 | A |
| EB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 379 | 337 | 88.9\% | 0.4 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Medical Center (Mitigated)
PM Peak Hour

Intersection 61 6th St/Camille Ln
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 | 210 | 217 | 103.4\% | 0.2 | 0.1 | A |
|  | Subtotal | 210 | 217 | 103.4\% | 0.2 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 97 | 84 | 87.0\% | 0.8 | 0.1 | A |
|  | Subtotal | 97 | 84 | 87.0\% | 0.8 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 307 | 302 | 98.2\% | 0.4 | 0.1 | A |

Intersection 62 5th St/Stevens St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 139 | 122 | 88.1\% | 0.1 | 0.1 | A |
|  | Subtotal | 139 | 122 | 88.1\% | 0.1 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 240 | 216 | 89.8\% | 0.2 | 0.1 | A |
|  | Subtotal | 240 | 216 | 89.8\% | 0.2 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 379 | 338 | 89.2\% | 0.1 | 0.0 | A |

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

Medical Center / Stadium / Railyards SP EIR Baseline Plus Medical Center (Mitigated)

PM Peak Hour

Intersection 63
6th St/Stevens St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 210 | 218 | 104.0\% | 0.1 | 0.1 | A |
|  | Subtotal | 210 | 218 | 104.0\% | 0.1 | 0.1 | A |
| SB | Left Turn <br> Through <br> Right Turn | 97 | 84 | 87.0\% | 0.2 | 0.1 | A |
|  | Subtotal | 97 | 84 | 87.0\% | 0.2 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 307 | 303 | 98.6\% | 0.1 | 0.0 | A |

Intersection 39
N 6th St/NB St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 80.0\% | 5.6 | 4.7 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 186 | 182 | 97.8\% | 3.6 | 0.3 | A |
|  | Subtotal | 191 | 186 | 97.4\% | 3.7 | 0.4 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 69 | 62 | 90.4\% | 0.4 | 0.2 | A |
|  | Right Turn | 5 | 5 | 96.0\% | 0.0 | 0.1 | A |
|  | Subtotal | 74 | 67 | 90.8\% | 0.4 | 0.2 | A |
| WB | Left Turn | 122 | 109 | 89.2\% | 3.3 | 0.4 | A |
|  | Through | 166 | 151 | 91.1\% | 1.7 | 0.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 288 | 260 | 90.3\% | 2.4 | 0.4 | A |
| Total |  | 553 | 513 | 92.8\% | 2.6 | 0.2 | A |

## Baseline Plus Stadium Mitigations

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Hour

| Direction | Movement | 15 SB Ramps/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 948 | 994 | 104.8\% | 34.2 | 3.0 | C |
|  | Through | 3 | 4 | 120.0\% | 31.5 | 29.2 | C |
|  | Right Turn | 320 | 332 | 103.6\% | 12.9 | 2.4 | B |
|  | Subtotal | 1,271 | 1,329 | 104.5\% | 29.0 | 2.8 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 341 | 325 | 95.4\% | 21.4 | 2.4 | C |
|  | Right Turn | 49 | 42 | 85.7\% | 3.5 | 1.5 | A |
|  | Subtotal | 390 | 367 | 94.2\% | 19.3 | 2.3 | B |
| WB | Left Turn | 270 | 168 | 62.4\% | 7.9 | 1.9 | A |
|  | Through | 206 | 157 | 76.3\% | 6.9 | 1.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 476 | 326 | 68.4\% | 7.4 | 0.9 | A |
| Total |  | 2,137 | 2,022 | 94.6\% | 23.7 | 1.9 | C |

Intersection 2 I 5 NB Ramps/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 101 | 91 | 90.3\% | 19.6 | 2.8 | B |
|  | Through | 1 | 1 | 80.0\% | 7.1 | 16.2 | A |
|  | Right Turn | 726 | 704 | 97.0\% | 21.4 | 3.3 | C |
|  | Subtotal | 828 | 796 | 96.1\% | 21.2 | 2.9 | C |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 176 | 169 | 95.9\% | 21.4 | 8.1 | C |
|  | Through Right Turn | 1,113 | 1,143 | 102.7\% | 11.1 | 7.6 | B |
|  | Subtotal | 1,289 | 1,312 | 101.8\% | 12.4 | 6.4 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 375 | 248 | 66.1\% | 14.0 | 3.1 | B |
|  | Right Turn | 328 | 229 | 69.8\% | 2.4 | 0.3 | A |
|  | Subtotal | 703 | 477 | 67.8\% | 8.5 | 1.8 | A |
| Total |  | 2,820 | 2,584 | 91.6\% | 14.4 | 4.1 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Hour

Intersection 3 Bercut Dr/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 58 | 53 | 91.7\% | 33.1 | 7.9 | C |
|  | Through | 5 | 5 | 104.0\% | 39.0 | 34.1 | D |
|  | Right Turn | 2 | 3 | 160.0\% | 10.8 | 16.1 | B |
|  | Subtotal | 65 | 62 | 94.8\% | 33.4 | 7.8 | C |
| SB | Left Turn | 23 | 20 | 85.2\% | 44.7 | 13.0 | D |
|  | Through | 3 | 5 | 160.0\% | 21.5 | 22.6 | C |
|  | Right Turn | 70 | 69 | 98.9\% | 4.9 | 0.9 | A |
|  | Subtotal | 96 | 94 | 97.5\% | 14.6 | 3.0 | B |
| EB | Left Turn | 67 | 68 | 102.1\% | 43.1 | 10.9 | D |
|  | Through | 1,614 | 1,602 | 99.3\% | 8.6 | 2.0 | A |
|  | Right Turn | 158 | 154 | 97.2\% | 2.3 | 0.2 | A |
|  | Subtotal | 1,839 | 1,824 | 99.2\% | 9.5 | 2.2 | A |
| WB | Left Turn | 15 | 9 | 61.3\% | 33.4 | 21.1 | C |
|  | Through | 575 | 364 | 63.2\% | 9.9 | 3.1 | A |
|  | Right Turn | 16 | 13 | 80.0\% | 6.4 | 7.7 | A |
|  | Subtotal | 606 | 386 | 63.6\% | 10.4 | 3.5 | B |
| Total |  | 2,606 | 2,365 | 90.7\% | 10.5 | 2.1 | B |

[^78]| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 13 | 10 | 73.8\% | 29.9 | 14.3 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 5 | 2 | 48.0\% | 5.4 | 9.2 | A |
|  | Subtotal | 18 | 12 | 66.7\% | 28.9 | 11.5 | C |
| SB | Left Turn | 2 | 1 | 60.0\% | 6.1 | 10.4 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 11 | 11 | 101.8\% | 4.7 | 2.5 | A |
|  | Subtotal | 13 | 12 | 95.4\% | 6.4 | 3.4 | A |
| EB | Left Turn | 11 | 11 | 98.2\% | 33.4 | 17.2 | C |
|  | Through | 1,622 | 1,617 | 99.7\% | 3.9 | 1.6 | A |
|  | Right Turn | 6 | 5 | 80.0\% | 3.0 | 4.9 | A |
|  | Subtotal | 1,639 | 1,632 | 99.6\% | 4.1 | 1.6 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 582 | 372 | 64.0\% | 2.5 | 0.9 | A |
|  | Right Turn | 2 | 1 | 60.0\% | 0.3 | 0.5 | A |
|  | Subtotal | 584 | 374 | 64.0\% | 2.5 | 0.9 | A |
| Total |  | 2,254 | 2,030 | 90.1\% | 3.9 | 1.4 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Hour

Intersection 5
Sequoia Pacific Blvd/Richards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 33 | 34 | 104.2\% | 40.2 | 7.2 | D |
|  | Through | 4 | 3 | 80.0\% | 21.7 | 28.3 | C |
|  | Right Turn | 22 | 19 | 85.5\% | 12.5 | 5.7 | B |
|  | Subtotal | 59 | 56 | 95.6\% | 31.3 | 7.0 | C |
| SB | Left Turn | 10 | 11 | 112.0\% | 42.1 | 15.9 | D |
|  | Through | 10 | 11 | 112.0\% | 26.8 | 18.5 | C |
|  | Right Turn | 9 | 14 | 155.6\% | 7.7 | 4.3 | A |
|  | Subtotal | 29 | 36 | 125.5\% | 27.2 | 12.5 | C |
| EB | Left Turn | 6 | 10 | 166.7\% | 53.9 | 21.9 | D |
|  | Through | 1,603 | 1,602 | 99.9\% | 6.9 | 1.2 | A |
|  | Right Turn | 20 | 15 | 74.0\% | 8.5 | 6.2 | A |
|  | Subtotal | 1,629 | 1,626 | 99.8\% | 7.1 | 1.3 | A |
| WB | Left Turn | 3 | 1 | 26.7\% | 11.4 | 24.1 | B |
|  | Through | 542 | 328 | 60.5\% | 3.9 | 1.3 | A |
|  | Right Turn | 5 | 4 | 72.0\% | 0.7 | 1.0 | A |
|  | Subtotal | 550 | 332 | 60.4\% | 3.9 | 1.1 | A |
| Total |  | 2,267 | 2,052 | 90.5\% | 7.6 | 1.2 | A |

Intersection $6 \quad$ N 5th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 1 | 0 | 40.0\% | 6.3 | 19.9 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 4 | 5 | 120.0\% | 13.6 | 16.9 | B |
|  | Subtotal | 5 | 5 | 104.0\% | 15.6 | 16.5 | B |
| SB | Left Turn | 6 | 7 | 113.3\% | 33.9 | 31.3 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 8 | 6 | 75.0\% | 3.4 | 2.9 | A |
|  | Subtotal | 14 | 13 | 91.4\% | 21.7 | 23.5 | C |
| EB | Left Turn | 10 | 10 | 104.0\% | 58.0 | 18.1 | E |
|  | Through | 1,622 | 1,568 | 96.6\% | 16.6 | 4.5 | B |
|  | Right Turn | 3 | 3 | 93.3\% | 12.6 | 12.6 | B |
|  | Subtotal | 1,635 | 1,581 | 96.7\% | 16.8 | 4.5 | B |
| WB | Left Turn | 3 | 1 | 26.7\% | 7.8 | 13.0 | A |
|  | Through | 541 | 328 | 60.7\% | 9.2 | 2.6 | A |
|  | Right Turn | 2 | 1 | 40.0\% | 3.3 | 0.8 | A |
|  | Subtotal | 546 | 330 | 60.4\% | 9.2 | 2.7 | A |
| Total |  | 2,200 | 1,929 | 87.7\% | 15.6 | 4.1 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Hour

| Intersection 7 |  | N 7th St/Richards Blvd |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 72 | 61 | 84.4\% | 54.3 | 14.7 | D |
|  | Through | 119 | 114 | 96.1\% | 36.6 | 11.8 | D |
|  | Right Turn | 104 | 95 | 91.5\% | 30.0 | 9.9 | C |
|  | Subtotal | 295 | 270 | 91.7\% | 38.3 | 10.7 | D |
| SB | Left Turn | 7 | 10 | 148.6\% | 54.4 | 27.5 | D |
|  | Through | 8 | 9 | 115.0\% | 43.7 | 35.5 | D |
|  | Right Turn | 13 | 13 | 98.5\% | 45.1 | 20.0 | D |
|  | Subtotal | 28 | 32 | 115.7\% | 47.9 | 14.0 | D |
| EB | Left Turn | 432 | 342 | 79.1\% | 123.9 | 24.3 | F |
|  | Through | 574 | 556 | 96.9\% | 56.8 | 14.6 | E |
|  | Right Turn | 219 | 206 | 94.2\% | 50.5 | 13.5 | D |
|  | Subtotal | 1,225 | 1,104 | 90.1\% | 76.3 | 15.2 | E |
| WB | Left Turn | 355 | 222 | 62.4\% | 111.9 | 17.4 | F |
|  | Through | 896 | 569 | 63.5\% | 93.9 | 22.2 | F |
|  | Right Turn | 311 | 210 | 67.7\% | 98.5 | 31.0 | F |
|  | Subtotal | 1,562 | 1,001 | 64.1\% | 98.9 | 20.6 | F |
| Total |  | 3,110 | 2,408 | 77.4\% | 81.0 | 10.7 | F |

Intersection $8 \quad$ N 10th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 168 | 142 | 84.5\% | 35.7 | 5.2 | D |
|  | Through | 1 | 1 | 80.0\% | 8.0 | 18.7 | A |
|  | Right Turn | 63 | 48 | 76.8\% | 6.1 | 1.7 | A |
|  | Subtotal | 232 | 191 | 82.4\% | 28.2 | 4.3 | C |
| SB | Left Turn | 7 | 7 | 102.9\% | 29.3 | 16.4 | C |
|  | Through | 6 | 4 | 66.7\% | 27.3 | 25.5 | C |
|  | Right Turn | 37 | 38 | 101.6\% | 10.1 | 2.5 | B |
|  | Subtotal | 50 | 49 | 97.6\% | 15.6 | 2.7 | B |
| EB | Left Turn | 14 | 14 | 97.1\% | 44.1 | 9.9 | D |
|  | Through | 546 | 515 | 94.4\% | 9.4 | 1.6 | A |
|  | Right Turn | 12 | 13 | 106.7\% | 5.5 | 1.5 | A |
|  | Subtotal | 572 | 542 | 94.7\% | 10.3 | 1.4 | B |
| WB | Left Turn | 44 | 34 | 78.2\% | 39.9 | 9.2 | D |
|  | Through | 1,794 | 1,318 | 73.5\% | 10.7 | 6.7 | B |
|  | Right Turn | 12 | 6 | 53.3\% | 9.0 | 11.3 | A |
|  | Subtotal | 1,850 | 1,359 | 73.5\% | 11.4 | 6.6 | B |
| Total |  | 2,704 | 2,141 | 79.2\% | 12.7 | 4.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Hour

Intersection $9 \quad$ Dos Rios St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 72.0\% | 20.9 | 28.7 | C |
|  | Through | 5 | 6 | 120.0\% | 40.9 | 24.8 | D |
|  | Right Turn | 9 | 6 | 71.1\% | 5.9 | 5.8 | A |
|  | Subtotal | 19 | 16 | 84.2\% | 28.3 | 14.5 | C |
| SB | Left Turn | 21 | 16 | 76.2\% | 37.1 | 15.3 | D |
|  | Through | 7 | 6 | 80.0\% | 19.0 | 20.1 | B |
|  | Right Turn | 16 | 19 | 117.5\% | 10.1 | 6.0 | B |
|  | Subtotal | 44 | 40 | 91.8\% | 23.4 | 6.9 | C |
| EB | Left Turn | 4 | 4 | 100.0\% | 26.4 | 29.0 | C |
|  | Through | 593 | 534 | 90.1\% | 5.2 | 1.4 | A |
|  | Right Turn | 19 | 18 | 96.8\% | 4.9 | 3.7 | A |
|  | Subtotal | 616 | 557 | 90.4\% | 5.5 | 1.4 | A |
| WB | Left Turn | 11 | 6 | 54.5\% | 41.8 | 29.2 | D |
|  | Through | 1,829 | 1,359 | 74.3\% | 6.7 | 1.5 | A |
|  | Right Turn | 2 | 2 | 100.0\% | 3.2 | 1.2 | A |
|  | Subtotal | 1,842 | 1,367 | 74.2\% | 6.9 | 1.4 | A |
| Total |  | 2,521 | 1,980 | 78.5\% | 7.0 | 1.4 | A |

Intersection 10 N 12th St-N 16th St/Richards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 51 | 52 | 102.7\% | 55.7 | 12.4 | E |
|  | Through | 1,196 | 1,195 | 99.9\% | 8.3 | 1.2 | A |
|  | Right Turn | 2 | 1 | 60.0\% | 0.9 | 1.9 | A |
|  | Subtotal | 1,249 | 1,249 | 100.0\% | 10.2 | 1.3 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 1,644 | 1,368 | 83.2\% | 87.0 | 17.4 | F |
|  | Right Turn | 1,817 | 1,334 | 73.4\% | 169.5 | 14.5 | F |
|  | Subtotal | 3,461 | 2,703 | 78.1\% | 127.8 | 15.9 | F |
| EB | Left Turn | 615 | 508 | 82.5\% | 41.5 | 4.9 | D |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 23 | 20 | 87.0\% | 4.7 | 0.5 | A |
|  | Subtotal | 638 | 528 | 82.7\% | 40.1 | 4.7 | D |
| WB | Left Turn <br> Through <br> Right Turn | 13 | 12 | 92.3\% | 70.4 | 30.1 | E |
|  | Subtotal | 13 | 12 | 92.3\% | 70.4 | 30.1 | E |
| Total |  | 5,361 | 4,491 | 83.8\% | 84.7 | 9.9 | F |

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

Medical Center / Stadium / Railyards SP EIR

Pre-Event Hour

Intersection 11
Bercut Dr/Bannon St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 7 | 7 | 102.9\% | 4.8 | 2.2 | A |
|  | Subtotal | 7 | 7 | 102.9\% | 4.8 | 2.2 | A |
| SB | Left Turn | 160 | 148 | 92.5\% | 4.9 | 0.3 | A |
|  | Through Right Turn | 7 | 9 | 125.7\% | 4.8 | 0.3 | A |
|  | Subtotal | 167 | 157 | 93.9\% | 4.9 | 0.3 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 2 | 1 | 60.0\% | 0.8 | 1.8 | A |
|  | Right Turn | 37 | 32 | 86.5\% | 2.8 | 0.5 | A |
|  | Subtotal | 39 | 33 | 85.1\% | 2.8 | 0.5 | A |
| Total |  | 213 | 197 | 92.6\% | 4.6 | 0.3 | A |

## Intersection 12

Sequoia Pacific Blvd/Bannon St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 27 | 87.7\% | 4.4 | 0.5 | A |
|  | Through Right Turn | 49 | 50 | 101.2\% | 5.5 | 0.5 | A |
|  | Subtotal | 80 | 77 | 96.0\% | 5.1 | 0.3 | A |
| SB | Left Turn <br> Through | 25 | 18 | 72.0\% | 6.2 | 0.8 | A |
|  | Right Turn | 8 | 7 | 90.0\% | 3.2 | 1.7 | A |
|  | Subtotal | 33 | 25 | 76.4\% | 5.5 | 1.0 | A |
| EB | Left Turn | 10 | 6 | 64.0\% | 2.8 | 1.8 | A |
|  | Through |  |  | 917\% | 35 | 03 | A |
|  | Right Turn | 150 | 138 | 91.7\% | 3.5 | 0.3 | A |
|  | Subtotal | 160 | 144 | 90.0\% | 3.5 | 0.3 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 273 | 246 | 90.1\% | 4.2 | 0.2 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Hour

Intersection 13 N 7th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 44 | 36 | 81.8\% | 74.1 | 11.6 | E |
|  | Through | 326 | 319 | 97.8\% | 54.5 | 11.2 | D |
|  | Right Turn | 20 | 18 | 92.0\% | 47.2 | 20.2 | D |
|  | Subtotal | 390 | 373 | 95.7\% | 56.1 | 11.1 | E |
| SB | Left Turn | 52 | 42 | 80.0\% | 62.7 | 10.9 | E |
|  | Through | 25 | 24 | 97.6\% | 33.5 | 13.3 | C |
|  | Right Turn | 83 | 59 | 71.3\% | 42.3 | 12.3 | D |
|  | Subtotal | 160 | 125 | 78.3\% | 47.4 | 8.7 | D |
| EB | Left Turn | 116 | 110 | 95.2\% | 67.5 | 21.8 | E |
|  | Through | 133 | 120 | 90.5\% | 23.3 | 2.4 | C |
|  | Right Turn | 40 | 39 | 98.0\% | 17.3 | 3.3 | B |
|  | Subtotal | 289 | 270 | 93.4\% | 41.2 | 11.7 | D |
| WB | Left Turn | 20 | 13 | 64.0\% | 54.8 | 14.2 | D |
|  | Through | 206 | 174 | 84.3\% | 55.5 | 7.3 | E |
|  | Right Turn | 195 | 163 | 83.5\% | 53.1 | 6.8 | D |
|  | Subtotal | 421 | 349 | 82.9\% | 54.4 | 5.8 | D |
| Total |  | 1,260 | 1,118 | 88.7\% | 51.1 | 4.9 | D |

Intersection 14
Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 18 | 18 | 100.0\% | 46.8 | 21.7 | D |
|  | Through | 283 | 299 | 105.7\% | 32.4 | 5.1 | C |
|  | Right Turn | 5 | 7 | 144.0\% | 26.6 | 17.6 | C |
|  | Subtotal | 306 | 324 | 106.0\% | 33.1 | 4.6 | C |
| SB | Left Turn | 5 | 3 | 56.0\% | 30.0 | 25.9 | C |
|  | Through | 18 | 14 | 75.6\% | 43.2 | 26.9 | D |
|  | Right Turn | 5 | 5 | 96.0\% | 24.3 | 20.2 | C |
|  | Subtotal | 28 | 21 | 75.7\% | 45.1 | 17.9 | D |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 159 | 151 | 94.8\% | 24.7 | 3.1 | C |
|  | Right Turn | 29 | 27 | 93.8\% | 17.9 | 7.9 | B |
|  | Subtotal | 188 | 178 | 94.7\% | 23.7 | 3.3 | C |
| SW | Left Turn | 202 | 174 | 86.3\% | 11.7 | 2.0 | B |
|  | Through | 783 | 660 | 84.3\% | 12.1 | 2.8 | B |
|  | Right Turn | 659 | 564 | 85.6\% | 26.0 | 12.3 | C |
|  | Subtotal | 1,644 | 1,399 | 85.1\% | 17.6 | 5.4 | B |
| Total |  | 2,166 | 1,923 | 88.8\% | 21.2 | 3.7 | C |

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

Medical Center / Stadium / Railyards SP EIR

Pre-Event Hour

Intersection 15 N 16th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 432 | 451 | 104.4\% | 10.5 | 1.1 | B |
|  | Through | 970 | 982 | 101.2\% | 6.5 | 0.8 | A |
|  | Right Turn | 2 | 3 | 160.0\% | 0.5 | 1.1 | A |
|  | Subtotal | 1,404 | 1,436 | 102.3\% | 7.8 | 0.8 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 43 | 34 | 80.0\% | 14.9 | 3.5 | B |
|  | Through Right Turn | 2 | 2 | 120.0\% | 7.8 | 10.6 | A |
|  | Subtotal | 45 | 37 | 81.8\% | 14.6 | 2.6 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 1 | 0 | 0.0\% | 1.2 | 0.2 | A |
|  | Right Turn | 3 | 4 | 120.0\% | 2.1 | 1.4 | A |
|  | Subtotal | 4 | 4 | 90.0\% | 1.5 | 1.8 | A |
| Total |  | 1,453 | 1,476 | 101.6\% | 7.9 | 0.7 | A |

