

City of Carson City
Agenda Report

item # 11c

Date Submitted: July 23, 2007

Agenda Date Requested: August 16, 2007

Time Requested: 20 Minutes

To: Board of Supervisors

From: Patrick Pittenger, Transportation Program Manager

Subject Title: Presentation on the traffic modeling of the proposed narrowing of Carson Street.

Staff Summary: The Carson Area Metropolitan Planning Organization (CAMPO) recently completed a travel demand modeling study regarding the proposed narrowing of Carson Street in Downtown Carson City. The results of the study have been presented to, and accepted by, CAMPO, and will be presented by staff at this meeting to the Carson City Board of Supervisors. The CAMPO board includes all members of the Carson City Regional Transportation Commission.

The improvements proposed for downtown Carson City, which include the narrowing of Carson Street, have been the subject of extensive public input, and have received widespread public support. This analysis was requested to determine the forecast impacts and results of narrowing Carson Street within the framework of the planned transportation network in the years 2015 and 2030. The downtown modeling effort was conducted within the context of a recently updated and expanded regional model. The key finding of the analysis is that the narrowing of Carson Street as proposed is feasible if other key, previously-planned improvements – including the widening of Roop Street and the extension of North Stewart Street – are completed as planned.

Type of Action Requested: (check one)

Resolution

Ordinance

Formal Action/Motion

Other (Informational, non-action item)

Does This Action Require A Business Impact Statement: Yes No

Recommended Board Action: N/A

Explanation for Recommended Board Action: N/A

Applicable Statue, Code, Policy, Rule or Regulation: N/A

Fiscal Impact: None at this time. This study did not make any recommendations regarding the proposed project - it evaluated the feasibility regarding forecast traffic flows.. There would be a fiscal impact if the City decided to proceed with the proposed project at a later date.

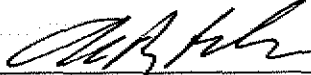
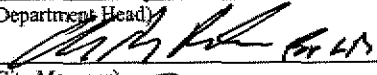


Explanation of Impact: N/A

Funding Source: The modeling effort was paid for with Carson City Regional Transportation Commission funds, but CAMPO has already obtained a reimbursement from the U. S. DOT for 95% of the costs incurred.

Alternatives: N/A

Supporting Material: Attached report from consultant.

Prepared By: Patrick Pittenger, Transportation Program Manager

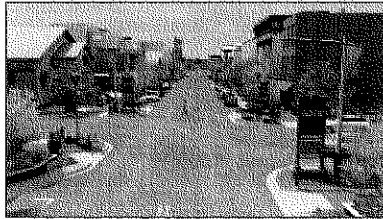
Reviewed By:  Date: 8-7-07
(Department Head)
 Date: 8-7-07
(City Manager)
 Date: 8-7-07
(District Attorney)
 Date: 8/7/7
(Finance Director)

Board Action Taken:

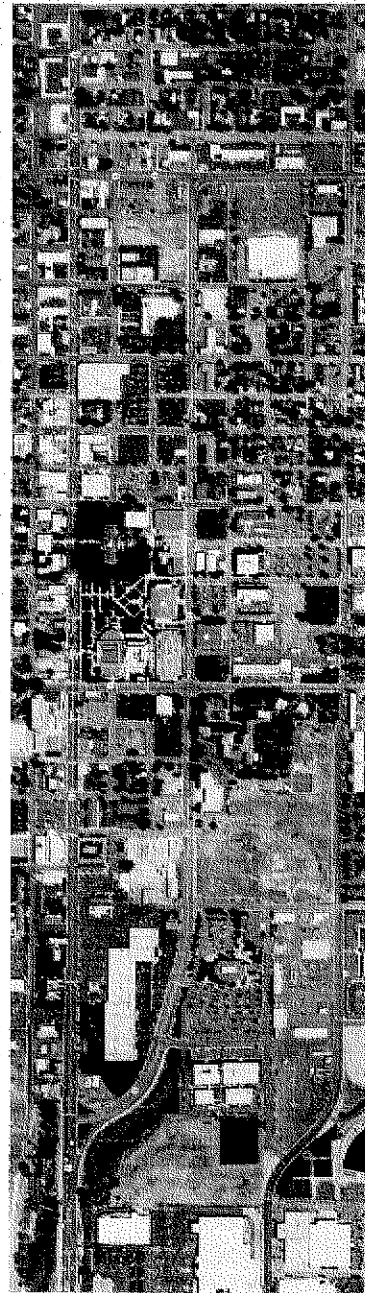
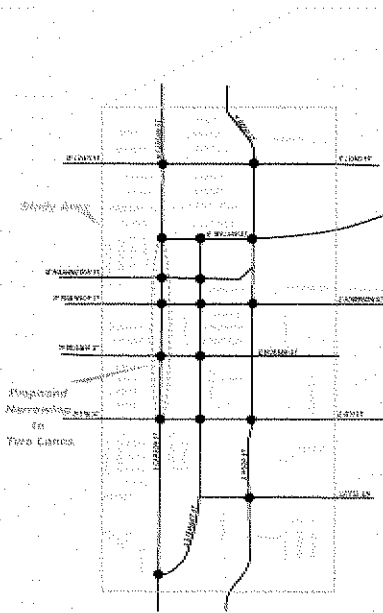
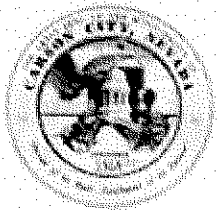
Motion: _____ 1) _____ Aye/Nay
2) _____