Intersection 16 Sunbeam Ave-Sproule Ave/N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 12 | 10 | 86.7\% | 8.7 | 7.9 | A |
|  | Through Right Turn | 5 | 4 | 88.0\% | 9.5 | 15.2 | A |
|  | Subtotal | 17 | 15 | 87.1\% | 9.5 | 7.3 | A |
| SB | Left Turn <br> Through | 7 | 4 | 51.4\% | 4.2 | 3.2 | A |
|  | Right Turn | 9 | 4 | 40.0\% | 1.5 | 1.1 | A |
|  | Subtotal | 16 | 7 | 45.0\% | 3.3 | 3.1 | A |
| EB | Left Turn <br> Through <br> Right Turn | 8 | 9 | 110.0\% | 8.1 | 6.5 | A |
|  | Subtotal | 8 | 9 | 110.0\% | 8.1 | 6.5 | A |
| WB | Left Turn | 20 | 12 | 58.0\% | 2.4 | 3.0 | A |
|  | Through | 1,645 | 1,386 | 84.3\% | 3.0 | 1.1 | A |
|  | Right Turn | 2 | 0 | 0.0\% | 0.0 | 0.0 | A |
|  | Subtotal | 1,667 | 1,398 | 83.9\% | 3.0 | 1.1 | A |
| Total |  | 1,708 | 1,429 | 83.7\% | 3.1 | 1.2 | A |

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

Medical Center / Stadium / Railyards SP EIR

Pre-Event Hour

Intersection 40 8th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 122 | 122 | 100.0\% | 9.7 | 1.3 | A |
|  | Subtotal | 122 | 122 | 100.0\% | 9.7 | 1.3 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 175 \\ 20 \end{gathered}$ | $\begin{gathered} 156 \\ 17 \end{gathered}$ | $\begin{aligned} & 89.1 \% \\ & 84.0 \% \end{aligned}$ | $\begin{aligned} & 9.9 \\ & 6.5 \end{aligned}$ | $\begin{aligned} & 3.1 \\ & 3.9 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 195 | 173 | 88.6\% | 9.6 | 2.9 | A |
| WB | Left Turn | 242 | 222 | 91.6\% | 22.8 | 3.7 | C |
|  | Through Right Turn | 421 | 377 | 89.5\% | 19.2 | 11.3 | B |
|  | Subtotal | 663 | 598 | 90.3\% | 20.7 | 7.6 | C |
| Total |  | 980 | 893 | 91.1\% | 17.2 | 5.3 | B |

Intersection 51
5th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 157 | 157 | 100.1\% | 26.2 | 9.6 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 37 | 36 | 96.2\% | 105.6 | 80.7 | F |
|  | Subtotal | 194 | 193 | 99.4\% | 41.8 | 23.4 | D |
| SB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 334 | 308 | 92.1\% | 6.3 | 1.3 | A |
|  | Right Turn | 7 | 6 | 91.4\% | 3.3 | 1.5 | A |
|  | Subtotal | 341 | 314 | 92.1\% | 6.2 | 1.3 | A |
| WB | Left Turn | 35 | 27 | 77.7\% | 28.3 | 7.1 | C |
|  | Through | 312 | 260 | 83.2\% | 2.1 | 0.7 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 347 | 287 | 82.7\% | 4.6 | 1.2 | A |
| Total |  | 882 | 794 | 90.0\% | 14.5 | 6.5 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Stadium
Pre-Event Hour

Intersection 53 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 28 | 26 | 94.3\% | 37.2 | 8.6 | D |
|  | Through | 50 | 59 | 118.4\% | 16.9 | 5.4 | B |
|  | Right Turn | 164 | 168 | 102.2\% | 9.6 | 2.5 | A |
|  | Subtotal | 242 | 253 | 104.6\% | 14.3 | 2.7 | B |
| SB | Left Turn | 15 | 11 | 72.0\% | 55.1 | 19.7 | E |
|  | Through | 62 | 46 | 73.5\% | 45.2 | 11.8 | D |
|  | Right Turn | 195 | 151 | 77.5\% | 21.9 | 8.7 | C |
|  | Subtotal | 272 | 208 | 76.3\% | 28.8 | 8.3 | C |
| EB | Left Turn | 114 | 101 | 88.4\% | 45.8 | 3.8 | D |
|  | Through | 219 | 204 | 93.0\% | 26.0 | 6.3 | C |
|  | Right Turn | 38 | 36 | 94.7\% | 15.0 | 6.1 | B |
|  | Subtotal | 371 | 340 | 91.8\% | 30.9 | 3.5 | C |
| WB | Left Turn | 62 | 58 | 94.2\% | 65.7 | 13.4 | E |
|  | Through | 124 | 118 | 95.2\% | 12.7 | 3.3 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 186 | 176 | 94.8\% | 30.2 | 4.7 | C |
| Total |  | 1,071 | 978 | 91.3\% | 26.1 | 3.5 | C |

## Intersection 54

7th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 39 | 39 | 100.5\% | 60.9 | 13.5 | E |
|  | Through | 276 | 256 | 92.9\% | 73.3 | 24.0 | E |
|  | Right Turn | 258 | 258 | 99.8\% | 66.9 | 24.4 | E |
|  | Subtotal | 573 | 553 | 96.5\% | 69.4 | 23.0 | E |
| SB | Left Turn | 8 | 6 | 75.0\% | 54.3 | 35.3 | D |
|  | Through Right Turn | 24 | 20 | 81.7\% | 33.9 | 9.6 | C |
|  | Subtotal | 32 | 26 | 80.0\% | 41.7 | 9.2 | D |
| EB | Left Turn | 121 | 124 | 102.5\% | 54.7 | 6.9 | D |
|  | Through | 235 | 232 | 98.7\% | 23.0 | 7.4 | C |
|  | Right Turn | 42 | 36 | 84.8\% | 19.2 | 8.7 | B |
|  | Subtotal | 398 | 392 | 98.4\% | 32.6 | 5.2 | C |
| WB | Left Turn | 48 | 51 | 105.8\% | 56.0 | 8.1 | E |
|  | Through | 147 | 132 | 89.5\% | 25.5 | 3.6 | C |
|  | Right Turn | 13 | 13 | 101.5\% | 24.3 | 12.7 | C |
|  | Subtotal | 208 | 196 | 94.0\% | 33.6 | 4.0 | C |
| Total |  | 1,211 | 1,166 | 96.3\% | 50.3 | 11.5 | D |

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

Medical Center / Stadium / Railyards SP EIR

Pre-Event Hour

Intersection 55 8th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 54 | 44 | 82.2\% | 24.8 | 6.0 | C |
|  | Right Turn | 164 | 156 | 94.9\% | 10.9 | 2.4 | B |
|  | Subtotal | 218 | 200 | 91.7\% | 13.8 | 2.6 | B |
| EB | Left Turn | 111 | 107 | 96.6\% | 29.4 | 3.6 | C |
|  | Through | 107 | 109 | 101.7\% | 5.7 | 1.3 | A |
|  | Right Turn | 283 | 285 | 100.6\% | 3.3 | 0.7 | A |
|  | Subtotal | 501 | 501 | 100.0\% | 9.3 | 1.6 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 44 | 41 | 92.7\% | 6.3 | 2.8 | A |
|  | Right Turn | 24 | 27 | 111.7\% | 2.0 | 1.5 | A |
|  | Subtotal | 68 | 68 | 99.4\% | 4.7 | 2.0 | A |
| Total |  | 787 | 768 | 97.6\% | 10.0 | 1.6 | B |

Intersection 56
N 10th St/Railyards Blvd
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 68 | 65 | 95.3\% | 4.0 | 0.4 | A |
|  | Subtotal | 68 | 65 | 95.3\% | 4.0 | 0.4 | A |
| EB | Left Turn <br> Through <br> Right Turn | 161 | 150 | 93.2\% | 4.6 | 0.9 | A |
|  | Subtotal | 161 | 150 | 93.2\% | 4.6 | 0.9 | A |
| WB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 229 | 215 | 93.8\% | 4.4 | 0.6 | A |

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

Medical Center / Stadium / Railyards SP EIR

Pre-Event Hour

Intersection 60 5th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 620 | 626 | 101.0\% | 3.9 | 7.4 | A |
|  | Subtotal | 620 | 626 | 101.0\% | 3.9 | 7.4 | A |
| SB | Left Turn <br> Through <br> Right Turn | 42 | 34 | 81.0\% | 0.9 | 0.2 | A |
|  | Subtotal | 42 | 34 | 81.0\% | 0.9 | 0.2 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 662 | 660 | 99.7\% | 3.7 | 7.1 | A |

Intersection 61 6th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 242 | 256 | 105.8\% | 2.5 | 0.6 | A |
|  | Subtotal | 242 | 256 | 105.8\% | 2.5 | 0.6 | A |
| SB | Left Turn <br> Through <br> Right Turn | 162 | 134 | 82.7\% | 1.8 | 0.3 | A |
|  | Subtotal | 162 | 134 | 82.7\% | 1.8 | 0.3 | A |
| EB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 404 | 390 | 96.5\% | 2.3 | 0.4 | A |

## Baseline Plus RSPU Pre-Event Mitigations

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

| Intersection 13 |  | N 7th St/N B St |  |  |  |  | Signal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 31 | 21 | 67.1\% | 64.9 | 17.8 | E |
|  | Through | 421 | 319 | 75.8\% | 57.4 | 13.5 | E |
|  | Right Turn | 187 | 157 | 84.1\% | 55.1 | 13.3 | E |
|  | Subtotal | 639 | 497 | 77.8\% | 56.9 | 13.0 | E |
| SB | Left Turn | 18 | 15 | 82.2\% | 61.4 | 30.0 | E |
|  | Through | 128 | 129 | 100.9\% | 20.9 | 3.5 | C |
|  | Right Turn | 7 | 7 | 102.9\% | 24.3 | 17.7 | C |
|  | Subtotal | 153 | 151 | 98.8\% | 24.9 | 3.9 | C |
| EB | Left Turn | 89 | 74 | 83.1\% | 67.8 | 18.6 | E |
|  | Through | 69 | 68 | 98.6\% | 28.4 | 7.1 | C |
|  | Right Turn | 44 | 47 | 107.3\% | 19.3 | 4.0 | B |
|  | Subtotal | 202 | 189 | 93.7\% | 42.4 | 9.4 | D |
| WB | Left Turn | 102 | 79 | 77.6\% | 82.9 | 25.8 | F |
|  | Through | 142 | 143 | 100.8\% | 42.1 | 12.7 | D |
|  | Right Turn | 175 | 152 | 86.6\% | 36.2 | 9.5 | D |
|  | Subtotal | 419 | 374 | 89.3\% | 48.7 | 11.9 | D |
| Total |  | 1,413 | 1,212 | 85.7\% | 48.1 | 6.3 | D |

```
Intersection 14
```

Dos Rios St/N B St-N 12th St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 137 | 102 | 74.7\% | 175.3 | 29.1 | F |
|  | Through | 255 | 211 | 82.8\% | 158.7 | 26.3 | F |
|  | Right Turn | 260 | 193 | 74.2\% | 151.6 | 28.0 | F |
|  | Subtotal | 652 | 506 | 77.7\% | 159.8 | 25.5 | F |
| SB | Left Turn | 45 | 45 | 100.4\% | 28.8 | 8.5 | C |
|  | Through | 56 | 58 | 104.3\% | 28.1 | 5.5 | C |
|  | Right Turn | 5 | 6 | 112.0\% | 17.2 | 16.5 | B |
|  | Subtotal | 106 | 109 | 103.0\% | 28.2 | 4.2 | C |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 313 | 248 | 79.1\% | 29.5 | 4.4 | C |
|  | Right Turn | 98 | 74 | 75.1\% | 23.2 | 3.6 | C |
|  | Subtotal | 411 | 321 | 78.2\% | 28.1 | 3.9 | C |
| SW | Left Turn | 194 | 178 | 92.0\% | 28.1 | 3.1 | C |
|  | Through | 1,271 | 1,291 | 101.6\% | 29.3 | 1.9 | C |
|  | Right Turn | 400 | 391 | 97.8\% | 39.3 | 6.5 | D |
|  | Subtotal | 1,865 | 1,860 | 99.8\% | 31.4 | 2.5 | C |
| Total |  | 3,034 | 2,797 | 92.2\% | 54.2 | 4.7 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 15 N 16th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 747 | 741 | 99.2\% | 22.4 | 5.8 | C |
|  | Through | 899 | 875 | 97.3\% | 9.0 | 0.8 | A |
|  | Right Turn | 2 | 2 | 100.0\% | 1.3 | 1.8 | A |
|  | Subtotal | 1,648 | 1,618 | 98.2\% | 15.1 | 2.8 | B |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 293 | 244 | 83.1\% | 27.7 | 2.3 | C |
|  | Through Right Turn | 2 | 2 | 100.0\% | 13.4 | 15.2 | B |
|  | Subtotal | 295 | 246 | 83.3\% | 27.7 | 2.3 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 1 | 2 | 160.0\% | 9.5 | 13.2 | A |
|  | Right Turn | 3 | 4 | 133.3\% | 2.9 | 3.8 | A |
|  | Subtotal | 4 | 6 | 140.0\% | 8.9 | 10.1 | A |
| Total |  | 1,947 | 1,869 | 96.0\% | 16.8 | 2.5 | B |

Intersection 38
5th St/Bannon St-N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 97 | 88 | 91.1\% | 5.6 | 1.4 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 5 | 4 | 88.0\% | 2.6 | 4.0 | A |
|  | Subtotal | 102 | 93 | 91.0\% | 5.5 | 1.4 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 140 | 142 | 101.4\% | 6.0 | 1.4 | A |
|  | Right Turn | 105 | 114 | 109.0\% | 3.4 | 0.4 | A |
|  | Subtotal | 245 | 256 | 104.7\% | 4.8 | 0.9 | A |
| WB | Left Turn | 8 | 7 | 85.0\% | 9.9 | 8.0 | A |
|  | Through | 97 | 85 | 87.4\% | 6.3 | 1.2 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 105 | 92 | 87.2\% | 6.6 | 1.4 | A |
| Total |  | 452 | 441 | 97.5\% | 5.3 | 0.9 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 39 6th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 32 | 25 | 78.8\% | 9.1 | 3.7 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 86 | 83 | 96.7\% | 5.1 | 0.6 | A |
|  | Subtotal | 118 | 108 | 91.9\% | 6.1 | 0.9 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 116 | 116 | 99.7\% | 10.6 | 1.6 | B |
|  | Right Turn | 29 | 32 | 111.7\% | 9.3 | 4.3 | A |
|  | Subtotal | 145 | 148 | 102.1\% | 10.3 | 2.1 | B |
| WB | Left Turn | 107 | 104 | 96.8\% | 21.4 | 5.7 | C |
|  | Through | 73 | 66 | 90.4\% | 6.1 | 1.3 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 180 | 170 | 94.2\% | 15.4 | 3.6 | B |
| Total |  | 443 | 426 | 96.2\% | 11.3 | 1.8 | B |

Intersection 40 8th St/N B St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn | 98 | 88 | 90.2\% | 4.6 | 0.8 | A |
|  | Subtotal | 98 | 88 | 90.2\% | 4.6 | 0.8 | A |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn Through Right Turn | $\begin{gathered} 205 \\ 10 \end{gathered}$ | $\begin{gathered} 168 \\ 13 \end{gathered}$ | $\begin{aligned} & 82.1 \% \\ & 128.0 \% \end{aligned}$ | $\begin{aligned} & 6.0 \\ & 5.3 \end{aligned}$ | $\begin{aligned} & 1.2 \\ & 3.2 \end{aligned}$ | $\begin{aligned} & \text { A } \\ & \text { A } \end{aligned}$ |
|  | Subtotal | 215 | 181 | 84.3\% | 6.0 | 1.2 | A |
| WB | Left Turn | 92 | 72 | 77.8\% | 13.6 | 1.7 | B |
|  | Through Right Turn | 419 | 394 | 93.9\% | 8.1 | 1.5 | A |
|  | Subtotal | 511 | 465 | 91.0\% | 8.9 | 1.3 | A |
| Total |  | 824 | 735 | 89.2\% | 7.7 | 1.0 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 41
10th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 4 | 5 | 120.0\% | 23.5 | 17.7 | C |
|  | Through | 359 | 266 | 74.0\% | 19.3 | 4.2 | B |
|  | Right Turn | 161 | 119 | 73.8\% | 14.0 | 3.1 | B |
|  | Subtotal | 524 | 389 | 74.3\% | 17.9 | 3.5 | B |
| SB | Left Turn | 16 | 12 | 77.5\% | 22.7 | 8.4 | C |
|  | Through | 22 | 20 | 89.1\% | 10.9 | 6.0 | B |
|  | Right Turn | 29 | 27 | 93.8\% | 6.3 | 2.9 | A |
|  | Subtotal | 67 | 59 | 88.4\% | 11.5 | 3.9 | B |
| EB | Left Turn | 30 | 29 | 97.3\% | 28.1 | 5.1 | C |
|  | Through | 234 | 195 | 83.4\% | 10.6 | 1.9 | B |
|  | Right Turn | 5 | 5 | 96.0\% | 7.2 | 11.2 | A |
|  | Subtotal | 269 | 229 | 85.2\% | 12.8 | 2.0 | B |
| WB | Left Turn | 55 | 51 | 93.1\% | 23.4 | 5.8 | C |
|  | Through | 543 | 496 | 91.3\% | 14.1 | 2.1 | B |
|  | Right Turn | 17 | 12 | 68.2\% | 11.8 | 8.2 | B |
|  | Subtotal | 615 | 558 | 90.8\% | 14.9 | 1.8 | B |
| Total |  | 1,475 | 1,236 | 83.8\% | 15.4 | 1.3 | B |

Intersection 42
Bercut Dr/South Park St
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 | 488 | 433 | 88.8\% | 5.9 | 0.9 | A |
|  | Right Turn | 39 | 38 | 96.4\% | 4.2 | 1.2 | A |
|  | Subtotal | 527 | 471 | 89.3\% | 5.8 | 0.9 | A |
| SB | Left Turn | 22 | 23 | 103.6\% | 14.7 | 5.2 | B |
|  | Through | 294 | 300 | 102.0\% | 7.5 | 1.4 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 316 | 323 | 102.2\% | 8.0 | 1.4 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 17 | 20 | 120.0\% | 7.2 | 2.4 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 154 | 143 | 93.0\% | 7.2 | 1.2 | A |
|  | Subtotal | 171 | 164 | 95.7\% | 7.2 | 1.1 | A |
| Total |  | 1,014 | 957 | 94.4\% | 6.8 | 0.8 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 43 5th St/South Park St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 89 | 75 | 84.5\% | 36.7 | 16.4 | D |
|  | Through | 47 | 42 | 90.2\% | 11.9 | 2.7 | B |
|  | Right Turn | 17 | 15 | 89.4\% | 5.6 | 3.4 | A |
|  | Subtotal | 153 | 133 | 86.8\% | 26.0 | 11.6 | C |
| SB | Left Turn | 22 | 19 | 87.3\% | 31.3 | 8.6 | C |
|  | Through | 80 | 84 | 105.0\% | 26.0 | 18.4 | C |
|  | Right Turn | 11 | 13 | 116.4\% | 8.0 | 6.5 | A |
|  | Subtotal | 113 | 116 | 102.7\% | 24.4 | 14.4 | C |
| EB | Left Turn | 12 | 11 | 93.3\% | 44.4 | 29.5 | D |
|  | Through | 92 | 95 | 103.5\% | 37.4 | 37.3 | D |
|  | Right Turn | 170 | 177 | 104.2\% | 28.5 | 32.2 | C |
|  | Subtotal | 274 | 284 | 103.5\% | 32.0 | 33.1 | C |
| WB | Left Turn | 61 | 54 | 89.2\% | 36.2 | 30.7 | D |
|  | Through | 43 | 42 | 98.6\% | 30.7 | 17.4 | C |
|  | Right Turn | 43 | 40 | 92.1\% | 24.5 | 37.3 | C |
|  | Subtotal | 147 | 136 | 92.8\% | 31.2 | 28.8 | C |
| Total |  | 687 | 669 | 97.4\% | 28.8 | 20.5 | C |

Intersection 44
Judah St/South Park St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 20 | 20 | 102.0\% | 6.2 | 2.0 | A |
|  | Through | 5 | 6 | 128.0\% | 4.3 | 3.6 | A |
|  | Right Turn | 34 | 32 | 95.3\% | 4.6 | 0.9 | A |
|  | Subtotal | 59 | 59 | 100.3\% | 5.2 | 1.0 | A |
| SB | Left Turn | 5 | 6 | 112.0\% | 5.1 | 3.8 | A |
|  | Through | 5 | 6 | 128.0\% | 6.9 | 4.0 | A |
|  | Right Turn | 31 | 32 | 101.9\% | 3.6 | 0.8 | A |
|  | Subtotal | 41 | 44 | 106.3\% | 4.7 | 1.0 | A |
| EB | Left Turn | 15 | 15 | 98.7\% | 4.3 | 1.2 | A |
|  | Through | 90 | 85 | 94.2\% | 2.3 | 0.5 | A |
|  | Right Turn | 26 | 30 | 113.8\% | 1.6 | 0.3 | A |
|  | Subtotal | 131 | 129 | 98.6\% | 2.3 | 0.4 | A |
| WB | Left Turn | 13 | 10 | 80.0\% | 3.8 | 2.0 | A |
|  | Through | 96 | 93 | 96.7\% | 2.3 | 0.2 | A |
|  | Right Turn | 18 | 16 | 91.1\% | 1.8 | 0.6 | A |
|  | Subtotal | 127 | 120 | 94.2\% | 2.4 | 0.2 | A |
| Total |  | 358 | 352 | 98.2\% | 3.1 | 0.2 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 45
6th St/South Park St
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 15 | 11 | 74.7\% | 6.1 | 3.0 | A |
|  | Through | 87 | 80 | 92.0\% | 10.7 | 0.8 | B |
|  | Right Turn | 111 | 101 | 90.8\% | 7.3 | 1.0 | A |
|  | Subtotal | 213 | 192 | 90.1\% | 8.8 | 0.7 | A |
| SB | Left Turn <br> Through <br> Right Turn | 136 | 132 | 97.4\% | 9.9 | 0.6 | A |
|  | Subtotal | 136 | 132 | 97.4\% | 9.9 | 0.6 | A |
| EB | Left Turn | 31 | 30 | 96.8\% | 8.9 | 1.3 | A |
|  | Through | 83 | 82 | 98.3\% | 10.2 | 1.3 | B |
|  | Right Turn | 15 | 12 | 77.3\% | 5.5 | 1.8 | A |
|  | Subtotal | 129 | 123 | 95.5\% | 9.5 | 1.3 | A |
| WB | Left Turn | 51 | 43 | 83.9\% | 7.3 | 1.6 | A |
|  | Through Right Turn | 112 | 108 | 96.4\% | 7.8 | 0.7 | A |
|  | Subtotal | 163 | 151 | 92.5\% | 7.6 | 0.6 | A |
| Total |  | 641 | 598 | 93.4\% | 8.9 | 0.5 | A |

## Intersection 46

7th St/South Park St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 6 | 3 | 53.3\% | 4.1 | 4.7 | A |
|  | Through Right Turn | 496 | 391 | 78.9\% | 11.7 | 4.3 | B |
|  | Subtotal | 502 | 394 | 78.6\% | 11.6 | 4.3 | B |
| SB | Left Turn Through | 175 | 164 | 93.7\% | 6.8 | 1.6 | A |
|  | Right Turn | 157 | 148 | 94.3\% | 3.7 | 0.3 | A |
|  | Subtotal | 332 | 312 | 94.0\% | 5.3 | 0.9 | A |
| EB | Left Turn | 193 | 179 | 92.8\% | 8.4 | 1.0 | A |
|  | Through <br> Right Turn | 1 | 0 | 40.0\% | 0.5 | 1.5 | A |
|  | Subtotal | 194 | 180 | 92.6\% | 8.4 | 1.0 | A |
| WB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,028 | 886 | 86.2\% | 8.8 | 1.9 | A |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 47 Railyards Blvd/Jibboom St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn <br> Through <br> Right Turn | 549 | 550 | 100.1\% | 6.5 | 6.5 | A |
|  | Subtotal | 549 | 550 | 100.1\% | 6.5 | 6.5 | A |
| WB | Left Turn <br> Through <br> Right Turn | 137 | 122 | 88.8\% | 1.0 | 0.2 | A |
|  | Subtotal | 137 | 122 | 88.8\% | 1.0 | 0.2 | A |
| Total |  | 686 | 671 | 97.8\% | 5.6 | 5.4 | A |

Intersection 48 Bercut Dr/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 39 | 38 | 98.5\% | 36.4 | 7.1 | D |
|  | Through | 62 | 56 | 91.0\% | 22.0 | 3.9 | C |
|  | Right Turn | 119 | 112 | 93.8\% | 14.3 | 1.3 | B |
|  | Subtotal | 220 | 206 | 93.8\% | 20.2 | 0.9 | C |
| SB | Left Turn | 75 | 76 | 101.9\% | 40.5 | 11.2 | D |
|  | Through | 202 | 202 | 100.2\% | 18.5 | 1.9 | B |
|  | Right Turn | 8 | 9 | 110.0\% | 9.0 | 8.1 | A |
|  | Subtotal | 285 | 288 | 100.9\% | 24.2 | 3.5 | C |
| EB | Left Turn | 15 | 15 | 98.7\% | 54.0 | 25.5 | D |
|  | Through | 290 | 283 | 97.7\% | 34.8 | 8.2 | C |
|  | Right Turn | 244 | 239 | 98.0\% | 27.5 | 6.5 | C |
|  | Subtotal | 549 | 537 | 97.9\% | 32.1 | 7.4 | C |
| WB | Left Turn | 113 | 91 | 80.7\% | 34.0 | 4.9 | C |
|  | Through | 90 | 76 | 84.0\% | 13.1 | 3.8 | B |
|  | Right Turn | 290 | 237 | 81.8\% | 7.9 | 1.3 | A |
|  | Subtotal | 493 | 404 | 81.9\% | 14.8 | 1.6 | B |
| Total |  | 1,547 | 1,435 | 92.8\% | 24.1 | 3.2 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 49
PH Garage Entry/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 99 | 82 | 82.8\% | 10.3 | 2.1 | B |
|  | Through | 1 | 1 | 80.0\% | 2.5 | 6.6 | A |
|  | Right Turn | 60 | 63 | 104.7\% | 7.1 | 0.7 | A |
|  | Subtotal | 160 | 146 | 91.0\% | 8.9 | 1.3 | A |
| SB | Left Turn | 135 | 139 | 102.8\% | 10.0 | 1.7 | B |
|  | Through | 1 | 2 | 160.0\% | 3.2 | 5.9 | A |
|  | Right Turn | 52 | 53 | 102.3\% | 6.8 | 1.9 | A |
|  | Subtotal | 188 | 194 | 103.0\% | 9.2 | 1.6 | A |
| EB | Left Turn | 16 | 16 | 100.0\% | 18.3 | 7.0 | B |
|  | Through | 318 | 311 | 97.7\% | 11.0 | 1.4 | B |
|  | Right Turn | 45 | 39 | 87.1\% | 8.6 | 2.6 | A |
|  | Subtotal | 379 | 366 | 96.6\% | 11.0 | 1.6 | B |
| WB | Left Turn | 42 | 31 | 74.3\% | 16.4 | 5.6 | B |
|  | Through | 325 | 253 | 77.9\% | 9.1 | 1.7 | A |
|  | Right Turn | 104 | 89 | 85.4\% | 7.7 | 1.3 | A |
|  | Subtotal | 471 | 373 | 79.2\% | 9.4 | 1.5 | A |
| Total |  | 1,198 | 1,078 | 90.0\% | 9.9 | 1.2 | A |

Intersection 50
HSB Entry-Huntington St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 21 | 16 | 76.2\% | 13.0 | 5.1 | B |
|  | Through | 5 | 7 | 144.0\% | 10.1 | 5.6 | B |
|  | Right Turn | 59 | 56 | 95.6\% | 8.2 | 1.9 | A |
|  | Subtotal | 85 | 80 | 93.6\% | 9.5 | 2.3 | A |
| SB | Left Turn | 10 | 10 | 96.0\% | 17.9 | 8.1 | B |
|  | Through | 5 | 6 | 112.0\% | 4.0 | 4.8 | A |
|  | Right Turn | 5 | 7 | 136.0\% | 6.0 | 3.4 | A |
|  | Subtotal | 20 | 22 | 110.0\% | 12.0 | 4.4 | B |
| EB | Left Turn | 5 | 6 | 128.0\% | 11.8 | 8.0 | B |
|  | Through | 500 | 498 | 99.5\% | 12.2 | 2.6 | B |
|  | Right Turn | 8 | 8 | 105.0\% | 8.3 | 5.2 | A |
|  | Subtotal | 513 | 512 | 99.9\% | 12.1 | 2.6 | B |
| WB | Left Turn | 4 | 2 | 40.0\% | 10.2 | 13.5 | B |
|  | Through | 445 | 364 | 81.8\% | 13.1 | 1.7 | B |
|  | Right Turn | 10 | 12 | 120.0\% | 11.5 | 6.6 | B |
|  | Subtotal | 459 | 378 | 82.3\% | 13.2 | 1.7 | B |
| Total |  | 1,077 | 992 | 92.1\% | 12.4 | 1.7 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 51 5th St-Stanford St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 57 | 54 | 95.4\% | 40.0 | 8.4 | D |
|  | Through | 100 | 89 | 89.2\% | 25.7 | 3.1 | C |
|  | Right Turn | 19 | 17 | 88.4\% | 14.2 | 5.0 | B |
|  | Subtotal | 176 | 160 | 91.1\% | 29.5 | 3.5 | C |
| SB | Left Turn | 82 | 66 | 80.5\% | 92.5 | 65.1 | F |
|  | Through | 195 | 185 | 95.0\% | 34.9 | 23.2 | C |
|  | Right Turn | 34 | 40 | 116.5\% | 26.7 | 13.7 | C |
|  | Subtotal | 311 | 291 | 93.5\% | 46.2 | 30.4 | D |
| EB | Left Turn | 17 | 16 | 96.5\% | 49.3 | 12.6 | D |
|  | Through | 456 | 423 | 92.8\% | 32.2 | 18.1 | C |
|  | Right Turn | 70 | 65 | 92.6\% | 17.9 | 9.1 | B |
|  | Subtotal | 543 | 504 | 92.9\% | 30.9 | 16.8 | C |
| WB | Left Turn | 49 | 30 | 61.2\% | 43.3 | 11.3 | D |
|  | Through | 523 | 393 | 75.2\% | 13.2 | 2.2 | B |
|  | Right Turn | 36 | 29 | 80.0\% | 11.6 | 4.5 | B |
|  | Subtotal | 608 | 452 | 74.3\% | 15.1 | 2.6 | B |
| Total |  | 1,638 | 1,408 | 85.9\% | 28.1 | 8.7 | C |

Intersection 52
Judah St/Railyards Blvd
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 14 | 16 | 111.4\% | 31.4 | 16.5 | D |
|  | Subtotal | 14 | 16 | 111.4\% | 31.4 | 16.5 | D |
| EB | Left Turn <br> Through <br> Right Turn | 557 | 486 | 87.2\% | 19.9 | 12.9 | C |
|  | Subtotal | 557 | 486 | 87.2\% | 19.9 | 12.9 | C |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 594 \\ 16 \end{gathered}$ | $\begin{gathered} 436 \\ 12 \end{gathered}$ | $\begin{aligned} & 73.3 \% \\ & 75.0 \% \end{aligned}$ | $\begin{aligned} & 2.3 \\ & 2.3 \end{aligned}$ | $\begin{aligned} & 0.6 \\ & 2.0 \end{aligned}$ | A |
|  | Subtotal | 610 | 448 | 73.4\% | 2.3 | 0.6 | A |
| Total |  | 1,181 | 949 | 80.3\% | 11.5 | 6.2 | B |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 53 6th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 8 | 5 | 65.0\% | 10.9 | 17.3 | B |
|  | Through | 138 | 139 | 100.9\% | 19.3 | 5.2 | B |
|  | Right Turn | 332 | 304 | 91.7\% | 20.7 | 6.3 | C |
|  | Subtotal | 478 | 449 | 93.9\% | 20.3 | 4.3 | C |
| SB | Left Turn | 18 | 12 | 68.9\% | 72.0 | 84.3 | E |
|  | Through | 78 | 76 | 97.9\% | 18.6 | 4.2 | B |
|  | Right Turn | 106 | 94 | 88.7\% | 12.5 | 2.7 | B |
|  | Subtotal | 202 | 183 | 90.5\% | 19.0 | 6.2 | B |
| EB | Left Turn | 59 | 46 | 78.0\% | 86.8 | 30.9 | F |
|  | Through | 479 | 387 | 80.8\% | 69.3 | 27.0 | E |
|  | Right Turn | 19 | 27 | 141.1\% | 32.2 | 14.0 | C |
|  | Subtotal | 557 | 460 | 82.6\% | 68.8 | 26.3 | E |
| WB | Left Turn | 275 | 206 | 74.8\% | 27.5 | 4.1 | C |
|  | Through | 496 | 355 | 71.6\% | 15.5 | 2.2 | B |
|  | Right Turn | 16 | 14 | 90.0\% | 15.7 | 7.6 | B |
|  | Subtotal | 787 | 575 | 73.1\% | 19.9 | 2.6 | B |
| Total |  | 2,024 | 1,667 | 82.4\% | 33.1 | 7.0 | C |

## Intersection 54

7th St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 301 | 238 | 79.2\% | 145.3 | 19.1 | F |
|  | Through | 218 | 172 | 78.9\% | 124.3 | 17.1 | F |
|  | Right Turn | 230 | 171 | 74.3\% | 125.1 | 22.1 | F |
|  | Subtotal | 749 | 581 | 77.6\% | 133.7 | 16.5 | F |
| SB | Left Turn | 7 | 6 | 85.7\% | 62.9 | 38.3 | E |
|  | Through Right Turn | 169 | 152 | 89.7\% | 31.2 | 8.0 | C |
|  | Subtotal | 176 | 158 | 89.5\% | 32.7 | 8.3 | C |
| EB | Left Turn | 259 | 201 | 77.5\% | 83.3 | 14.2 | F |
|  | Through | 420 | 350 | 83.3\% | 40.0 | 4.6 | D |
|  | Right Turn | 150 | 141 | 94.1\% | 12.0 | 1.4 | B |
|  | Subtotal | 829 | 692 | 83.5\% | 47.4 | 4.9 | D |
| WB | Left Turn | 215 | 165 | 76.8\% | 83.6 | 17.8 | F |
|  | Through | 486 | 371 | 76.4\% | 66.9 | 10.4 | E |
|  | Right Turn | 25 | 20 | 80.0\% | 68.1 | 21.2 | E |
|  | Subtotal | 726 | 556 | 76.6\% | 72.5 | 9.7 | E |
| Total |  | 2,480 | 1,987 | 80.1\% | 78.1 | 5.3 | E |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 55 8th St/Railyards Blvd Signal

| Direction | Movement | $\left\lvert\, \begin{gathered} \text { Demand } \\ \text { Volume (vph) } \end{gathered}\right.$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through Right Turn | 18 | 15 | 82.2\% | 15.5 | 8.2 | B |
|  | Subtotal | 18 | 15 | 82.2\% | 15.5 | 8.2 | B |
| EB | Left Turn | 22 | 16 | 72.7\% | 32.6 | 10.2 | C |
|  | Through | 502 | 389 | 77.5\% | 15.4 | 3.3 | B |
|  | Right Turn | 133 | 112 | 84.5\% | 11.1 | 3.3 | B |
|  | Subtotal | 657 | 518 | 78.8\% | 15.0 | 3.4 | B |
| WB | Left Turn | 50 | 43 | 85.6\% | 137.4 | 24.7 | F |
|  | Through | 708 | 568 | 80.3\% | 121.6 | 26.6 | F |
|  | Right Turn | 27 | 24 | 87.4\% | 117.5 | 27.8 | F |
|  | Subtotal | 785 | 635 | 80.9\% | 122.6 | 26.3 | F |
| Total |  | 1,460 | 1,167 | 79.9\% | 73.2 | 13.0 | E |

Intersection 56 10th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through <br> Right Turn | 23 | 23 | 99.1\% | 24.0 | 11.2 | C |
|  | Subtotal | 23 | 23 | 99.1\% | 24.0 | 11.2 | C |
| EB | Left Turn <br> Through <br> Right Turn | 502 | 383 | 76.3\% | 53.5 | 7.3 | D |
|  | Subtotal | 502 | 383 | 76.3\% | 53.5 | 7.3 | D |
| WB | Left Turn <br> Through <br> Right Turn | $\begin{gathered} 762 \\ 51 \end{gathered}$ | $\begin{gathered} 652 \\ 47 \end{gathered}$ | $\begin{aligned} & 85.6 \% \\ & 91.8 \% \end{aligned}$ | $\begin{aligned} & 68.8 \\ & 72.6 \end{aligned}$ | $\begin{aligned} & 18.4 \\ & 27.4 \end{aligned}$ | E |
|  | Subtotal | 813 | 699 | 86.0\% | 69.1 | 18.8 | E |
| Total |  | 1,338 | 1,105 | 82.6\% | 62.8 | 13.4 | E |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 57
Bercut Dr/Camille Ln
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 3 | 64.0\% | 4.9 | 4.5 | A |
|  | Through | 45 | 45 | 100.4\% | 8.8 | 1.8 | A |
|  | Right Turn | 63 | 57 | 90.8\% | 5.5 | 1.8 | A |
|  | Subtotal | 113 | 106 | 93.5\% | 7.1 | 1.3 | A |
| SB | Left Turn | 7 | 4 | 51.4\% | 5.4 | 6.3 | A |
|  | Through | 287 | 276 | 96.0\% | 18.5 | 4.8 | C |
|  | Right Turn | 265 | 244 | 92.1\% | 15.3 | 4.7 | C |
|  | Subtotal | 559 | 523 | 93.6\% | 17.0 | 4.7 | C |
| EB | Left Turn | 51 | 54 | 105.9\% | 7.0 | 1.9 | A |
|  | Through | 83 | 84 | 101.7\% | 9.1 | 1.5 | A |
|  | Right Turn | 5 | 6 | 120.0\% | 3.2 | 2.6 | A |
|  | Subtotal | 139 | 144 | 103.9\% | 8.2 | 1.4 | A |
| WB | Left Turn | 75 | 71 | 94.9\% | 9.0 | 2.3 | A |
|  | Through | 53 | 46 | 86.8\% | 10.9 | 1.8 | B |
|  | Right Turn | 124 | 110 | 89.0\% | 6.5 | 1.0 | A |
|  | Subtotal | 252 | 228 | 90.3\% | 8.2 | 1.3 | A |
| Total |  | 1,063 | 1,001 | 94.1\% | 12.8 | 2.7 | B |

Intersection 58
Huntington St/Camille Ln
Side-street Stop


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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 59
Stanford St/Camille Ln
All-way Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 17 | 20 | 117.6\% | 6.3 | 2.3 | A |
|  | Through | 16 | 13 | 82.5\% | 9.2 | 3.3 | A |
|  | Right Turn | 13 | 13 | 101.5\% | 4.5 | 3.0 | A |
|  | Subtotal | 46 | 46 | 100.9\% | 6.7 | 2.0 | A |
| SB | Left Turn | 3 | 2 | 53.3\% | 7.2 | 5.4 | A |
|  | Through | 5 | 5 | 104.0\% | 10.3 | 6.1 | B |
|  | Right Turn | 4 | 3 | 80.0\% | 7.5 | 4.0 | A |
|  | Subtotal | 12 | 10 | 83.3\% | 11.3 | 4.5 | B |
| EB | Left Turn | 54 | 56 | 103.7\% | 7.6 | 1.5 | A |
|  | Through | 243 | 230 | 94.7\% | 8.8 | 1.4 | A |
|  | Right Turn | 10 | 9 | 88.0\% | 5.0 | 4.4 | A |
|  | Subtotal | 307 | 295 | 96.0\% | 8.5 | 1.4 | A |
| WB | Left Turn | 13 | 10 | 73.8\% | 11.4 | 4.2 | B |
|  | Through | 297 | 270 | 91.0\% | 12.2 | 1.6 | B |
|  | Right Turn | 15 | 12 | 82.7\% | 9.5 | 6.0 | A |
|  | Subtotal | 325 | 292 | 90.0\% | 12.0 | 1.6 | B |
| Total |  | 690 | 644 | 93.3\% | 10.0 | 1.0 | B |

```
Intersection 60
```

5th St/Camille Ln
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 191 | 160 | 83.6\% | 27.0 | 4.6 | C |
|  | Through | 334 | 312 | 93.5\% | 19.5 | 3.2 | B |
|  | Right Turn | 282 | 253 | 89.6\% | 14.3 | 3.7 | B |
|  | Subtotal | 807 | 725 | 89.8\% | 19.3 | 2.7 | B |
| SB | Left Turn | 127 | 107 | 84.1\% | 41.5 | 9.3 | D |
|  | Through | 232 | 224 | 96.6\% | 20.5 | 3.1 | C |
|  | Right Turn | 5 | 4 | 80.0\% | 14.1 | 18.5 | B |
|  | Subtotal | 364 | 335 | 92.0\% | 27.1 | 4.2 | C |
| EB | Left Turn | 5 | 2 | 48.0\% | 38.8 | 25.5 | D |
|  | Through | 131 | 130 | 99.5\% | 27.1 | 4.8 | C |
|  | Right Turn | 123 | 111 | 90.1\% | 17.5 | 3.6 | B |
|  | Subtotal | 259 | 244 | 94.1\% | 23.0 | 4.1 | C |
| WB | Left Turn | 10 | 6 | 64.0\% | 36.9 | 27.9 | D |
|  | Through | 129 | 126 | 97.4\% | 28.2 | 7.0 | C |
|  | Right Turn | 183 | 178 | 97.0\% | 22.0 | 7.4 | C |
|  | Subtotal | 322 | 310 | 96.1\% | 24.9 | 7.4 | C |
| Total |  | 1,752 | 1,613 | 92.1\% | 22.7 | 2.9 | C |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 61 6th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 242 | 236 | 97.7\% | 31.8 | 4.2 | C |
|  | Through Right Turn | 157 | 166 | 106.0\% | 19.8 | 2.8 | B |
|  | Subtotal | 399 | 403 | 101.0\% | 26.8 | 3.6 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 326 | 270 | 82.7\% | 9.1 | 1.2 | A |
|  | Right Turn | 46 | 39 | 84.3\% | 7.3 | 2.7 | A |
|  | Subtotal | 372 | 308 | 82.9\% | 8.9 | 1.3 | A |
| EB | Left Turn | 321 | 286 | 89.2\% | 15.9 | 1.6 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 245 | 226 | 92.2\% | 8.3 | 1.8 | A |
|  | Subtotal | 566 | 512 | 90.5\% | 12.5 | 1.6 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,337 | 1,224 | 91.5\% | 16.4 | 1.5 | B |

## Intersection 62

5th St/Stevens St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 102 | 98 | 96.5\% | 63.9 | 16.6 | E |
|  | Through | 730 | 650 | 89.0\% | 58.3 | 24.8 | E |
|  | Right Turn | 132 | 134 | 101.2\% | 56.9 | 24.5 | E |
|  | Subtotal | 964 | 882 | 91.5\% | 58.9 | 23.9 | E |
| SB | Left Turn | 5 | 3 | 64.0\% | 37.5 | 30.7 | D |
|  | Through | 350 | 328 | 93.8\% | 9.6 | 1.6 | A |
|  | Right Turn | 10 | 11 | 112.0\% | 7.5 | 2.7 | A |
|  | Subtotal | 365 | 343 | 93.9\% | 9.8 | 1.6 | A |
| EB | Left Turn | 66 | 60 | 90.3\% | 31.7 | 6.9 | C |
|  | Through | 63 | 60 | 95.9\% | 33.5 | 4.3 | C |
|  | Right Turn | 197 | 182 | 92.2\% | 20.7 | 4.0 | C |
|  | Subtotal | 326 | 302 | 92.5\% | 25.4 | 4.0 | C |
| WB | Left Turn | 101 | 93 | 91.9\% | 47.4 | 24.0 | D |
|  | Through | 36 | 28 | 76.7\% | 44.2 | 27.0 | D |
|  | Right Turn | 11 | 14 | 130.9\% | 46.1 | 32.2 | D |
|  | Subtotal | 148 | 135 | 91.1\% | 46.3 | 24.8 | D |
| Total |  | 1,803 | 1,661 | 92.1\% | 41.6 | 10.1 | D |

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

Medical Center / Stadium / Railyards SP EIR
Baseline Plus Railyards SP
Pre-Event Hour

Intersection 63
6th St/Stevens St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 42 | 44 | 103.8\% | 16.7 | 13.5 | C |
|  | Through Right Turn | 537 | 544 | 101.4\% | 9.8 | 0.8 | A |
|  | Subtotal | 579 | 588 | 101.6\% | 10.5 | 1.7 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 342 | 295 | 86.3\% | 1.7 | 0.8 | A |
|  | Right Turn | 96 | 82 | 85.8\% | 2.0 | 2.2 | A |
|  | Subtotal | 438 | 378 | 86.2\% | 1.8 | 1.2 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 101 | 99 | 97.8\% | 5.9 | 0.9 | A |
|  | Subtotal | 101 | 99 | 97.8\% | 5.9 | 0.9 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,118 | 1,064 | 95.2\% | 7.0 | 1.4 | A |

## Cumulative Plus RSPU Pre-Event Mitigations

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 28 | 25 | 88.6\% | 59.0 | 22.8 | E |
|  | Through | 314 | 291 | 92.6\% | 29.4 | 3.2 | C |
|  | Right Turn | 202 | 176 | 87.3\% | 32.5 | 4.4 | C |
|  | Subtotal | 544 | 492 | 90.4\% | 32.4 | 3.9 | C |
| SB | Left Turn | 136 | 107 | 78.5\% | 179.7 | 67.9 | F |
|  | Through | 199 | 180 | 90.3\% | 26.2 | 7.8 | C |
|  | Right Turn | 38 | 36 | 95.8\% | 21.6 | 9.0 | C |
|  | Subtotal | 373 | 323 | 86.5\% | 76.6 | 24.9 | E |
| EB | Left Turn | 29 | 31 | 107.6\% | 81.9 | 22.0 | F |
|  | Through | 366 | 365 | 99.8\% | 33.6 | 5.5 | C |
|  | Right Turn | 5 | 5 | 104.0\% | 12.3 | 16.1 | B |
|  | Subtotal | 400 | 402 | 100.4\% | 37.3 | 6.0 | D |
| WB | Left Turn | 305 | 136 | 44.6\% | 135.1 | 5.5 | F |
|  | Through | 359 | 245 | 68.2\% | 38.9 | 6.6 | D |
|  | Right Turn | 71 | 55 | 77.2\% | 43.1 | 15.1 | D |
|  | Subtotal | 735 | 436 | 59.3\% | 69.6 | 6.0 | E |
| Total |  | 2,052 | 1,652 | 80.5\% | 51.9 | 6.5 | D |

Intersection 14 Dos Rios St/N B St-N 12th St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| WB | Left Turn | 25 | 18 | 73.6\% | 58.3 | 41.3 | E |
|  | Through | 557 | 460 | 82.5\% | 41.9 | 31.9 | D |
|  | Right Turn | 52 | 48 | 92.3\% | 39.1 | 35.9 | D |
|  | Subtotal | 634 | 526 | 83.0\% | 41.9 | 31.2 | D |
| SB | Left Turn <br> Through <br> Right Turn | 13 | 15 | 116.9\% | 0.0 | 0.1 | A |
|  | Subtotal | 13 | 15 | 116.9\% | 0.0 | 0.1 | A |
| EB | Left Turn <br> Through <br> Right Turn | $\begin{aligned} & 750 \\ & 238 \end{aligned}$ | $\begin{aligned} & 686 \\ & 182 \end{aligned}$ | $\begin{aligned} & 91.4 \% \\ & 76.5 \% \end{aligned}$ | $\begin{aligned} & 29.3 \\ & 36.0 \end{aligned}$ | $\begin{aligned} & 3.2 \\ & 4.9 \end{aligned}$ | $\begin{aligned} & \text { C } \\ & \text { D } \end{aligned}$ |
|  | Subtotal | 988 | 868 | 87.8\% | 30.7 | 3.5 | C |
| SW | Left Turn | 204 | 201 | 98.4\% | 17.2 | 1.8 | B |
|  | Through | 763 | 738 | 96.7\% | 29.6 | 17.1 | C |
|  | Right Turn | 453 | 376 | 82.9\% | 81.4 | 49.8 | F |
|  | Subtotal | 1,420 | 1,314 | 92.6\% | 42.0 | 22.4 | D |
| Total |  | 3,055 | 2,723 | 89.1\% | 37.6 | 15.3 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 773 | 749 | 96.9\% | 46.0 | 15.9 | D |
|  | Through | 757 | 778 | 102.8\% | 13.2 | 2.1 | B |
|  | Right Turn | 11 | 12 | 109.1\% | 3.8 | 2.8 | A |
|  | Subtotal | 1,541 | 1,539 | 99.9\% | 29.1 | 8.9 | C |
| SB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn | 322 | 282 | 87.7\% | 16.9 | 1.5 | B |
|  | Through Right Turn | 12 | 14 | 116.7\% | 16.7 | 5.8 | B |
|  | Subtotal | 334 | 296 | 88.7\% | 16.8 | 1.5 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 5 | 5 | 104.0\% | 5.9 | 6.0 | A |
|  | Right Turn | 18 | 17 | 93.3\% | 3.5 | 1.0 | A |
|  | Subtotal | 23 | 22 | 95.7\% | 4.6 | 1.9 | A |
| Total |  | 1,898 | 1,858 | 97.9\% | 26.9 | 7.5 | C |

Intersection 38 5th St/N B St Signal

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus RSPU
Pre-Event Hour

Intersection 39
6th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 142 | 117 | 82.5\% | 13.3 | 2.6 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 101 | 92 | 90.7\% | 8.6 | 2.4 | A |
|  | Subtotal | 243 | 209 | 85.9\% | 11.2 | 2.2 | B |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 299 | 292 | 97.7\% | 16.8 | 4.5 | B |
|  | Right Turn | 84 | 72 | 86.2\% | 15.4 | 5.6 | B |
|  | Subtotal | 383 | 364 | 95.1\% | 16.5 | 4.6 | B |
| WB | Left Turn | 193 | 138 | 71.3\% | 33.1 | 12.9 | C |
|  | Through | 232 | 175 | 75.5\% | 10.0 | 3.0 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 425 | 313 | 73.6\% | 20.5 | 7.5 | C |
| Total |  | 1,051 | 886 | 84.3\% | 16.9 | 2.7 | B |

Intersection 40 8th St/N B St 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 | 65 | 66 | 101.5\% | 7.3 | 1.8 | A |
|  | Subtotal | 65 | 66 | 101.5\% | 7.3 | 1.8 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through | 682 | 623 | 91.4\% | 9.8 | 2.1 | A |
|  | Right Turn | 2 | 2 | 100.0\% | 5.1 | 11.2 | A |
|  | Subtotal | 684 | 625 | 91.4\% | 9.8 | 2.1 | A |
| WB | Left Turn | 119 | 53 | 44.7\% | 178.2 | 14.3 | F |
|  | Through | 735 | 432 | 58.7\% | 106.8 | 22.2 | F |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 854 | 485 | 56.8\% | 114.9 | 19.3 | F |
|  | Total | 1,603 | 1,176 | 73.4\% | 52.9 | 7.8 | D |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

Intersection 41
10th St/N B St
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 17 | 11 | 63.5\% | 191.6 | 171.6 | F |
|  | Through | 162 | 143 | 88.1\% | 24.6 | 21.8 | C |
|  | Right Turn | 305 | 266 | 87.3\% | 21.1 | 17.9 | C |
|  | Subtotal | 484 | 420 | 86.8\% | 27.0 | 25.2 | C |
| SB | Left Turn | 8 | 7 | 85.0\% | 79.2 | 69.9 | E |
|  | Through | 49 | 36 | 73.5\% | 86.6 | 79.4 | F |
|  | Right Turn | 133 | 102 | 77.0\% | 91.6 | 53.2 | F |
|  | Subtotal | 190 | 145 | 76.4\% | 89.4 | 54.9 | F |
| EB | Left Turn | 26 | 21 | 80.0\% | 43.7 | 15.9 | D |
|  | Through | 675 | 613 | 90.8\% | 21.2 | 4.0 | C |
|  | Right Turn | 11 | 12 | 112.7\% | 13.5 | 6.2 | B |
|  | Subtotal | 712 | 646 | 90.7\% | 21.9 | 3.8 | C |
| WB | Left Turn | 211 | 158 | 74.9\% | 106.7 | 44.3 | F |
|  | Through | 772 | 476 | 61.7\% | 139.9 | 65.7 | F |
|  | Right Turn | 40 | 21 | 53.0\% | 122.5 | 81.7 | F |
|  | Subtotal | 1,023 | 656 | 64.1\% | 131.7 | 60.6 | F |
| Total |  | 2,409 | 1,867 | 77.5\% | 63.8 | 22.3 | E |

Intersection 42
Bercut Dr/South Park St
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 | 390 | 335 | 85.9\% | 10.2 | 1.5 | B |
|  | Right Turn | 105 | 92 | 88.0\% | 7.5 | 1.9 | A |
|  | Subtotal | 495 | 428 | 86.4\% | 9.6 | 1.5 | A |
| SB | Left Turn | 21 | 19 | 91.4\% | 16.0 | 6.8 | C |
|  | Through | 301 | 303 | 100.6\% | 6.8 | 1.6 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 322 | 322 | 100.0\% | 7.3 | 1.8 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| WB | Left Turn | 68 | 67 | 98.2\% | 10.9 | 1.6 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 114 | 107 | 93.7\% | 8.1 | 1.8 | A |
|  | Subtotal | 182 | 174 | 95.4\% | 9.2 | 1.2 | A |
|  | Total | 999 | 923 | 92.4\% | 8.7 | 1.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 88 | 70 | 80.0\% | 39.6 | 12.8 | D |
|  | Through | 253 | 219 | 86.5\% | 12.9 | 3.6 | B |
|  | Right Turn | 15 | 14 | 93.3\% | 7.6 | 4.4 | A |
|  | Subtotal | 356 | 303 | 85.2\% | 18.6 | 3.9 | B |
| SB | Left Turn | 11 | 10 | 90.9\% | 43.6 | 20.0 | D |
|  | Through | 284 | 276 | 97.2\% | 29.3 | 5.1 | C |
|  | Right Turn | 20 | 20 | 98.0\% | 17.7 | 9.3 | B |
|  | Subtotal | 315 | 306 | 97.0\% | 29.3 | 4.9 | C |
| EB | Left Turn | 76 | 75 | 98.4\% | 32.5 | 5.6 | C |
|  | Through | 107 | 124 | 115.5\% | 33.3 | 2.7 | C |
|  | Right Turn | 156 | 140 | 90.0\% | 24.4 | 5.9 | C |
|  | Subtotal | 339 | 339 | 99.9\% | 29.4 | 4.1 | C |
| WB | Left Turn | 61 | 44 | 72.8\% | 31.5 | 8.9 | C |
|  | Through | 46 | 34 | 74.8\% | 32.5 | 8.4 | C |
|  | Right Turn | 16 | 15 | 95.0\% | 15.8 | 10.2 | B |
|  | Subtotal | 123 | 94 | 76.4\% | 28.9 | 5.4 | C |
| Total |  | 1,133 | 1,042 | 91.9\% | 26.2 | 3.0 | C |

$$
\text { Intersection } 44
$$

Judah St/South Park St
Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 4 | 80.0\% | 3.8 | 3.0 | A |
|  | Through | 5 | 4 | 72.0\% | 4.3 | 3.8 | A |
|  | Right Turn | 16 | 13 | 82.5\% | 3.3 | 1.0 | A |
|  | Subtotal | 26 | 21 | 80.0\% | 4.3 | 1.2 | A |
| SB | Left Turn | 8 | 6 | 80.0\% | 3.4 | 2.5 | A |
|  | Through | 5 | 2 | 48.0\% | 3.0 | 3.3 | A |
|  | Right Turn | 22 | 22 | 101.8\% | 3.8 | 1.2 | A |
|  | Subtotal | 35 | 31 | 89.1\% | 4.1 | 1.0 | A |
| EB | Left Turn | 10 | 8 | 84.0\% | 2.9 | 1.5 | A |
|  | Through | 112 | 125 | 111.4\% | 2.0 | 0.2 | A |
|  | Right Turn | 11 | 12 | 109.1\% | 1.6 | 0.8 | A |
|  | Subtotal | 133 | 145 | 109.2\% | 2.0 | 0.2 | A |
| WB | Left Turn | 8 | 4 | 45.0\% | 2.8 | 2.3 | A |
|  | Through | 96 | 70 | 72.9\% | 1.8 | 0.3 | A |
|  | Right Turn | 8 | 6 | 80.0\% | 1.2 | 1.0 | A |
|  | Subtotal | 112 | 80 | 71.4\% | 1.8 | 0.2 | A |
| Total |  | 306 | 277 | 90.6\% | 2.4 | 0.1 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 9 | 8 | 88.9\% | 14.4 | 8.8 | B |
|  | Through | 127 | 105 | 82.8\% | 11.8 | 1.9 | B |
|  | Right Turn | 120 | 99 | 82.3\% | 8.3 | 1.3 | A |
|  | Subtotal | 256 | 212 | 82.8\% | 10.2 | 1.5 | B |
| SB | Left Turn | 16 | 12 | 77.5\% | 8.1 | 1.5 | A |
|  | Through | 241 | 177 | 73.5\% | 12.6 | 1.9 | B |
|  | Right Turn | 20 | 19 | 94.0\% | 9.1 | 4.4 | A |
|  | Subtotal | 277 | 208 | 75.2\% | 12.0 | 1.8 | B |
| EB | Left Turn | 43 | 48 | 110.7\% | 9.7 | 2.5 | A |
|  | Through | 67 | 70 | 103.9\% | 11.7 | 2.1 | B |
|  | Right Turn | 26 | 27 | 103.1\% | 8.2 | 2.3 | A |
|  | Subtotal | 136 | 144 | 105.9\% | 10.4 | 2.0 | B |
| WB | Left Turn | 199 | 133 | 66.9\% | 9.8 | 2.1 | A |
|  | Through | 83 | 53 | 64.1\% | 10.2 | 1.6 | B |
|  | Right Turn | 69 | 54 | 77.7\% | 8.6 | 1.6 | A |
|  | Subtotal | 351 | 240 | 68.4\% | 9.6 | 1.6 | A |
| Total |  | 1,020 | 804 | 78.9\% | 10.5 | 1.4 | B |

Intersection 46 7th St/South Park St Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 87 | 65 | 74.9\% | 20.1 | 3.0 | C |
|  | Through Right Turn | 401 | 401 | 100.0\% | 12.4 | 0.9 | B |
|  | Subtotal | 488 | 466 | 95.6\% | 13.4 | 0.9 | B |
| SB | Left Turn <br> Through | 194 | 124 | 63.9\% | 11.3 | 1.2 | B |
|  | Right Turn | 264 | 176 | 66.5\% | 7.8 | 1.6 | A |
|  | Subtotal | 458 | 300 | 65.4\% | 9.3 | 1.2 | A |
| EB | Left Turn | 196 | 170 | 86.9\% | 17.0 | 2.2 | B |
|  | Right Turn | 7 | 7 | 97.1\% | 9.8 | 10.5 | A |
|  | Subtotal | 203 | 177 | 87.3\% | 16.7 | 2.3 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,149 | 943 | 82.1\% | 12.7 | 0.5 | B |

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement
Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

Railyards Blvd/Jibboom St
Intersection 47
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn <br> Through | 398 | 62 | 15.6\% | 493.5 | 45.5 | F |
|  | Right Turn | 41 | 4 | 9.8\% | 468.0 | 102.4 | F |
|  | Subtotal | 439 | 66 | 15.0\% | 490.7 | 47.2 | F |
| EB | Left Turn <br> Through Right Turn | 892 | 803 | 90.0\% | 74.7 | 42.1 | E |
|  | Subtotal | 892 | 803 | 90.0\% | 74.7 | 42.1 | E |
| WB | Left Turn Through |  |  |  | 5.2 | 0.7 | A |
|  | Right Turn | 242 | 210 | 86.9\% | 3.3 | 0.5 | A |
|  | Subtotal | 1,077 | 947 | 87.9\% | 4.8 | 0.6 | A |
| Total |  | 2,408 | 1,816 | 75.4\% | 53.3 | 19.1 | D |

Intersection 48 Bercut Dr/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 66 | 53 | 80.6\% | 50.6 | 10.2 | D |
|  | Through Right Turn | 38 | 35 | 92.6\% | 15.4 | 6.7 | B |
|  | Subtotal | 104 | 88 | 85.0\% | 36.9 | 10.8 | D |
| SB | Left Turn | 1 | 0 | 40.0\% | 4.0 | 3.2 | A |
|  | Through | 192 | 189 | 98.5\% | 35.9 | 6.7 | D |
|  | Right Turn | 133 | 136 | 102.6\% | 30.7 | 8.4 | C |
|  | Subtotal | 326 | 326 | 100.0\% | 33.7 | 7.3 | C |
| EB | Left Turn | 251 | 164 | 65.3\% | 45.8 | 4.2 | D |
|  | Through | 621 | 426 | 68.6\% | 39.7 | 2.1 | D |
|  | Right Turn | 418 | 274 | 65.6\% | 35.5 | 2.4 | D |
|  | Subtotal | 1,290 | 864 | 67.0\% | 39.6 | 1.6 | D |
| WB | Left Turn | 87 | 74 | 85.5\% | 49.4 | 10.6 | D |
|  | Through | 811 | 717 | 88.4\% | 17.1 | 3.8 | B |
|  | Right Turn | 113 | 107 | 94.5\% | 12.6 | 2.8 | B |
|  | Subtotal | 1,011 | 898 | 88.8\% | 19.3 | 3.8 | B |
|  | Total | 2,731 | 2,177 | 79.7\% | 30.3 | 1.8 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

## Intersection 49

Huntington St/Railyards Blvd
Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 167 | 159 | 95.1\% | 20.2 | 2.4 | C |
|  | Through | 1 | 1 | 80.0\% | 7.7 | 22.6 | A |
|  | Right Turn | 21 | 20 | 95.2\% | 16.6 | 11.5 | B |
|  | Subtotal | 189 | 180 | 95.0\% | 19.5 | 2.7 | B |
| SB | Left Turn | 59 | 66 | 112.5\% | 29.8 | 5.9 | C |
|  | Through | 42 | 42 | 101.0\% | 31.9 | 5.1 | C |
|  | Right Turn | 30 | 30 | 101.3\% | 18.3 | 8.0 | B |
|  | Subtotal | 131 | 139 | 106.3\% | 27.7 | 3.7 | C |
| EB | Left Turn | 1 | 0 | 0.0\% | 4.0 | 1.7 | A |
|  | Through | 569 | 388 | 68.1\% | 40.0 | 5.8 | D |
|  | Right Turn | 50 | 34 | 68.8\% | 35.7 | 10.4 | D |
|  | Subtotal | 620 | 422 | 68.1\% | 39.6 | 5.9 | D |
| WB | Left Turn | 15 | 14 | 90.7\% | 59.1 | 16.8 | E |
|  | Through | 761 | 635 | 83.5\% | 35.2 | 1.7 | D |
|  | Right Turn | 42 | 38 | 91.4\% | 22.8 | 5.7 | C |
|  | Subtotal | 818 | 687 | 84.0\% | 35.0 | 2.0 | D |
|  | Total | 1,758 | 1,428 | 81.2\% | 33.8 | 2.2 | C |

Intersection 50 Stanford St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 157 | 146 | 93.2\% | 36.0 | 6.6 | D |
|  | Through | 5 | 5 | 96.0\% | 25.1 | 22.7 | C |
|  | Right Turn | 90 | 101 | 112.4\% | 25.8 | 6.7 | C |
|  | Subtotal | 252 | 252 | 100.2\% | 31.8 | 6.5 | C |
| SB | Left Turn | 10 | 9 | 92.0\% | 20.6 | 14.7 | C |
|  | Through | 5 | 7 | 144.0\% | 18.3 | 16.0 | B |
|  | Right Turn | 5 | 7 | 144.0\% | 7.5 | 6.9 | A |
|  | Subtotal | 20 | 24 | 118.0\% | 16.1 | 8.2 | B |
| EB | Left Turn | 5 | 3 | 64.0\% | 40.1 | 38.8 | D |
|  | Through | 650 | 488 | 75.0\% | 18.4 | 9.2 | B |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 655 | 491 | 74.9\% | 18.7 | 9.2 | B |
| WB | Left Turn | 7 | 4 | 62.9\% | 30.4 | 27.7 | C |
|  | Through | 608 | 490 | 80.7\% | 30.0 | 5.3 | C |
|  | Right Turn | 10 | 7 | 72.0\% | 22.6 | 18.2 | C |
|  | Subtotal | 625 | 502 | 80.3\% | 30.0 | 5.1 | C |
| Total |  | 1,552 | 1,269 | 81.8\% | 25.9 | 4.3 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 17 | 16 | 96.5\% | 52.9 | 14.5 | D |
|  | Through | 153 | 146 | 95.7\% | 35.5 | 5.8 | D |
|  | Right Turn | 66 | 62 | 93.9\% | 25.3 | 5.4 | C |
|  | Subtotal | 236 | 225 | 95.3\% | 34.2 | 4.9 | C |
| SB | Left Turn | 94 | 84 | 89.4\% | 45.0 | 11.4 | D |
|  | Through | 234 | 210 | 89.6\% | 33.6 | 11.3 | C |
|  | Right Turn | 110 | 105 | 95.6\% | 24.6 | 8.6 | C |
|  | Subtotal | 438 | 399 | 91.1\% | 33.8 | 9.6 | C |
| EB | Left Turn | 118 | 87 | 73.9\% | 34.3 | 7.5 | C |
|  | Through | 574 | 458 | 79.8\% | 12.2 | 3.7 | B |
|  | Right Turn | 13 | 10 | 80.0\% | 7.5 | 7.7 | A |
|  | Subtotal | 705 | 556 | 78.8\% | 15.6 | 4.2 | B |
| WB | Left Turn | 153 | 123 | 80.3\% | 31.6 | 5.4 | C |
|  | Through | 523 | 410 | 78.5\% | 21.0 | 4.1 | C |
|  | Right Turn | 37 | 26 | 71.4\% | 18.6 | 7.4 | B |
|  | Subtotal | 713 | 560 | 78.5\% | 23.2 | 3.9 | C |
| Total |  | 2,092 | 1,739 | 83.1\% | 24.7 | 2.3 | C |

Intersection 52 Judah St/Railyards Blvd 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 |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 22 | 17 | 76.4\% | 32.4 | 18.0 | D |
|  | Subtotal | 22 | 17 | 76.4\% | 32.4 | 18.0 | D |
| EB | Left Turn | 12 | 11 | 93.3\% | 12.4 | 8.7 | B |
|  | Through | 722 | 592 | 82.0\% | 3.6 | 3.0 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 734 | 603 | 82.2\% | 3.8 | 3.0 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 691 | 551 | 79.7\% | 2.4 | 0.4 | A |
|  | Right Turn | 13 | 10 | 80.0\% | 1.1 | 0.4 | A |
|  | Subtotal | 704 | 561 | 79.7\% | 2.3 | 0.4 | A |
| Total |  | 1,460 | 1,181 | 80.9\% | 3.5 | 1.6 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 8 | 6 | 75.0\% | 42.2 | 30.8 | D |
|  | Through | 41 | 41 | 100.5\% | 33.5 | 16.2 | C |
|  | Right Turn | 195 | 190 | 97.4\% | 23.9 | 13.1 | C |
|  | Subtotal | 244 | 237 | 97.2\% | 26.5 | 12.7 | C |
| SB | Left Turn | 61 | 47 | 77.4\% | 54.4 | 13.2 | D |
|  | Through | 182 | 130 | 71.2\% | 26.5 | 3.9 | C |
|  | Right Turn | 219 | 165 | 75.3\% | 20.6 | 3.1 | C |
|  | Subtotal | 462 | 342 | 73.9\% | 27.5 | 3.3 | C |
| EB | Left Turn | 161 | 126 | 78.0\% | 40.4 | 12.4 | D |
|  | Through | 552 | 446 | 80.7\% | 26.6 | 8.7 | C |
|  | Right Turn | 9 | 7 | 75.6\% | 5.9 | 4.5 | A |
|  | Subtotal | 722 | 578 | 80.1\% | 29.4 | 9.4 | C |
| WB | Left Turn | 205 | 176 | 85.7\% | 36.7 | 4.8 | D |
|  | Through | 477 | 392 | 82.1\% | 26.1 | 3.8 | C |
|  | Right Turn | 46 | 42 | 91.3\% | 22.6 | 6.0 | C |
|  | Subtotal | 728 | 609 | 83.7\% | 29.0 | 3.7 | C |
| Total |  | 2,156 | 1,766 | 81.9\% | 28.6 | 3.9 | C |

Intersection 54 7th St/Railyards Blvd Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 355 | 312 | 88.0\% | 125.9 | 26.9 | F |
|  | Through | 313 | 305 | 97.4\% | 37.6 | 6.6 | D |
|  | Right Turn | 262 | 258 | 98.5\% | 29.6 | 6.5 | C |
|  | Subtotal | 930 | 875 | 94.1\% | 66.8 | 12.3 | E |
| SB | Left Turn | 20 | 11 | 54.0\% | 54.2 | 20.8 | D |
|  | Through | 181 | 112 | 61.7\% | 31.9 | 6.0 | C |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 201 | 122 | 60.9\% | 34.0 | 5.5 | C |
| EB | Left Turn | 154 | 133 | 86.2\% | 86.9 | 15.7 | F |
|  | Through | 376 | 336 | 89.3\% | 39.4 | 6.7 | D |
|  | Right Turn | 278 | 212 | 76.4\% | 14.7 | 3.5 | B |
|  | Subtotal | 808 | 681 | 84.3\% | 41.4 | 4.9 | D |
| WB | Left Turn | 155 | 111 | 71.5\% | 153.2 | 54.2 | F |
|  | Through | 373 | 300 | 80.5\% | 149.2 | 70.6 | F |
|  | Right Turn | 21 | 20 | 93.3\% | 136.5 | 67.5 | F |
|  | Subtotal | 549 | 431 | 78.5\% | 149.8 | 65.5 | F |
| Total |  | 2,488 | 2,109 | 84.8\% | 73.0 | 11.8 | E |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

## Intersection 55

8th St/Railyards Blvd
Signal

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn <br> Through <br> Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB |  | 3 | 2 | 53.3\% | 7.0 | 7.7 | A |
|  | Through <br> Right Turn | 11 |  | 32.7\% | 20.5 | 20.5 | C |
|  | Subtotal | 14 | 5 | 37.1\% | 23.4 | 19.1 | C |
| EB | Left Turn | 3 | 2 | 53.3\% | 12.3 | 22.5 | B |
|  | Through | 452 | 407 | 90.0\% | 16.2 | 1.7 | B |
|  | Right Turn | 203 | 190 | 93.8\% | 13.7 | 1.4 | B |
|  | Subtotal | 658 | 599 | 91.0\% | 15.5 | 1.5 | B |
| WB | Left Turn | 12 | 10 | 86.7\% | 24.4 | 13.3 | C |
|  | Through | 538 | 428 | 79.5\% | 57.9 | 47.1 | E |
|  | Right Turn | 2 | 2 | 120.0\% | 43.7 | 66.9 | D |
|  | Subtotal | 552 | 440 | 79.8\% | 57.2 | 45.9 | E |
| Total |  | 1,224 | 1,044 | 85.3\% | 32.9 | 19.7 | C |

Intersection 56 10th St/Railyards Blvd 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 |  |  |  |  |  |  |
|  | Right Turn | 161 | 119 | 73.8\% | 13.7 | 4.1 | B |
|  | Subtotal | 161 | 119 | 73.8\% | 13.7 | 4.1 | B |
| EB | Left Turn | 455 | 398 | 87.5\% | 30.1 | 2.7 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 455 | 398 | 87.5\% | 30.1 | 2.7 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 391 | 336 | 86.0\% | 40.1 | 28.3 | D |
|  | Right Turn | 3 | 1 | 26.7\% | 5.4 | 17.2 | A |
|  | Subtotal | 394 | 337 | 85.6\% | 40.1 | 28.3 | D |
| Total |  | 1,010 | 854 | 84.6\% | 31.6 | 11.2 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

| Direction | Movement | $\left.\begin{array}{\|c\|} \text { Demand } \\ \text { Volume }(\mathrm{vph}) \end{array} \right\rvert\,$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 7 | 136.0\% | 3.9 | 3.0 | A |
|  | Through | 60 | 53 | 88.7\% | 8.9 | 1.8 | A |
|  | Right Turn | 40 | 45 | 112.0\% | 4.7 | 1.5 | A |
|  | Subtotal | 105 | 105 | 99.8\% | 6.9 | 1.3 | A |
| SB | Left Turn | 181 | 132 | 72.7\% | 10.6 | 1.6 | B |
|  | Through | 34 | 26 | 77.6\% | 10.9 | 2.0 | B |
|  | Right Turn | 20 | 19 | 94.0\% | 7.2 | 1.4 | A |
|  | Subtotal | 235 | 177 | 75.2\% | 10.3 | 1.5 | B |
| EB | Left Turn | 41 | 37 | 90.7\% | 7.1 | 1.3 | A |
|  | Through | 68 | 66 | 97.1\% | 8.8 | 1.0 | A |
|  | Right Turn | 5 | 4 | 72.0\% | 2.6 | 2.4 | A |
|  | Subtotal | 114 | 107 | 93.7\% | 8.0 | 0.8 | A |
| WB | Left Turn | 74 | 65 | 87.6\% | 7.1 | 0.9 | A |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 166 | 136 | 81.7\% | 6.1 | 1.1 | A |
|  | Subtotal | 240 | 200 | 83.5\% | 6.4 | 1.0 | A |
| Total |  | 694 | 589 | 84.8\% | 7.9 | 0.9 | A |

Intersection 58 Huntington St/Camille Ln 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 |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| SB | Left Turn | 60 | 50 | 82.7\% | 12.5 | 4.1 | B |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 8 | 6 | 80.0\% | 4.7 | 5.2 | A |
|  | Subtotal | 68 | 56 | 82.4\% | 11.8 | 4.0 | B |
| EB | Left Turn | 2 | 2 | 80.0\% | 2.9 | 3.0 | A |
|  | Through | 328 | 283 | 86.2\% | 2.0 | 0.3 | A |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal | 330 | 284 | 86.2\% | 2.0 | 0.3 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 253 | 210 | 82.8\% | 4.2 | 0.4 | A |
|  | Right Turn | 167 | 163 | 97.7\% | 3.3 | 0.2 | A |
|  | Subtotal | 420 | 373 | 88.8\% | 3.8 | 0.3 | A |
| Total |  | 818 | 713 | 87.2\% | 3.8 | 0.4 | A |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 5 | 2 | 48.0\% | 2.4 | 2.7 | A |
|  | Through | 28 | 30 | 108.6\% | 9.2 | 2.6 | A |
|  | Right Turn | 4 | 6 | 140.0\% | 4.5 | 3.1 | A |
|  | Subtotal | 37 | 38 | 103.8\% | 8.3 | 1.4 | A |
| SB | Left Turn | 5 | 3 | 56.0\% | 1.7 | 2.2 | A |
|  | Through | 5 | 4 | 80.0\% | 6.5 | 5.4 | A |
|  | Right Turn | 7 | 9 | 125.7\% | 4.7 | 2.4 | A |
|  | Subtotal | 17 | 16 | 91.8\% | 6.0 | 2.1 | A |
| EB | Left Turn | 13 | 12 | 92.3\% | 10.4 | 3.4 | B |
|  | Through | 356 | 301 | 84.5\% | 12.4 | 2.9 | B |
|  | Right Turn | 1 | 2 | 160.0\% | 3.4 | 3.9 | A |
|  | Subtotal | 370 | 314 | 85.0\% | 12.2 | 2.9 | B |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through | 324 | 288 | 88.9\% | 16.0 | 2.2 | C |
|  | Right Turn | 80 | 80 | 100.5\% | 14.1 | 3.1 | B |
|  | Subtotal | 404 | 368 | 91.2\% | 15.5 | 2.2 | C |
| Total |  | 828 | 737 | 89.0\% | 13.6 | 1.8 | B |

Intersection 60 5th St/Camille Ln Signal

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 135 | 128 | 95.1\% | 46.6 | 9.0 | D |
|  | Through | 246 | 383 | 155.6\% | 32.1 | 8.1 | C |
|  | Right Turn | 191 | 74 | 38.7\% | 26.3 | 7.9 | C |
|  | Subtotal | 572 | 585 | 102.3\% | 34.7 | 7.5 | C |
| SB | Left Turn | 76 | 70 | 91.6\% | 46.3 | 15.6 | D |
|  | Through | 198 | 163 | 82.2\% | 18.0 | 2.3 | B |
|  | Right Turn | 12 | 10 | 86.7\% | 14.6 | 7.0 | B |
|  | Subtotal | 286 | 243 | 84.9\% | 26.5 | 7.8 | C |
| EB | Left Turn | 5 | 4 | 72.0\% | 27.1 | 26.0 | C |
|  | Through | 187 | 160 | 85.8\% | 35.1 | 7.1 | D |
|  | Right Turn | 173 | 144 | 83.0\% | 24.0 | 6.1 | C |
|  | Subtotal | 365 | 308 | 84.3\% | 30.0 | 6.5 | C |
| WB | Left Turn | 135 | 128 | 94.5\% | 30.6 | 8.1 | C |
|  | Through | 246 | 226 | 91.9\% | 17.7 | 4.1 | B |
|  | Right Turn | 191 | 178 | 93.4\% | 12.3 | 3.4 | B |
|  | Subtotal | 572 | 532 | 93.0\% | 18.9 | 3.9 | B |
| Total |  | 1,795 | 1,668 | 92.9\% | 27.6 | 3.9 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

| Direction | Movement | $\left.\begin{array}{\|c\|} \text { Demand } \\ \text { Volume }(\mathrm{vph}) \end{array} \right\rvert\,$ | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 290 | 297 | 102.3\% | 35.8 | 10.4 | D |
|  | Through Right Turn | 59 | 62 | 104.4\% | 16.2 | 13.0 | B |
|  | Subtotal | 349 | 358 | 102.7\% | 32.5 | 10.6 | C |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 186 | 149 | 80.0\% | 22.9 | 2.0 | C |
|  | Right Turn | 210 | 162 | 77.0\% | 17.8 | 2.0 | B |
|  | Subtotal | 396 | 310 | 78.4\% | 20.3 | 1.9 | C |
| EB | Left Turn | 185 | 186 | 100.8\% | 31.3 | 5.7 | C |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 192 | 155 | 80.8\% | 7.2 | 1.0 | A |
|  | Subtotal | 377 | 342 | 90.6\% | 20.4 | 3.0 | C |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 1,122 | 1,010 | 90.1\% | 24.8 | 4.9 | C |

Intersection 62 5th St/Stevens St Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 108 | 106 | 98.1\% | 39.6 | 6.8 | E |
|  | Through | 550 | 533 | 96.9\% | 16.0 | 5.6 | C |
|  | Right Turn | 54 | 63 | 117.0\% | 11.2 | 3.4 | B |
|  | Subtotal | 712 | 702 | 98.7\% | 19.2 | 5.0 | C |
| SB | Left Turn | 44 | 36 | 81.8\% | 54.8 | 13.3 | F |
|  | Through | 380 | 338 | 88.8\% | 6.4 | 1.7 | A |
|  | Right Turn | 82 | 64 | 77.6\% | 3.1 | 1.4 | A |
|  | Subtotal | 506 | 437 | 86.4\% | 10.1 | 3.4 | B |
| EB | Left Turn | 20 | 20 | 100.0\% | 38.3 | 10.7 | E |
|  | Through | 86 | 90 | 105.1\% | 35.4 | 7.7 | E |
|  | Right Turn | 144 | 146 | 101.7\% | 25.0 | 8.7 | C |
|  | Subtotal | 250 | 257 | 102.7\% | 29.6 | 7.8 | D |
| WB | Left Turn | 87 | 84 | 96.1\% | 56.9 | 20.7 | F |
|  | Through | 16 | 13 | 82.5\% | 70.7 | 63.6 | F |
|  | Right Turn | 30 | 33 | 109.3\% | 39.1 | 18.7 | E |
|  | Subtotal | 133 | 130 | 97.4\% | 53.3 | 19.7 | F |
| Total |  | 1,601 | 1,526 | 95.3\% | 21.2 | 3.7 | C |

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

Medical Center / Stadium / Railyards SP EIR
Cumulative Plus RSPU
Pre-Event Hour

Side-street Stop

| Direction | Movement | Demand Volume (vph) | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Average | Percent | Average | Std. Dev. | LOS |
| NB | Left Turn | 50 | 45 | 89.6\% | 7.7 | 2.4 | A |
|  | Through Right Turn | 497 | 498 | 100.1\% | 6.3 | 6.3 | A |
|  | Subtotal | 547 | 542 | 99.2\% | 6.4 | 6.0 | A |
| SB | Left Turn |  |  |  |  |  |  |
|  | Through | 301 | 240 | 79.9\% | 1.0 | 0.4 | A |
|  | Right Turn | 34 | 26 | 77.6\% | 1.0 | 1.4 | A |
|  | Subtotal | 335 | 267 | 79.6\% | 1.0 | 0.4 | A |
| EB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  | Right Turn | 75 | 73 | 97.1\% | 8.3 | 1.9 | A |
|  | Subtotal | 75 | 73 | 97.1\% | 8.3 | 1.9 | A |
| WB | Left Turn |  |  |  |  |  |  |
|  | Through |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  | Subtotal |  |  |  |  |  |  |
| Total |  | 957 | 882 | 92.2\% | 5.0 | 4.0 | A |

Intersection 34 5th St/C St (West Sacramento) Signal

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS

SimTraffic Post-Processor
Medical Center / Stadium / Railyards SP EIR
Average Results from 10 Runs
Volume and Delay by Movement
Cumulative Plus RSPU

Intersection 35
3rd St/C St (West Sacramento)
Signal

|  |  | Demand | Served Volume (vph) |  | Total Delay (sec/veh) |  |  |
| :---: | :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | Movement |  | Volume (vph) | Average | Percent | Average | Std. Dev. | LOS

> Appendix J. 2
> Draft Major League Soccer
> (MLS) Stadium Event
> Transportation Management Plan (TMP)

## Draft Major League Soccer (MLS) Stadium Event Transportation Management Plan (TMP)

Prepared for<br>City of Sacramento



June 2016

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## 1. INTRODUCTION

## TMP PURPOSE

The purpose of the Event TMP is to outline strategies to provide safe, convenient, and efficient access for all modes of travel to and from the proposed MLS Stadium. It seeks to minimize conflicts between vehicles, pedestrians, bicycles, and transit providers, while providing access to the project via each of these travel modes.

The Draft EIR analyzed an MLS Stadium that was assumed to consist of 25,000 seats. However, the initial design is now anticipated to provide seating for 19,621 attendees, which is a 21.5 percent decrease. Because the Draft EIR is conducting an environmental review for a facility with 25,000 seats, this TMP evaluates the transportation management strategies needed to accommodate this size of facility. However, in light of the opening day decrease in seating capacity, there may be certain operating conditions that could be beneficially affected by the reduction.

The TMP is intended to be a flexible document, which would be amended by the City as conditions change, and based on experience and input from additional parties, including the City, MLS Stadium operator, police/fire, and local transit agencies. It is likely that this TMP will need to be updated one or more times in response to the following:

- Changes in number of seats within MLS Stadium
- Changes in background roadway network (which would influence traffic management)
- Development of adjacent parcels (which would influence available parking and pedestrian flows)
- In response to vehicular congestion and pedestrian crowding observed during monitoring of soccer matches and other events.


## ROLES AND RESPONSIBILITIES

Table 1 describes the roles and responsibilities for key agencies and entities that would play important roles in implementing the TMP.

Similar to other entertainment venues, it is expected that the MLS Stadium operator will enter into agreement(s) with various agencies and/or vendors to provide the improvements necessary to implement this Event TMP. Since the City's Police and Public Works Departments are responsible for maintaining and operating the roadway system in the immediate project vicinity, they will have responsibility for collaboratively working with the MLS Stadium operator to implement, operate, and/or oversee many of the recommended strategies contained in this TMP.

This document purposefully does not identify the specific entity which will carry out certain actions because the contractual, logistical, and other details have not yet been finalized. However, the TMP has been prepared at this time because the Draft EIR incorporates the performance standards contained herein, which must be achieved through implementation of various mitigation measures including this

TMP. In many instances, responsibilities are assigned to "the City or Stadium operator". This generalization reflects that a number of departments ranging from Police, to Public Works, to Parking may have lead responsibility. Alternatively, the responsibility could be placed on the Stadium operator or a subcontractor hired by either the City or operator for a certain task.

## TABLE 1: ROLES AND RESPONSIBILITIES

| Agency or Entity | Roles and Responsibilities |
| :--- | :--- |
| MLS Stadium Operator | The MLS Stadium operator (the entity responsible for the operation and <br> maintenance of the MLS Stadium) is the project sponsor and is responsible, <br> along with the City, for implementing the TMP and complying with its <br> performance standards. |
| City of Sacramento Department <br> of Public Works (DPW) | The City of Sacramento DPW has jurisdiction over the City's public right-of- <br> way (ROW), traffic operations, and on street parking. It manages all surface <br> transportation infrastructure and systems in the City, including roads, sidewalks, <br> bicycle lanes, parking, and traffic control. Recommendations related to physical <br> or operational changes to the ROW and/ or traffic operations or circulation have <br> to be reviewed / approved by the DPW. |
| City of Sacramento Police | The Sacramento Police Department is responsible for emergency response, <br> preparation/implementation of traffic control plans, incident management, and <br> coordination with the Sacramento Fire Department and the California Highway <br> Patrol as needed. |
| Department (Sac PD) | The Sacramento Fire Department provides fire suppression and emergency <br> medical services to the residents, visitors, and workers within Sacramento. |
| City of Sacramento Fire |  |
| Department (SFD) | Parking Services is a division within the DPW that manages all aspects of the <br> City's parking assets including lots, garages, and on-street spaces. |
| City of Sacramento Parking <br> Services | Sacramento RT provides transit service to the Sacramento region with a <br> combination of light rail transit (LRT), bus, and shuttle bus routes. The LRT <br> Green line operates along 7 $7^{\text {h }}$ Street less than $1 / 4-$-mile from the proposed MLS <br> Stadium site. Recommendations related to physical or operational changes to <br> transit facilities or operations must be approved by RT. |
| Sacramento Regional Transit |  |
| District (RT) |  |

## REPORT ORGANIZATION

The remainder of this report consists of the following chapters, which have ordered such that discussions in later chapters build upon data and findings from earlier chapters.

- Chapter 2 (Project Description) - discusses the MLS Stadium including its location, project site plan, anticipated annual activities, and general vehicular, transit, pedestrian, and bicycle access.
- Chapter 3 (Travel Characteristics of MLS Stadium) - discusses the expected use of bicycle, pedestrian, transit, and vehicular travel modes to access the MLS Stadium during events.
- Chapter 4 (Transit Element) - discusses existing and planned transit services during MLS Stadium events.
- Chapter 5 (Bicycle Element) - discusses existing and planned bicycle facilities that may be used to access the MLS Stadium and on-site bicycle parking.
- Chapter 6 (Parking Element) - presents the anticipated parking demand and supply under nearterm and long-term conditions. This chapter also presents anticipated pedestrian flows during the busiest hour before the start of an MLS Stadium soccer match.
- Chapter 7 (Traffic, Parking, and Pedestrian Management) - Due to the complex inter-relationship between arriving traffic, parking within the Railyards Specific Plan (RSP) Area, and techniques needed to manage the flow of traffic, this chapter simultaneously discusses these topics and presents recommendations.
- Chapter 8 (Performance Standards and Monitoring) - This chapter presents a set of performance standards that describe the desired level of operating standards that should be achieved during MLS Stadium soccer matches. It also discusses the mitigation monitoring plan that should be implemented once the MLS Stadium is constructed and open to ensure that standards are met.

This draft TMP purposefully does not address items such as communications and wayfinding. These topics, while clearly important, would require not yet available detailed planning/operational information for the MLS Stadium and input from agencies, the MLS Stadium operator, and individual property owners. Subsequent updates to the TMP, including a comprehensive update prior to the MLS Stadium's initial opening, will be necessary and will need to address communications and wayfinding (among a variety of other topics).

## 2. PROJECT DESCRIPTION

## PROJECT LOCATION AND SITE PLAN

The MLS Stadium site is located in the southeasterly portion of the Railyards Specific Plan (RSP) Area. It would be bounded by the extension of Railyards Boulevard on the south, North B Street on the north, $8^{\text {th }}$ Street on the west, and $10^{\text {th }}$ Street on the east. The project site is illustrated on Figure 1.

Figure 2 shows the most recent project site plan provided HNTB, the stadium architect. Key aspects of it include the following:

- The project site plan does not include any off-street parking within its boundary. As is discussed in Chapter 6, parking would initially be provided by a series of designated parking lots within the RSP Area along with additional parking to the north, south, and east. Once the properties within the RSP Area are developed, parking would be provided by various public and private garages in the RSP Area.
- The project site plan has been designed to provide on-site parking for up to 500 bicycles (see Chapter 5) as well as a bike valet.
- The MLS Stadium would include construction of a $100-$ foot wide Pedestrian Plaza that would extend between $7^{\text {th }}$ and $8^{\text {th }}$ Streets (opposite the easterly terminus of South Park Street). This plaza would be one of the primary pedestrian access points to the stadium.
- As shown on Figure 2, general admission entry points would be located in the southwest, northwest, and northeast corners of the stadium. Special entrances would be available for players, employees, and premium ticketholders. The stadium plaza would be a continuously open and traversable pedestrian space.


## VEHICULAR ACCESS TO MLS STADIUM

Figure 1 shows the roadway system that would be in place under baseline (i.e., opening day) conditions. Due to properties located directly to the north and east of the MLS Stadium being under control by other property owners, Railyards Boulevard would initially terminate at $10^{\text {th }}$ Street versus extending to $12^{\text {th }}$ Street as is ultimately planned (with westbound-only travel being permitted from $12^{\text {th }}$ Street to $10^{\text {th }}$ Street). Similarly, $10^{\text {th }}$ Street would terminate at the northern boundary of the stadium site versus extending to North B Street as is ultimately planned.

As the RSP Area develops, new roadways would be constructed and certain existing roadways would be widened. Refer to Figure 4.12-12 of the Draft EIR for the planned roadway network within the RSP Area. Refer to Chapters 4, 5, and 7 for detailed discussions of access to the MLS Stadium by transit, bicycle, and walking, respectively.


Study Intersections

- Baseline Plus Stadium
- Existing
- Future Intersection within RSPU
- =- = Baseline Roadway Assumed with MLS Stadium
--- - Future Planned Roadway within RSPU
Stadium


Figure 2

## STADIUM ACTIVITIES

Table 2 displays the anticipated number of annual events (and corresponding attendance) to be held at the MLS Stadium. In a given year, a total of 25 soccer matches (of various types) would be expected along with seven concerts, and five community events. An event would occur at the stadium during 10 percent of days over a typical year. The majority of events would occur on weekends. Weekday events would occur during the afternoon/evening.

TABLE 2: MLS STADIUM ESTIMATED ANNUAL EVENT ATTENDANCE

| Event Type | Daily Attendance | Average <br> Annual <br> Events | Event Duration (days) | Total Days | Weekday 7:30 am 5:00 pm | Weekday 5:30 pm11:30 pm | Weekend | Annual Attendance |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| MLS Regular Season | 25,000 | 17 | 1 | 17 | 0 | 2 | 15 | 425,000 |
| MLS Special Game(s) | 20,000 | 1 | 1 | 1 | 0 | 1 | 0 | 20,000 |
| MLS Playoff Game(s) | 25,000 | 1 | 1 | 1 | 0 | 0 | 1 | 25,000 |
| CONCACAF/Cup <br> Games | 17,500 | 2 | 1 | 2 | 0 | 1 | 1 | 35,000 |
| U.S. National Team Matches | 25,000 | 1 | 1 | 1 | 0 | 0 | 1 | 25,000 |
| Other Soccer Events | 18,000 | 3 | 1 | 3 | 0 | 2 | 1 | 54,000 |
| Concert/Cultural <br> Event - Tier I | $27,000^{1}$ | 2 | 1 | 2 | 0 | 0 | 2 | 54,000 |
| Concert/Cultural Event - Tier II | 18,000 | 5 | 1 | 5 | 0 | 0 | 5 | 90,000 |
| Community Events | 4,000 | 5 | 1 | 5 | 0 | 3 | 2 | 20,000 |
| Total |  | 37 |  | 37 | 0 | 9 | 28 | 748,000 |

Note:

1. A Tier 1 concert/cultural event involving highly popular touring act or other large event could attract a crowd of up to 27,000 attendees, including use of field standing or seating.
Source: Sacramento Soccer and Entertainment Holdings, Inc., 2016.

During weekday evening MLS matches, an estimated 460 employees would be present at the Stadium including police, medical, concessions, ticketing, ushers, security, and cleaning. The vast majority of these employees would arrive prior to the Pre-event peak hour.

## ANALYSIS PERIODS

The Draft EIR analyzed the transportation effects of the proposed MLS Stadium for a weekday evening soccer MLS match that starts at 7:30 PM. This assumption is based on regular season 2014-2015 MLS season home game schedules for the San Jose, Los Angeles, Portland, and Seattle franchises. Of weekday games, 40 percent started at 7:30 PM, and 50 percent started at 8:00 PM. Although data from the west coast MLS teams indicated that 76 percent of all games were played on weekends, those periods were not studied because background traffic volumes within the RSP and surrounding areas were less than during the weekday Pre-event peak hour.

## CONCURRENT EVENTS

An evaluation was conducted to determine the potential for soccer matches at the MLS Stadium to overlap with other sporting events in the Sacramento region. To understand the anticipated frequency of such occurrences, the 2014 and 2015 home schedules of the National Basketball Association (NBA) Sacramento Kings and AAA Sacramento Rivercats baseball team were compared against the schedule for the MLS San Jose Earthquakes. The Earthquakes’ schedule was selected because a Sacramento MLS team would likely have a similar 'west coast' schedule of games and start times. Following are the key findings of this evaluation.

- In 2014, there were 12 'multi-game’ days (7 Saturdays, 3 Wednesdays, 1 Friday, and 1 Sunday). Nine of the 12 days involved home games played by the San Jose Earthquakes and Sacramento Rivercats. There were four days involving home game played by the San Jose Earthquakes and Sacramento Kings (including one day that includes all three teams).
- The 2015 data were quite similar to 2014 with 11 'multi-game' days occurring most often on Saturdays and involving the San Jose Earthquakes and Sacramento Rivercats. There were three instances involving home games played by the San Jose Earthquakes and Sacramento Kings.

This data yields the following conclusion:

- A soccer match at the MLS Stadium would be most likely to overlap with a baseball game at Raley Field on a Saturday evening. Raley Field and the MLS Stadium are over one mile apart, and are not proposed to have much, if any, overlapping parking. However, they will rely on many of the same roadways, freeways, light rail/bus routes, etc. Therefore, advanced planning for such events, though rare, is necessary.


## APPLICABILITY OF TMP FOR DIFFERENT EVENTS

According to Table 2, 32 of the 37 annual events are anticipated to have attendance levels of 17,500 or more persons. This TMP is recommended to be fully implemented for each of those 32 events. Implementation of the TMP is not necessary for the five (5) annual community events, provided that they attract no more than 4,000 persons per event.

The values in Table 2 represent best estimates of anticipated attendance for different event types. It is possible that some events could draw in the 5,000 to 17,000-attendee range. Should events of this size be expected to occur, implementation of certain portions of the TMP would be required. The degree to which certain TMP elements are needed would be a function of a number of factors including: type of event, anticipated attendance, weekday/weekend event, start/end time, mode split, and parking demand. For instance, while traffic control officers would likely need to be situated at some intersections, they may not be necessary at others (due to reduced parking and pedestrian demands). All events with anticipated attendance in the 5,000 to 17,000-person range will require a review of attendee travel characteristics, event start/end time, mode split, and parking demand to determine which elements of the TMP should be implemented.

## 3. TRAVEL CHARACTERISTICS OF MLS STADIUM

This chapter describes the anticipated travel modes to be used by MLS Stadium attendees under opening day and long-term conditions. It also discusses expected vehicular travel routes and the spatial distribution of parking utilization surrounding the stadium.

## MODE SPLIT

Table 3 displays the projected travel modes for MLS Stadium attendees under opening day and year 2035 conditions. Refer to Chapter 4.12 of Draft EIR for supporting details.

## TABLE 3: MLS STADIUM WEEKDAY EVENING SOCCER MATCH -

 TRAVEL MODE FOR ATTENDEES| Mode | Opening Day Share | Year 2035 Share |
| :--- | :---: | :---: |
| Auto | $90.0 \%$ | $83.0 \%$ |
| Light Rail | $6.0 \%$ | $10.0 \%$ |
| Bus | $0.5 \%$ | $1.0 \%$ |
| Walk | $1.5 \%$ | $3.0 \%$ |
| Bike | $2 \%$ | $3.0 \%$ |

Source: Fehr \& Peers, 2016.

## VEHICULAR TRIPS AND DIRECTIONAL DISTRIBUTION

As is discussed in Chapter 4.12 of the Draft EIR, the MLS Stadium is estimated to generate approximately 7,060 inbound vehicle trips during the Weekday Pre-event peak hour (6:30-7:30 PM) under opening day conditions assuming a sold-out 25,000 -seat soccer match.

Freeway access to the MLS Stadium site would be provided via Interstate 5 interchanges at Richards Boulevard and I Street/J Street as well as SR 160 , which becomes $12^{\text {th }}$ Street $/ 16^{\text {th }}$ Street as it enters/exits Downtown Sacramento. A number of other City streets would also provide access the stadium. By comparing the Pre-event peak hour traffic volumes shown on Figure 4.12-15A and B versus 4.12-35A, B, and C, inbound vehicle trips generated by the MLS Stadium would be geographically distributed as follows (only primary routes are shown and consequently values do not sum to 100 percent):

- Southbound SR 160 at Richards Boulevard: 32 percent
- Eastbound Richards Boulevard directly east of I-5: 18 percent
- Eastbound J Street directly east of I-5: 14 percent
- Northbound $16^{\text {th }}$ Street at N. B Street:
- Southbound Jibboom Street west of I-5:
- Eastbound I Street Bridge at Jibboom Street:

3 percent
3 percent

These distribution patterns were derived based on travel behavior data collected in 2014 at Sacramento Republic FC matches played at Bonney Field at Cal Expo (including average vehicle occupancy, arrival period percentages, and cell phone data indicating trip origins/destinations. They also consider the anticipated locations of available parking located in the stadium vicinity.

Refer to Chapter 6 for specific use of parking lots/garages and on-street spaces and Chapter 7 for anticipated Pre-event peak hour pedestrian flows.

## 4. TRANSIT ELEMENT

## EXISTING AND PROJECTED TRANSIT SERVICE

The MLS Stadium would be located less than $1 / 4$-mile from the existing LRT Green Line, which runs along $7^{\text {th }}$ Street. The nearest station to the Stadium is the Richards/Township 9 station, which is the northern terminus of the Green line. The LRT Green line operates until the early evening on weekdays, not on weekends, and requires a transfer in downtown to ride the Blue or Gold lines to south, east, or northeast Sacramento.

Service to the area is also available via the LRT Blue line, which has a stop in the Alkali Flat neighborhood slightly greater than $1 / 2$-mile from the MLS Stadium. Bus service in the area consists of four routes operated by Regional Transit that currently end their weekday service by 8 or 9 PM .

During a November 3, 2015 meeting with the applicant, RT, and City of Sacramento, RT officials expressed a willingness to work cooperatively with the City and the applicant to ensure that necessary light rail facilities and services would be in place by opening of the proposed MLS Stadium. Based on the outcome of that meeting, the following transit service improvements are assumed to occur:

- Under baseline conditions, a new light rail station would be constructed on the east side of $7^{\text {th }}$ Street north of Railyards Boulevard. This station would be part of the Green Line service.
- Under cumulative conditions, the new light rail station on $7^{\text {th }}$ Street north of Railyards Boulevard would include stops on both the east and west sides of $7^{\text {th }}$ Street based on the planned doubletracking of the line. The green line service would extend northerly across the American River to serve the Natomas area and eventually Sacramento International Airport.


## LRT STATION ACCESS

The RSPU roadway improvement drawings show a light rail platform to be located on the east side of $7^{\text {th }}$ Street from north of Railyards Boulevard to the planned Pedestrian Plaza shown on Figure 2. As is discussed in Chapter 7, the Pedestrian Plaza would be 100 feet wide and serve as a primary ingress/egress to the MLS Stadium.

Details relating to light rail transit operations would be worked out as the MLS Stadium opening approaches. Decisions relating to number of additional trains, number of cars per train, train loading/unloading, fare payment, pedestrian wayfinding to transit, etc. would require detailed follow-up meetings with City, RT, and MLS Stadium operator staff.

Refer to Chapter 7 for a discussion of post-event bus stop locations/loading and bus staging.

## 5. BICYCLE ELEMENT

## BICYCLE PARKING

Table 3 indicates that two percent of MLS game attendees are expected to initially ride a bike to the stadium under baseline conditions. This equates to 500 bicyclists. It is important to note that this mode split applies only to weekday evening soccer matches. During weekends, west coast MLS soccer matches often begin in the afternoon, meaning that pre- and post-event bicycle travel would occur during daylight hours, which could affect mode choice.

As shown on Figure 2, parking within the MLS Stadium plaza area would include short-term racks, longterm employee parking, and bike valet service. The current design drawings allow for on-site parking for up to 500 bicycles. The majority of bicycle parking would be located in the southwest or northwest corners of the stadium site. The southwest corner was chosen because it can be easily accessed from the Class I path located on the south side of Railyards Boulevard east of $7^{\text {th }}$ Street. The northwest corner was selected to capture bicyclists as they enter from North B Street to discourage further bicycle travel into the plaza area. Overflow bike parking in adjacent, vacant lots is also being studied.

## BICYCLE ACCESS

Under opening day conditions (assuming the remainder of the RSPU is not developed), bicyclists would be able to access the MLS Stadium as follows:

- From the south: A 10 -foot sidewalk is present on $7^{\text {th }}$ Street under the UPRR tracks and extending further south. The extensions and impending openings of $5^{\text {th }}$ Street and $6^{\text {th }}$ Street from H Street to Railyards Boulevard will include on-street bicycle lanes. For outbound bicycle trips returning to downtown Sacramento, a southbound-only Class II (on-street) bike lane is present on $12^{\text {th }}$ Street south of North B Street.
- From the east: Class II (on-street) bike lanes are present on North B Street west of $12^{\text {th }}$ Street.
- From the west: bicyclists may exit the American River Bike Trail at the Railyards Boulevard/Jibboom Street intersection, then ride on a Class II bike lane on Railyards Boulevard to the MLS Stadium.
- From the north: although class II bike lanes are present along portions of Richards Boulevard, direct north-south bicycle facilities (to access the MLS Stadium) are not present. The segment of North $7^{\text {th }}$ Street north of North B Street features light rail tracks on both sides of the street, which may not be conductive to on-street bicycle travel. Bicyclists may instead wish to use the parallel segment of $10^{\text {th }}$ Street between North B Street and Richards Boulevard, which has one lane in each direction and is lightly traveled or Sequoia Street to Bannon Street. However, there are no dedicated bicycle facilities on these streets except on Sequoia Street.

Under future conditions, the bicycle system within the RSP Area and on nearby streets will be much expanded and improved. Refer to Figure 2-14 of the Draft EIR for the RSPU bicycle system. Key enhancements would include:

- A Class IV protected bikeway (two-way cycle track) on $12^{\text {th }}$ Street from south of Richards Boulevard into downtown Sacramento. A bike path connection between this cycle track and the Class I path along Railyards Boulevard (east of $7^{\text {th }}$ Street).
- In the future, bicycling would be prohibited along $7^{\text {th }}$ Street under the UPRR bridge due to the conversion of this facility to consist of a vehicle-only (inside) lane and a shared vehicle/LRT (outside) lane in each direction. The parallel segment of $6^{\text {th }}$ Street would be upgraded to consist of a two-way cycle track from G Street to Camille Lane. This facility would provide a connection to the RSPU Class I system.


## 6. PARKING ELEMENT

## EXPECTED NEAR-TERM PARKING DEMAND AND PROPOSED SUPPLY

Chapter 4.12 of the Draft EIR contained the opening day parking demand for the proposed MLS Stadium was estimated for a sold-out 25,000-person MLS match. As noted earlier, current plans for the MLS Stadium applicant team call for an opening day capacity of 19,621 persons, which equates to a 21.5 percent reduction in parking demand. The following estimates and assumptions were used to estimate that a 25,000 -person MLS Stadium soccer match would have a parking demand of approximately 10,100 spaces:

- 90 percent of attendees travel by vehicle, with the remaining 10 percent traveling by light rail, bus, bicycle, or walking.
- An average vehicle occupancy of 2.23 based on Sacramento Republic FC observations.
- All employees are assumed to park in remote lots and be shuttled to the Stadium.

To assess available parking in the Stadium vicinity, the following evaluations were performed:

- Obtained the proposed supply of parking to be provided on vacant lots within the RSP Area (as proposed by the Stadium applicant).
- Conducted field observations to measure available public parking in garages and on-street south of the UPRR tracks.
- Estimated the amount of available parking on vacant and underutilized parcels located north of the RSP (as proposed by the Stadium applicant).

Figure 3 on the following page (reproduced from Figure 4.12-32 of the Draft EIR) shows that there are a total of more than 12,000 planned, available parking spaces in the vicinity of the proposed Stadium. Figure 4.12-33 of the Draft EIR shows that there would be over 10,875 parking spaces located within a $3 / 4$-mile or less walk of the proposed Stadium. In summary, an adequate supply of parking is proposed to accommodate a sold-out 25,000 -person soccer match under baseline conditions.

During the Pre-event peak hour, MLS attendees arriving by vehicle are anticipated to park in the following geographic locations based on the proposed supply of parking and origin of trips. Note that these values sum to the project's Pre-Event peak hour trip generation, and not the total demand for parking.

- North of the RSP: 3,294 vehicles (47 percent)
- Within RSP: 2,775 vehicles (39 percent)
- South of RSP (south of UPRR tracks): 994 vehicles (14 percent)


1. Available parking in existing public/private lots/garages and on-street based on field observations conducted by Fehr \& Peers between 6:30 and 7:30 PM on weekdays in December 2015.
2. Walk distances based on street network connectivity.
3. Available parking on designated vacant parcels in the RSPU based on acreage and assumption of 125 spaces per acre.
4. Available parking north of RSPU based on properties targeted for potential parking, and subjected to aerial imagery inspection of portion of property that is vacant. Unit value of 125 spaces per acre of vacant property assumed.

Although 4,000 parking spaces would be available within the RSP Area, the expected level of travel to those lots is less than this for two reasons. First, some of this parking would already be occupied by attendees arriving prior to the beginning of the Pre-event peak hour (any parking already occupied prior to the Pre-event peak hour is assumed to be attendees since this Baseline Plus MLS Stadium scenario assumed no retail or other development within the RSPU that would require parking). Second, some of the parking would be located more than one half mile from the proposed MLS Stadium. Other lots north of the RSP Area would have availability and be a shorter walk distance.

## EXPECTED LONG-TERM PARKING DEMAND AND PROPOSED SUPPLY

According to Table 3, the non-auto mode split of MLS Stadium attendees is expected to increase in the future as a result of additional transit service expansions and construction of residential and nonresidential projects in the MLS Stadium vicinity. As a result, the parking demand would be expected to decrease by about eight percent, thereby resulting in a peak parking demand of about 9,300 spaces.

Figure 4.12-34 of the Draft EIR displays the estimated amount of parking that is expected to be available within the RSP Area under RSPU buildout conditions for an MLS match. As the footnotes in this figure indicate, the available parking is based on vacant parking (during a weekend or weekday evening) that would otherwise be used by offices. It also includes six public parking garages. As shown, over 11,200 spaces are estimated to be available (excluding any spaces within the KP Medical Center). Therefore, an adequate supply of parking is expected to be available for a sold-out 25,000 -person soccer match under future conditions.

## PARKING MANAGEMENT STRATEGIES

Some parking lots within the RSP Area would be located in close proximity to the MLS Stadium and therefore would have unique ingress/egress challenges during events. Chapter 7 discusses how these parking lots would be accessed and managed.

A parking reservation and wayfinding system should be developed as the MLS Stadium nears an opening date. Development of these types of detail (e.g., premium ticketholder parking, real-time parking availability, etc.) is premature at this time due to various uncertainties such as precise locations/amounts of parking to be provided north of the RSP Area. However, the general wayfinding premise is to encourage attendees who "live to the north to park to the north of the MLS Stadium, and so forth". This avoids unnecessary mixing of traffic and high traffic flows on streets near the MLS Stadium prior to and after events. Refer to Chapter 7 for details.

## 7. TRAFFIC, PARKING, AND PEDESTRIAN MANAGEMENT

An integrated approach for managing vehicular traffic, pedestrians, transit, and parking is necessary within the MLS Stadium vicinity. However, prior to presenting the overall recommended strategy, some information relating to recommended roadway infrastructure upgrades (from the Draft EIR) and pedestrian flows are presented.

A series of meetings were held in April 2016 with the MLS Stadium operator and architect, Sacramento Fire and Police Departments, City of Sacramento Public Works, and the EIR consulting team to discuss strategies for leading with large volumes of pedestrians, parking in close proximity to the stadium, transit vehicles, and other special-event conditions. The recommendations contained in this chapter are derived from those meetings, and subsequent technical analysis.

## OPENING DAY ROADWAY INFRASTRUCTURE REQUIREMENTS

Under baseline plus MLS Stadium conditions without any mitigation measures in place, severe traffic congestion and gridlock would occur during the Pre-event peak hour. To address these significant impacts, a series of mitigation measures were recommended in the Draft EIR (see Impact 4.12-1 and Mitigation Measures 4.12-1(d)).

Figure 4 on the following page (reproduced from Figure 4.12-45 of the Draft EIR) shows the recommended (roadway-related only) mitigation measures. They consist of extending $6^{\text {th }}$ Street from North B Street to Railyards Boulevard, extending South Park Street from $6^{\text {th }}$ Street to $7^{\text {th }}$ Street, installing traffic signals at several intersections in the stadium vicinity, modifying the $7^{\text {th }}$ Street/Railyards Boulevard, $7^{\text {th }}$ Street/North B Street, and $12^{\text {th }}$ Street/North B Street intersections to increase their capacity. However, to operate the entire system in an efficient manner, management of the heavy pedestrian flows and parking lot ingress/egress points are also necessary to complement the infrastructure improvements.

## PEDESTRIAN FLOWS

Figure 4.12-36 of the Draft EIR showed the pedestrian flows for the Pre-event peak hour prior to a soldout 25,000-person MLS soccer match along sidewalks within the RSP Area and streets to the north, east, and south. These estimates were based on the project's vehicular trip generation and expected use of parking. They also considered primary walk trips from origins outside of the RSP Area as well as walk trips after attendees exit the $7^{\text {th }} /$ Railyards light rail station. These forecasts assumed free-flow pedestrian movement, and no proactive management of flows.

The pedestrian LOS results (shown in Tables 4.12-34 and 4.12-35 of the Draft EIR) for sidewalks and crosswalks that would be used to a significant degree by MLS Stadium attendees indicated the need for expanded pedestrian facilities and/or effective management of large pedestrian flows.


Surface Parking Lot within RSPU to be Available for Attendee Parking
Properties North of RSPU Anticipated to be Available for Attendee Parking

To address the heavy pedestrian flows and minimize conflicts with vehicles, the following recommendations were devised for Pre-Event conditions:

- Direct pedestrian movements east of $7^{\text {th }}$ Street either on Railyards Boulevard (north side) toward $8^{\text {th }}$ Street or easterly along the Pedestrian Plaza.
- Place pedestrian barriers at strategic locations to prevent pedestrian movements that would otherwise occur on sidewalks of insufficient width or would create conflicts with vehicles entering parking lots.
- All new streets adjacent to the MLS Stadium would have sidewalk widths of 16 feet. The existing sidewalk on $7^{\text {th }}$ Street would be widened to 16 feet.
- Widen all crosswalks at the $7^{\text {th }}$ Street/Railyards Boulevard, $7^{\text {th }}$ Street/South Park Street, and $7^{\text {th }}$ Street/North B Street intersections to 20 feet.
- Operate all crosswalks at the $7^{\text {th }}$ Street/Railyards Boulevard, $7^{\text {th }}$ Street/South Park Street, and $7^{\text {th }}$ Street/North B Street intersections with a 30 second pedestrian WALK interval during the PreEvent peak hour.
- Place traffic control officers (TCOs) at the 'upstream' corners of key intersections along $7^{\text {th }}$ Street, $8^{\text {th }}$ Street, Railyards Boulevard, and North B Street. The TCOs would use a combination of techniques (barricades, stanchions with retractable belts/ropes) to manage pedestrian flows approaching and across crosswalks. The barricades may be positioned on approaches to the busiest intersection corners to 'queue pedestrians', thereby minimizing the likelihood that they spill onto the adjacent street.

Figure 5 on the following page (reproduced from Figure 4.12-46 of the Draft EIR) shows the recommended pedestrian barriers, and the resulting Pre-Event peak hour pedestrian flows.

The pedestrian demand at all crosswalks at the three intersections listed above would correspond to LOS D or better conditions (i.e., the design goal identified in the Draft EIR for pedestrian facilities) with the above recommendations in place.

The end of this chapter includes a focused discussion on the anticipated use of sidewalks and crosswalks along North $7^{\text {th }}$ Street north of North B Street.


日 Traffic Signal
$\rightarrow$ Parking Lot Ingress
(B) Prohibited Turn Movement
i. Traffic Control Officer(s)

I Barriers Prohibiting Pedestrians

(Buses, Taxis, Uber, Paratransit, etc.)
Sidewalk / Crosswalk
1,500 Pedestrian Volume During Pre-Event Peak Hour

Notes:

1. Based on 25,000 -person MLS soccer match ( $70 \%$ arrive during pre-event peak hour), 2. Values rounded to nearest fifty persons.
2. Recommended sidewalk width considers future building (ie. need to account for shy distance) at back of sidewalk and no obstructions within sidewalk.
3. Map not to scale.
*inimum 30 feet of plaza recommended to remain clear and unobstructed for pedestrian travel.
**
** Operate traffic signals with extended walk intervals on all approaches.

## TRAFFIC, PARKING, AND PEDESTRIAN MANAGEMENT DURING PRE-EVENT PEAK HOUR

Figure 6 (reproduced from Figure 4.12-47 of the Draft EIR) shows the recommended opening day Preevent peak hour management plan to accommodate traffic, parking, and pedestrians in the MLS Stadium vicinity. This figure shows recommended driveway openings (and permitted turn movements) to adjacent parking lots. As shown, direct parking lot access is not recommended along $7^{\text {th }}$ Street so as to minimize traffic flows on this important roadway. This figure also shows the placement of fences along the boundaries of these parking lots to focus pedestrian ingress/egress from them to strategic locations. This helps avoid introducing conflicts between pedestrian movements and arriving traffic to parking lots.

Figure 7 (reproduced from Figure 4.12-48 of the Draft EIR) shows vehicular routing to parking lots within the RSP Area under opening day conditions. This figure indicates that right-turn movements from southbound $7^{\text {th }}$ Street onto westbound Railyards Boulevard would be prohibited so as to minimize traffic flows using this roadway to access parking west of $7^{\text {th }}$ Street. Instead, signage would be deployed on the $7^{\text {th }}$ Street and North B Street approaches indicating that motorists should continue on North B Street to $6^{\text {th }}$ Street.

Figure 8 (reproduced from Figure 4.12-49 of the Draft EIR) shows vehicular routing for drop-offs to the MLS Stadium under opening day conditions. Buses, paratransit, limos, and ridesharing providers would be permitted to drop off passengers on $8^{\text {th }}$ Street adjacent to the MLS Stadium. It is recommended that the project site plan incorporate the recommended pick-up/drop-off locations shown on $8^{\text {th }}$ Street because their locations minimize conflicts with pedestrians and parking lot driveway access.

Opportunities for drop-off are also possible along $10^{\text {th }}$ Street. However, northbound left-turns from $8^{\text {th }}$ Street onto westbound North B Street would be prohibited so as to keep vehicles that just dropped off passengers from using $7^{\text {th }}$ Street. They may instead use portions of $10^{\text {th }}$ Street or $12^{\text {th }}$ Street to reach their destinations.

## TRAFFIC, PARKING, AND PEDESTRIAN MANAGEMENT DURING POST-EVENT PEAK HOUR

Figure 9 (reproduced from Figure 4.12-50 of the Draft EIR) shows the recommended opening day Postevent peak hour management plan to accommodate traffic, parking, and pedestrians in the MLS Stadium vicinity. Key aspects of it include the following:

- Pedestrian Flows: At the conclusion of the soccer match, large numbers of pedestrians would travel in a primarily westerly direction from the stadium. Temporary barricades would be placed as shown on Figure 9 to direct these flows either toward the Pedestrian Plaza, Railyards Boulevard (north side), or North B Street. Similar to Pre-event conditions, TCOs would be placed in strategic locations at certain intersection to manage pedestrian flows. In addition, extended pedestrian WALK intervals would be in operation at signalized intersections as shown on Figure 9 to accommodate heavy pedestrian flows.


目 Tafficiginal
$\rightarrow$ Paxking lot hagess
(B) Prohibited Turn Movement
i. Traffic Control Officer(s) in Quadrants/Areas Shown

I Barriers Prohibiting Pedestrians
Drop-Off Area
(Buses, Taxis, Uber, Paratransit, etc.)
------ Fence Around Parking Lots

* Operate traffic signals with extended pedestrian walk times on all approaches


8 Traffic Signal
$\rightarrow$ Parking Lot Ingress
(B) Prohibited Turn Movement
i. Traffic Control Officer(s)

- Barriers Prohibiting Pedestrians

Drop-Off Area
(Buses, Taxis, Uber, Paratransit, etc.)
$\longrightarrow$ Vehicular Access to Parking

Figure 7
Vehicle Routing to Parking During Pre-Event Peak Hour Baseline Plus MLS Stadium Conditions


目
Traffic Signal
$\rightarrow$ Parking Lot Ingress
(B) Prohibited Turn Movement
i. Traffic Control Officer(s)

I Barriers Prohibiting Pedestrians
Drop-Off Area
(Buses, Taxis, Uber, Paratransit, etc.)
$\longrightarrow$ Vehicular Access to Drop-Off

Figure 8
Vehicle Routing for Drop-Offs During Pre-Event Peak Hour Baseline Plus MLS Stadium Conditions


8 Traffic Signal
$\rightarrow$ Parking Lot Ingress
(B) Prohibited Turn Movement
i. Traffic Control Officer(s) in Quadrants/Areas Shown

Barriers Prohibiting Pedestrians

- Street Closure
$\longleftarrow$ Primary Post-Event Pedestrian Flow
-•-• Temporary Barricades to Prohibit Pedestrians
* Operate traffic signals with extended pedestrian walk times on all approaches
**
Railyards Blvd/10th Street may be used as staging area for pick-up vehicles until 8th Street reopens to vehicular traffic

Figure 9
Recommended Traffic and Pedestrian Management During Post-Event Peak Hour Baseline Plus MLS Stadium Conditions

- Traffic and Parking Management: Due to the volume of pedestrian traffic, it would be necessary to close $8^{\text {th }}$ Street to inbound vehicular traffic for 15 to 30 minutes prior to the conclusion of the soccer match until such time that pedestrians flow subside. This means that any type of pick-up activity along $8^{\text {th }}$ Street would need to occur outside of this time period. As noted on Figure 9, pick-up vehicles may stage along portions of $10^{\text {th }}$ Street, though it is important for emergency response that $10^{\text {th }}$ Street remain free-flow. This figure shows that the two parking lots situated directly west of $8^{\text {th }}$ Street would be emptied onto $8^{\text {th }}$ Street through a series of barricades and partial street closures. The type of barricades to be placed along $8^{\text {th }}$ Street should be able to be removed quickly in the event an emergency vehicle needs to pass through.


## USE OF PEDESTRIAN FACILITIES ON NORTH $7^{\text {TH }}$ STREET NORTH OF NORTH B STREET

This section describes a particular area of focus with regard to adequacy of pedestrian facilities versus their projected level of use. Impact 4.12-6 of the Draft EIR identifies a pedestrian impact on the North $7^{\text {th }}$ Street sidewalk north of North B Street and crosswalks at the Richards Boulevard/N $7^{\text {th }}$ Street intersection during MLS soccer matches. The sidewalks located on both sides of North $7^{\text {th }}$ Street from North B Street to Richards Boulevard would operate at LOS F based on their five-foot widths (less physical obstructions) and projected pedestrian demand (over 5,000 total pedestrians during the Pre-event peak hour).

As part of the Draft EIR technical analysis, several potential mitigation options were identified including widened sidewalks, a private shuttle to transport attendees, special-event LRT train service, a dedicated travel lane for pedestrians, and reduced parking supply north of the RSP Area. For a variety of reasons, none of these options were deemed feasible at this time. Therefore, Mitigation Measure 4.12-6 provides language (including reference to this part of the Event TMP) to ensure that solutions are identified and implemented to provide a safe flow of pedestrians on North $7^{\text {th }}$ Street north of North B Street during the Pre-Event and Post-Event peak hours. As subsequent versions of the Event TMP are prepared, more detailed evaluation of this topic will be performed and documented.

So as to avoid causing pedestrians to walk within North $7^{\text {th }}$ Street, a variety of measures were identified including, but may not be limited to: (1) crosswalk and sidewalk widening, (2) temporary signal timing modifications, (3) shuttle bus operations, (4) RT light rail train special event service, (5) use of traffic control officers, potentially combined with use of temporary safety barriers, to monitor and manage pedestrian flows, and (6) targeted and/or reduced parking supplies north of North B Street.

Details of the measures being considered are described below, though it is noted that additional options beyond these may also be identified over time.

- Additional Parking Within RSP Area - By increasing the supply of parking within the RSP Area under near-term conditions, it would be possible for greater numbers of attendees to use facilities such as Railyards Boulevard and $7^{\text {th }}$ Street within the RSP Area, which are designed with wide sidewalks to carry substantial volumes of pedestrians. As a consequence of this additional parking and redistributed pedestrian flows, usage of the areas north of North B Street for parking may be reduced, which would help address issues along this corridor.
- Widen Sidewalks - Sidewalk widening, where feasible, would increase the available walk space for future pedestrians travelling from the Richards Boulevard corridor to North B Street. A lack of right-of-way and presence of numerous developed adjacent properties could require property acquisition(s), which would be difficult, bringing into question the feasibility of this potential mitigation in some locations. Nevertheless, the City has the authority to condition projects that request discretionary grading or building permits (to provide surface parking) to bring sidewalks into compliance with current City standards adjacent to the property.
- Operate Shuttle - A shuttle could transport MLS attendees from temporary stops on Richards Boulevard and along North $7^{\text {th }}$ Street to the Stadium and back. Given the magnitude of the pedestrian volume decrease that would be necessary to achieve LOS D conditions, a substantial (i.e., likely over 25) number of shuttle buses would be necessary. They would also be required to stop in a travel lane that has a mixed-flow light rail line. Lastly, congestion during post-event conditions may result in few riders using the shuttles after learning that it may be quicker and cheaper to walk to their vehicles than wait for a shuttle bus.
- Coordinate with Regional Transit to Operate Special Event-Related LRT Service - During the pre-event and post-event periods, a light rail train could operate continuously between the Township 9/Richards Boulevard station and the proposed station on $7^{\text {th }}$ Street north of Railyards Boulevard to transport passengers to/from the MLS Stadium. The ride would take two to three minutes in each direction. Coupled with the time to load and unload passengers, it is possible that a single train could operate on 10 -minute headways.
- Reduce River District Parking Supply - Reducing the number of available parking spaces north of North B Street would reduce pedestrian volumes along North $7^{\text {th }}$ Street. Most of the properties that could potentially provide off-street parking are eligible to obtain the required permits from the City and offer their properties for game day parking.

Each of the above options was discussed by the City's Fire, Police, and Public Works Departments, and the consulting team. It was concluded that further evaluations of these and other improvement options should continue and be documented in a subsequent update to the TMP. With respect to pedestrian facilities along North $7^{\text {th }}$ Street north of North B Street, Mitigation Measure 4.12-1 states that the identified measures shall accomplish their intended purpose, subject to the review and approval of the City Traffic Engineer prior to the issuance of the Certificate of Occupancy for the proposed Stadium. Further, Chapter 8 includes a Performance Standard, whereby event-related pedestrian flows do not cause spillovers onto public streets that have moving vehicles, such as North $7^{\text {th }}$ Street.

## 8. PERFORMANCE STANDARDS AND MONITORING

This chapter presents the Performance Standards, for which the project operations will be measured against. These Performance Standards are incorporated into Mitigation Measure 4.12-1. This chapter also describes the monitoring methods to be undertaken during the first year of stadium operations.

## PERFORMANCE STANDARDS

This TMP includes various Performance Standards that must be met. Once the project is in operation and initial monitoring results are available, the results will be measured against these criteria. If not achieved, the MLS Stadium operator is required to work with the appropriate agency or stakeholder group to ensure that the standards are met. The following Performance Standards have been developed:

1. Vehicle Queuing on City Streets: Through added intersection capacity and/or traffic management, traffic does not queue back to upstream locations during the Pre-Event peak hour including (but not limited to):
o Northbound $7^{\text {th }}$ Street traffic does not spill back from Railyards Boulevard into the undercrossing of the UPRR tracks (i.e., queues do not extend any greater than 600 feet from Railyards Boulevard).
o Westbound North B Street traffic does not spill back from $7^{\text {th }}$ Street into the $8^{\text {th }}$ Street intersection
o Westbound North B Street traffic does not spill back from $8^{\text {th }}$ Street into the $12^{\text {th }}$ Street intersection
o Southbound $7^{\text {th }}$ Street traffic does not spill back to the LRT tracks at North B Street
2. Pedestrian Flows: Through pedestrian flow management, pedestrians do not spill out of sidewalks onto streets with moving vehicles, particularly along $7^{\text {th }}$ Street between Richards Boulevard and G Street, Railyards Boulevard between $5^{\text {th }}$ Street and $8^{\text {th }}$ Street, and North B Street between $7^{\text {th }}$ Street and $12^{\text {th }}$ Street.
3. Vehicular Parking: A comprehensive parking plan is implemented that includes (but is not limited to) a reservation system, smartphone parking app, directional signage, real-time parking garage occupancy, etc. that minimizes unnecessary vehicular circulation (while looking for parking) within and adjacent to the RSP Area.
4. Bicycle Parking: Signage is clearly visible to direct bicyclists to MLS Stadium event bicycle parking, which has an adequate supply to accommodate a typical MLS Stadium event.
5. Light Rail Transit: A new light rail station/stop is constructed on $7^{\text {th }}$ Street north of Railyards Boulevard and operational at the time the stadium opens, providing an adequate level of LRT service to meet the Pre- and Post-Event ridership demands.
6. Bus/Paratransit: Specific locations are provided to accommodate public buses and paratransit vehicle stops within one block of the MLS Stadium.
7. Ridesharing: Specific locations are provided for pick-up / drop-off areas such that taxi, uber, or similar ridesharing services do not impede overall vehicular or pedestrian flow (including maintaining uncongested conditions along $10^{\text {th }}$ Street to enable emergency vehicle response).
8. Truck Staging: Delivery trucks associated with special events do not park or idle along $7^{\text {th }}$ Street, $8^{\text {th }}$ Street, North B Street, or Railyards Boulevard. Delivery trucks, buses, or other large vehicles should not be parked within the $10^{\text {th }}$ Street cul-de-sac in a manner that blocks fire apparatus or other vehicles from being able to turn around.

## MONITORING METHODS AND DOCUMENTATION

The following monitoring activities will occur during the first year of MLS Stadium operations.

## Initial Event Monitoring Plan

- The first two regular season games at the MLS Stadium.

The purpose of the Initial Event Monitoring Plan is to identify the initial weaknesses in the TMP elements and implement improvements as soon as possible that enable a safer and more enjoyable experience at the MLS Stadium. The monitoring will identify deficiencies in the event planning / operations and recommend measures that can be quickly implemented to resolve these issues.

This effort will consist of collecting observational data to assess which elements of the TMP need to be immediately modified in advance of subsequent events. The following plan elements will be reviewed:

- Pre- and Post-Event Traffic Management
- Traffic Congestion and Queuing
- Pedestrian Circulation
- Wayfinding / Signage
- Bicycle Parking and Access
- Parking
- Transit Loading and Access
- Staffing
- Vehicular Pick-ups / Drop-offs
- General Safety/Security

Prior to each scheduled monitoring event, a meeting will be held with the City and MLS Stadium operator to identify the specific monitoring locations, durations, and staffing responsibilities. A follow-up meeting will occur during the week immediately following each event to discuss the monitoring observations and identify what modifications to the TMP should be implemented for subsequent events.
A written record of observations, and suggested improvements after each monitoring event will be prepared, and be available for public review at City offices.

## First Year Typical Event Monitoring Plan:

- Two typical mid-season soccer matches at the MLS Stadium.

Matches that are anticipated to have at least 18,000 attendees should be selected. Unless precluded by scheduling conflicts, one monitored event should occur during a weekday evening, while the other monitored event should occur on a weekend afternoon. By waiting until mid-season, this approach enables travel patterns and behavior to "normalize" so that a representative sample is collected. It also allows for the benefits of the initial event monitoring and any associated TMP refinements to take effect.

These events will provide a representative sample of operating conditions at the MLS Stadium, and will be measured against the above Performance Standards. Prior to monitoring these events, a meeting will be held with the City and MLS Stadium operator to identify the specific monitoring locations, durations, and staffing responsibilities. The monitoring effort will focus on the TMP elements and Performance Standards contained in this document. The monitoring effort will include both observational and empirical data collection.

Documentation: The results of the two monitored events will be documented into the "MLS Stadium Year One Travel Monitoring Report". This report will include photos, charts, and eyewitness accounts of site operations. It will include an assessment of the extent to which the established Performance Standards are met, exceeded, or are unmet. For those standards that are not met, specific recommendations will be provided which would enable the standard to be achieved. The report will be submitted to the City for review. Once finalized, the report will be made available to the public through the City and MLS Stadium operator websites.

Appendix J. 3
Railyards Blvd. and $10^{\text {th }}$ Street Access Feasibility Study Summary

## Kimley»Horn

## Memorandum

| To: | Hector Barron, P.E. <br> Samar Hajeer, P.E. |
| :--- | :--- |
| From: | Thomas Coppin, P.E. |
| Re: | Railyards Blvd. and $10^{\text {th }}$ Street Access Feasibility Study Summary |
| Date: | October 15, 2015 |

The purpose of this memorandum is to document the findings of feasibility studies performed to assess the viability of constructing vehicular and bicycle / pedestrian access points to serve the eastern half of the Railyards project (east of $7^{\text {th }}$ and west of $12^{\text {th }}$ Streets).

## Project Understanding

Kimley-Horn was asked to study the feasibility of constructing additional access routes into and out of the Sacramento Railyards project in support of the 2015 land use plan revisions proposed for the project. Specifically this work included the evaluation of an inbound vehicular lane connecting $12^{\text {th }}$ Street to the east end of Railyards Blvd., and a tunnel at $10^{\text {th }}$ Street, to provide vehicular, pedestrian and bike connectivity from the Alkali Flats neighborhood to the Railyards.
In total, Kimley-Horn studied the following scenarios:

1. $10^{\text {th }}$ Street vehicular and bike tunnel
2. $10^{\text {th }}$ Street bike tunnel
3. $10^{\text {th }}$ Street bike bridges
4. Railyards Blva. connection to $12^{\text {th }}$ Street at mid-block
5. Railyards Blvd. connection to $12^{\text {th }}$ Street at UPRR tracks
6. Railyards Blvd. connection to $12^{\text {th }}$ Street at intersection of North B
7. Railyards Blvd. connection to $12^{\text {th }}$ with grade separated cycle track

## Data Collection

Kimley-Horn assembled current topographic survey data of the project site as well as current base map files depicting the proposed onsite street network and lotting. We obtained a current CAD file from the City of Sacramento of the preferred $12^{\text {th }}$ Street Cycle Track project improvements. These files were overlaid to form the basis of our studies.

Excerpts from The Creamery - Phase $1 \& 2$ improvement plans were provided by the City to assist with evaluation of impacts to the adjacent developments along $10^{\text {th }}$ Street, south of the UPRR tracks.

The current published City of Sacramento Bikeway Mater Plan was obtained from the City's web site to provide guidance on existing and planned bike routes surrounding the Railyards site Exhibit 1.

## Railyards Blvd. and $10^{\text {th }}$ Street

Access Feasibility Study

## Kimley»Horn

Alternatives Discussion

## $10^{\text {th }}$ Street Vehicular and Bike Tunne

The focal point of this alternative is a 100 ft vehicular tunnel connecting $10^{\text {th }}$ Street beneath the UPRR The focal point of this alternative is a 100 ft vehicular tunnel connecting $10^{\text {th }}$ Street beneath the UPRR
tracks Exhibit 2. The $10^{\text {th }}$ Street section consists of north and south travel lanes, a dual left turn lane, class 2 bike lanes in each direction and attached sidewalks. The intersection with Railyards Blvd. would be located immediately north of the tunnel, resulting in a depressed intersection approximately 14 ft below the elevation of the adjacent pads and tracks. The depressed intersection would require retaining walls at all four legs of the intersection to shore up the adjacent tracks and pads. The retaining walls would limit site visibility at the intersection unless pulled away from the back of walk. Moving gth walls back or cutting the side slopes back at a rate of 3:1 to eliminate the need for retaining walls and mprove site distances and aesthetics was deemed infeasible due to the impact this would have on available real estate for the adjacent lots. The proposed MLS stadium is to be located at the NW quadrant of the intersection and would not have sufficient acreage if additional right-of-way was provided.

At a slope of approximately $4.5 \%, 10^{\text {th }}$ Street would require 350 ft to match grade to the north and south of the tunnel. This depressed roadway section would limit access to the lots to the north and would mpact access to the driveway entrances to the Creamery project which is currently under construction to the south of the UPRR tracks.
$0^{\text {th }}$ Street Bike Tunnel
Kimley-Horn studied the feasibility of constructing a standalone bike/pedestrian tunnel at $10^{\text {th }}$ Street Exhibit 3 in place of the vehicular tunnel. The tunnel would consist of a minimum 12 ft high by 16 ft wide, 325 ft long tunnel for bicycle and pedestrian use. The tunnel would pass beneath the UPRR tracks and Railyards Blvd. extension. The tunnel would be located at a depth of approximately 21 ft . Ramps to the south would extend approximately 135 ft at a slope of $4 \%$ and 225 ft to the north to match a pad levation of 50.0 . The northern ramp would extend beyond limits of the adjacent pads and would precluded access to Lot 51a from $10^{\text {th }}$ Street.

## $10^{\text {th }}$ Street Bike Bridge

Two bike/pedestrian bridge alternatives were studied. The first included a bridge with straight approach ramps Exhibit 4. The second included circular ramps to the north and south Exhibit 5.

Both alternatives consisted of a 325 ft , elevated bridge located at a minimum height of 22 ft above the UPRR tracks. The southern ramp would project 700 ft to the south to match grade at a slope of $4.5 \%$. Likewise the northern ramp would extend a similar distance reaching all the way to North B Street. The intersection with D Street is only 600 ft to the south and the northern ramp would preclude access to Lot 51a due to its length making this alternative infeasible.

A second ramp alternative included elevated switchbacks at both ends of the bridge. Based on the bridge deck height and grades of $10^{\text {th }}$ Street and Lot 51a, the southern and northern ramp lengths were determined to be approximately 276 ft and 210 ft , respectively. The height and proximity of the southern ramps to the completed Creamery project would pose a significant impact to the completed units. The length of the southern ramps would still extend far enough to the south to impact the alignment of the anticipated driveway entrance. The bridge abutments and ramps to the north would extend over half the distance of the Lot 51a frontage, significantly limiting views to the west and access to the parcel.

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Railyards Blvd. Connection to $12^{\text {th }}$ Street at Mid-Block
$\frac{\text { Railyards Blva. Connection to }}{\text { In }}$ an effort to accommodate access from $12^{\text {th }}$ Street into the Railyards several alternate access alignments were considered. The first was a mid-block connection of Railyards Blvd. to $12^{\text {th }}$ Street Exhibit 6. This alternative included a single 20 ft wide extension of Railyards Blvd. with a sidewalk along the north edge and a 12 ft Class 1 bike trail along adjacent to the south edge. The bike trail would provide a direct connection from the $12^{\text {th }}$ Street cycle track to protected bike lanes at $6^{\text {th }}$ Street.

The mid-block connection would consist of a slip lane from south bound $12^{\text {th }}$ Street onto Railyards Blvd. The connection point is located approximately ? ft south of the North B Street intersection. This point coincides with the high point of the $12^{\text {th }}$ Street roadway profile, before it dips into the $12^{\text {th }}$ Street track undercrossing.

This work would require extensive regrading and reconfiguration of the secondary levee on the west side of $12^{\text {th }}$ Street and would include impacts to the Sims property located to the north of the Railyards property.

In addition, this alternative will require a dedicated bike phase at the North B Street intersection to protect cycle track users from right turning vehicles. Free right turn movements at the North B intersection would also be precluded to protect cyclists. The dedicated bike signal phase could cause unacceptable delays to the operation of the North B intersection. Likewise the distance between North $B$ and the Railyards Blvd. intersection may result in unacceptable impacts to signal operations if the signals are not linked.

These signal operational issues will need to be studied further as part of the City's traffic circulation analysis currently underway.

Railyards Blvd. Connection to $12^{\text {th }}$ Street at UPRR Tracks
In addition to the mid-block connection, a location north of the $12^{\text {th }}$ Street track undercrossing was considered for the Railyards Blvd. intersection along $12^{\text {th }}$ Street Exhibit 7. This connection would be located? ft south of the North B intersection. The same street cross section, sidewalk and bike trail improvements were contemplated for this alternative.

As with the prior alternative, extensive grading and retaining wall construction would be required to preserve the flood protection currently afforded by the secondary levee. A dedicated signal or bicycle phase would also be required at this intersection to protect cycle track users from right turning vehicles. However, the increased distance between the two intersections may allow this signal to operate independently of the North B intersection. The greater distance may also afford the possibility of restriping the western-most lane as a dedicated right turn lane.

The signal timing and restriping alternatives will need to be further assessed as part of the City's current circulation study.

## Railyards Blvd. Connection to $12^{\text {th }}$ Street at Intersection of North B

In an effort to protect cyclist and reduce intersection operational issues, a connection at the North B intersection was also considered. This alternative places the slip lane entrance to Railyards Blvd. at the North B intersection Exhibit 8. This alternative would require a dedicated bike phase for the signal and would require free right turn to be prohibited. Placing the slip lane at the intersection would reduce the

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time for bikes and peds to traverse the intersection, theoretically reducing waiting times and intersection delays. As with the prior alternatives, this options needs to be studied further as part of the City's traffic circulation study to assess its full impact on traffic patterns.

This scenario would also require extensive regarding of the secondary levee, but could potentially leave the existing flood gates intact at $12^{\text {th }}$ Street. This alternative would require the removal of buildings on the Sims Metal site and the acquisition of additional right-of-way

Railyards Blvd. Connection to $12^{\text {th }}$ Street Grade Separation
in order to entirely eliminate conflicts between cyclists and right turning vehicles, Kiimley-Horn studied a final alternative. This alternative contemplates realignment of a portion of the $12^{\text {th }}$ Street Cycle Track and directing the track beneath Railyards Blvd. through a short 35 ft undercrossing Exhibit 9.

While this alternative does achieve its desired goal, it results in the most extensive grading and revisions to the secondary levee. Modifications to both the east and west sides of $12^{\text {th }}$ Street would be required. The regrading would also eliminate approximately half of the developable area of Lot 51b.

## Conclusions

$10^{\text {th }}$ Street Vehicle Tunnel
As a result of our study, it was concluded that the $10^{\text {th }}$ Street vehicular tunnel would not be practical to construct for the following reasons:

- Intersection immediately north of UPRR tracks would be depressed 12-15 feet from surrounding pads and track.
- A 100 foot tunnel would result in public safety concerns.
- The depressed intersection would result in need for dedicated storm drain pump station and perpetual operation and maintenance costs for the City.
- The depressed intersection would result in the need for significant retaining wall construction to support the adjacent pads on Lot 51 and 52. These walls would limit sight distance at all legs of the intersection. Moving the walls away from the intersection or replacing them with slopes would result in significant loss of developable property on Lot 51 and 52. The proposed MLS soccer stadium on Lot 51 cannot afford the loss of additional real estate.
- Depressed roadways would preclude accessibility and emergency access points for vehicle access to Lots 51 and 52.
- Depressed roadways would form aesthetic and physical barriers for bikes and pedestrians to access future development on Lots 51 and 52
- Depressed intersection would preclude the ability to drain sanitary sewer from lots east of $10^{\text {th }}$ Street by gravity resulting in the need for a permanent lift station and ongoing maintenance costs.
- The Creamery project located south of the UPRR tracks has dedicated right-of-way for the possible construction of the south legs of $10^{\text {th }}$ Street. However, the project is currently under


## Railyards Blud. and 10 th Street

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construction and includes driveway access to $10^{\text {th }}$ Street which would be eliminated should $10^{\text {th }}$ Street be depressed to accommodate a tunnel.

- The $10^{\text {th }}$ Street tunnel would provide traffic and parking concerns for the Alkali Flats neighborhood with development of the Railyards and accompanying MLS soccer stadium.

For these reasons it was determined that this alternative is not feasible.

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$10^{\text {th }}$ Street Bike Tunnel / Bridge
As an alternative to the vehicular tunnel, Kimley-Horn explored the possibility of maintaining bicycle and pedestrian access at $10^{\text {th }}$ Street by constructing a tunnel or bridge. These alternatives were also deemed impractical for the following reasons:

- A 325 foot long tunnel results in public safety concerns.
- It would not be possible to achieve ADA accessibility from a bridge and still touch down within the project limits along north $10^{\text {th }}$ Street. The tunnel option would pose similar constraints.
- The approach ramps would preclude vehicular and pedestrian points of access to Lot 51 .
- Construction and permitting of a 325 foot tunnel beneath the UPRR tracks would be problematic given the need to maintain live rail traffic at all times.
- Equally, constructing and permitting a bridge over the UPRR tracks would be difficult without impacting rail traffic


## Railyards Blvd. Connection to $12^{\text {th }}$ Street at Mid-Block

A mid-block connection of Railyards Blvd. to $12^{\text {th }}$ Street was studied.
This alternative poses the following challenges to implementation:

- The west finger of the existing levee would need to be reconstructed.
- A minimum flood protection elevation of 35 feet can be maintained as part of the roadway construction.
- The slip lane from $12^{\text {th }}$ Street to Railyards Blvd. exposes pedestrians and cyclists to potential right turning vehicle conflicts. An additional signal or some other form of stop control would be needed to protect bikes in the cycle track and pedestrians crossing Railyards Blvd. This would affect traffic flow and possibly signal timing at the North $B$ and $12^{\text {th }}$ Street intersection.
- Additional stop controls along the cycle track defeats the purpose of this facility.
- This alternative would also require the redevelopment of the Sims Metal operations north of the Railyards. This property is not controlled by the Railyards and would require significant lead time to remove and remediate the site prior to development of the Railyards Blvd. extension.

Railyards Blvd. Connection to $12^{\text {th }}$ Street at UPRR Tracks
Kimley-Horn studied a connection of Railyards Blvd. to $12^{\text {th }}$ Street immediately north of the UPRR tracks. This alternative is similar to the Mid-Block alternative in many ways, and poses similar challenges to implantation:

- The west finger of the existing levee would need to be reconstructed.
- Additional retaining walls would need to be constructed to support the existing tracks and levee /lots.
- A minimum flood protection elevation of 35 feet can be maintained as part of the roadway construction.
- The right turn from $12^{\text {th }}$ Street to Railyards Blvd. exposes pedestrians and cyclist to potential right turning conflicts with vehicles. An additional sign or stop control would be needed to


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protect bikes in the cycle track. This would affect traffic flow and possibly signal timing at the North B and $12^{\text {th }}$ Street intersection.

## Railyards Blvd. Connection to $12^{\text {th }}$ Street at Intersection of North B

In light of the cycle track concerns stated with the prior two $12^{\text {th }}$ Street alternatives described above, Kimley-Horn explored the alternative of moving the Railyards Blvd. connection to the intersection of North B and $12^{\text {th }}$ Street

This alternative alleviates some concerns but still poses some challenges to implementation:

- The west finger of the existing levee would need to be reconstructed.
- A minimum flood protection elevation of 35 feet can be maintained as part of the roadway construction.
- This alternative would also require the redevelopment of the Sims Metal operations, north of the Railyards. This property is not controlled by the Railyards and would require significant lead time to remove and remediate the site prior to development of the Railyards Blvd. extension.
- By combining the pedestrian and cycle track movements at the intersection an introducing a dedicated bicycle phase potential right turn conflicts between vehicles and cyclists could be reduced.
- The dedicated bicycle signal phase will potentially impact signal operations and traffic flow.


## Railyards Blvd. Connection to 12th Street Grade Separation

The grade separated alternative completely eliminates bicycle and vehicle conflicts. While this alternative achieves it stated goals, it also results in significant cost implications which must be evaluated.

- Eliminates vehicle and cyclist conflicts.
- Eliminate the need for dedicated bike signal phase.
- Allows for free right turn movements at the North B and $12^{\text {th }}$ Street intersection.
- Requires reconstruction of both east and west portions of secondary levee.
- Reduces developable area of Lot 51b by approximately one half.


## Attachments:

Exhibit 1-City of Sacramento Bikeway Mater Plan
Exhibit 2-10 ${ }^{\text {th }}$ Street Vehicular and Bike Tunnel
Exhibit 3-10 ${ }^{\text {th }}$ Street Bike Tunnel
Exhibit 4-10 ${ }^{\text {th }}$ Street Bike Bridge
Exhibit 5-10 ${ }^{\text {th }}$ Street Bike Bridge
Exhibit 6 - Railyards Blvd. Connection to $12^{\text {th }}$ Street at Mid-Block
Exhibit 7 - Railyards Blvd. Connection to $12^{\text {th }}$ Street at UPRR Tracks
Exhibit 8 - Railyards Blvd. Connection to $12^{\text {th }}$ Street at Intersection of North B
Exhibit 9 - Railyards Blvd. Connection to $12^{\text {th }}$ Street Grade Separation

## Railyards Blvd. and $10^{\text {th }}$ Street

Access Feasibility Study

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Attachments




NORTH 10TH STREET \& RAILYARDS BOULEVARD




SACRAMENTO RAILYARDS BIKE BRIDGE EXHIBIT
10/14/2015


Kimley»Horn ${ }_{\text {oms }}$


RAILYARDS BOULEVARD \& 12TH STREET CONNECTION OPTION A

Kimley»Horn







[^0]:    Intersection 2 I 5 NB Ramps/Richards Blvd Signal

[^1]:    Intersection 6 N 5th St/Richards Blvd Signal

[^2]:     Seneral Purpose Lanes to General Purpose Lanes Fiow Rate for weave Segm

[^3]:    Intersection 2 I 5 NB Ramps/Richards Blvd Signal

[^4]:    
    eneral Purpose Lanes to ceneral Purpose Lanes Flow Rate for Weave Segm

[^5]:    Intersection 2 I 5 NB Ramps/Richards Blvd Signal

[^6]:    Intersection 6 N 5th St/Richards Blvd Signal

[^7]:     Seneral Purpose Lanes to General Purpose Lanes Fiow Rate for weave Segm

[^8]:    1 We reviewed our internal files and online resources but could not find any empirical trip generation studies of the existing Kaiser Medical Centers in Roseville and South Sacramento.

[^9]:    2 According to data provided by Matt Miller of Kaiser in an email to Brian Boxer on November 17 ${ }^{\text {th }}$, the medical center had a patient census of 160 on the count day, which is greater than their average annual patient census of 150 .

[^10]:    4
    Calculated as follows: $(56 \% * 0.96)+((44 \% * 3.5) 0.792)=1.76$
    Calculated as follows: $(56 \% * 1.16)+((44 \% * 4.27) 0.792)=2.14$

[^11]:    $6 \quad$ Transit use is expected to be greater for employees than members because some members may have mobility challenges that pose challenges to access light rail stations. Further, travel behavior data shows that transit comprises a greater percentage of work versus other trips.
    $7 \quad$ This result is supported by data from the Highway Capacity Manual (2010), Transportation Research Board,. pp. 3-26, in which it was reported using Census data that 12.3 percent of downtown commuters to Sacramento chose transit.

[^12]:    1 Calculated as follows: 25,000 attendees $x 90 \%$ auto mode split $x$ one parking space per 2.23 persons $=10,090$ spaces.

[^13]:    1 Assumed to consist of 75 percent office and 25 percent retail per December 17, 2015 e-mail from Ms. Teresa Haenggi with the City of Sacramento Community Development Department.
    2 Excludes the 60,000 square-foot Central Utility Plant (CUP) that generates little or no trips.

[^14]:    $4 \quad$ While this information is not used directly in the transportation impact study, it is used when calculating Vehicle Miles of Travel (VMT) per capita or employee.

[^15]:    5 Transportation Research Board, 2010. Highway Capacity Manual. December 2010. pp. 3-26.
    6 Transportation Research Board, 2006. Commuting in America III, The Third Report on Commuting Patterns and Trends. p. 94.

[^16]:    1 While this information is not used directly in the transportation impact study, it is used when calculating Vehicle Miles of Travel (VMT) per capita or employee.

[^17]:    Intersection 2 I 5 NB Ramps/Richards Blvd Signal

[^18]:     Seneral Purpose Lanes to General Purpose Lanes Fiow Rate for weave Segm

[^19]:    Intersection 2 I 5 NB Ramps/Richards Blvd-I-80 EB On-ramp Signal

[^20]:    Intersection 53 6th St/Railyards Blvd Signal

[^21]:     Maninine to off Ramp Folow Rate for Weave Segments
    Ceneral Purpose Lanes to General Purpose Lanes Flow Rate for Weave Segm

[^22]:    Intersection 2 I5 NB Ramps/Richards Blvd Signal

[^23]:    Intersection 32
    5th St/J St
    Signal

[^24]:    Fehr P Peers

[^25]:     Weneral Purpose Lanes to General Purpose Lanes Fiow Rate for weave Segm

[^26]:    Intersection 2
    I 5 NB Ramps/Richards Blvd
    Signal

[^27]:    Intersection 10 N 12th St-N 16th St/Richards Blvd Signal

[^28]:    Intersection 40 8th St/N B St Signal

[^29]:    Intersection 46
    7th St/South Park St
    Signal

[^30]:    Intersection 48 Bercut Dr/Railyards Blvd
    Signal

[^31]:    Intersection 56
    10th St/Railyards Blvd
    Signal

[^32]:    * Note: Traffic Volume for Major Street is Total Volume of Both Approches.

    Traffic Volume for Minor Street is the Volume of High Volume Approach.

[^33]:     Weneral Purpose Lanes to General Purpose Lanes Fiow Rate for weave Segm

[^34]:    Intersection 2 I 5 NB Ramps/Richards Blvd Signal

[^35]:    Intersection 42
    Bercut Dr/South Park St
    Signal

[^36]:    Intersection 46 7th St/South Park St Signal

[^37]:    Intersection 48 Bercut Dr/Railyards Blvd Signal

[^38]:    * Note: Traffic Volume for Major Street is Total Volume of Both Approches.

    Traffic Volume for Minor Street is the Volume of High Volume Approach.

[^39]:    Felr 8 Peers

[^40]:     Weneral Purpose Lanes to General Purpose Lanes Fiow Rate for weave Segm

[^41]:    Intersection 65
    6th St/G St
    0

[^42]:    Intersection 46
    7th St/South Park St
    Signal

[^43]:    Intersection 48 Bercut Dr/Railyards Blvd Signal

[^44]:    Intersection 50
    HSB Entry-Huntington St/Railyards Blvd
    Signal

[^45]:     Seneral Purpose Lanes to General Purpose Lanes Fiow Rate for weave Segm

[^46]:    Intersection 60 5th St/Camille Ln
    Signal

[^47]:     Maninine to off Ramp Folow Rate for Weave Segments
    Ceneral Purpose Lanes to General Purpose Lanes Flow Rate for Weave Segm

[^48]:    Intersection 8 N 10th St/Richards Blvd Signal

[^49]:     Maninine to off Ramp Folow Rate for Weave Segments
    Ceneral Purpose Lanes to General Purpose Lanes Flow Rate for Weave Segm

[^50]:    Intersection 2 I 5 NB Ramps/Richards Blvd Signal

[^51]:    Intersection 65
    6th St/G St
    Signal

[^52]:     Weneral Purpose Lanes to General Purpose Lanes Fiow Rate for weave Segm

[^53]:    Fetr \& Peers

[^54]:     Seneral Purpose Lanes to General Purpose Lanes Fiow Rate for weave Segm

[^55]:    Fetr \& Peers

[^56]:     Maninine to off Ramp Folow Rate for Weave Segments
    Ceneral Purpose Lanes to General Purpose Lanes Flow Rate for Weave Segm

[^57]:    Intersection 2 I 5 NB Ramps/Richards Blvd Signal

[^58]:    Fetr \& Peers

[^59]:    
    eneral Purpose Lanes to ceneral Purpose Lanes Flow Rate for Weave Segm

[^60]:     Seneral Purpose Lanes to General Purpose Lanes Fiow Rate for weave Segm

[^61]:     Seneral Purpose Lanes to General Purpose Lanes Fiow Rate for weave Segm

[^62]:    Intersection 2 I 5 NB Ramps/Richards Blvd Signal

[^63]:    Fehr P Pears

[^64]:     Maninine to off Ramp Folow Rate for Weave Segments
    Ceneral Purpose Lanes to General Purpose Lanes Flow Rate for Weave Segm

[^65]:    Intersection 2 I5 NB Ramps/Richards Blvd Signal

[^66]:    Intersection 46
    7th St/South Park St
    Signal

[^67]:    Intersection 48 Bercut Dr/Railyards Blvd Signal

[^68]:    Intersection 56
    10th St/Railyards Blvd
    Signal

[^69]:    Intersection 53 N 6th St/Railyards Blvd Signal

[^70]:    Intersection 60 5th St/Camille Ln Signal

[^71]:    Intersection 53 N 6th St/Railyards Blvd Signal

[^72]:    Intersection 2 I 5 NB Ramps/Richards Blvd Signal

[^73]:    Intersection 10 N 12th St-N 16th St/Richards Blvd
    Signal

[^74]:    Intersection 16 Sunbeam Ave-Sproule Ave/N 12th St Signal

[^75]:    Intersection 60 5th St/Camille Ln
    Signal

[^76]:    Intersection 2 I5 NB Ramps/Richards Blvd Signal

[^77]:    Intersection 16 Sunbeam Ave-Sproule Ave/N 12th St Signal

[^78]:    Intersection 4 N 3rd St/Richards Blvd Signal