(Vote Recorded By)

Traffic Analysis Report Carson Street Narrowing Project



Prepared for
Carson City



Prepared by
DKS Associates
TRANSPORTATION SOLUTIONS

Approved by
CAMPO Board
on May 31, 2007

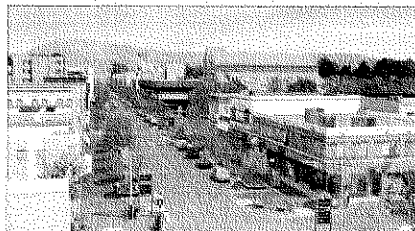


Table of Contents

EXECUTIVE SUMMARY	1
1.0 INTRODUCTION.....	3
2.0 EXISTING CONDITIONS	6
2.1 Travel Lanes.....	6
2.2 Traffic Volumes	6
2.3 Levels of Service.....	9
2.4 Existing Travel Patterns	15
3.0 PROJECT DESCRIPTION	18
4.0 TRAFFIC VOLUME FORECASTS.....	19
4.1 Land Use Forecasts	19
4.2 Planned Transportation Improvements.....	19
4.3 Traffic Forecasts.....	19
5.0 TRAFFIC OPERATIONS IN 2015.....	25
5.1 2015 No Project Conditions (4 Lane Carson Street).....	25
5.2 2015 Plus Project Conditions (2 Lane Carson Street).....	25
6.0 TRAFFIC OPERATIONS IN 2030.....	35
6.1 2030 No Project (4 Lane Carson Street).....	35
6.2 2030 Plus Project (2 Lane Carson Street).....	35

List of Tables

Table 1: Existing Daily and Peak Hour Volumes on Key Roadway Segments 6

Table 2: Peak Hour Factors 13

Table 3: Existing Level of Service: Signalized Intersections 14

Table 4: Existing Arterial Level of Service 15

Table 5: Projected Growth in CAMPO Land Use 20

Table 6: Daily and Peak Hour Roadway Volumes 20

Table 7: AM Peak Hour Signalized Intersections Level of Service: 2015 30

Table 8: PM Peak Hour Signalized Intersections Level of Service: 2015 31

Table 9: Queue Lengths over 200 Feet on Carson, Stewart, and Roop Streets: 2015 32

Table 10: Carson Street and William Street Intersection PM Peak Hour Performance: 2015 33

Table 11: AM Peak Hour Arterial Level of Service: 2015 34

Table 12: PM Peak Hour Arterial Level of Service: 2015 34

Table 13: AM Peak Hour Signalized Intersections Level of Service: 2030 40

Table 14: PM Peak Hour Signalized Intersections Level of Service: 2030 42

Table 15: Queue Lengths over 200 Feet on Carson, Stewart, and Roop Streets: 2030 43

Table 16: Carson Street and William Street Intersection PM Peak Hour Performance: 2030 44

Table 17: AM Peak Hour Arterial Level of Service: 2030 45

Table 18: PM Peak Hour Arterial Level of Service: 2030 45

List of Figures

FIGURE 1 – STUDY AREA AND INTERSECTIONS.....	4
FIGURE 2 – EXISTING ROADWAY TRAVEL LANES.....	7
FIGURE 3 – EXISTING DAILY TRAFFIC VOLUMES.....	8
FIGURE 4 – LOCATIONS OF PEAK HOUR TRAFFIC VOLUME COUNTS.....	10
FIGURE 5 – EXISTING AM PEAK HOUR VOLUMES AND LANES.....	11
FIGURE 6 – EXISTING PM PEAK HOUR VOLUMES AND LANES	12
FIGURE 7 – DISTRIBUTION OF EXISTING PEAK HOUR TRIPS USING CARSON STREET	16
FIGURE 8 – DISTRIBUTION OF EXISTING PEAK HOUR TRIPS USING STEWART STREET	17
FIGURE 9 – PROPOSED INTERSECTION GEOMETRICS.....	21
FIGURE 10 – TMP ROADWAY IMPROVEMENTS: 2015 AND 2030	22
FIGURE 11 – 2015 DAILY VOLUMES.....	23
FIGURE 12 – 2030 DAILY VOLUMES.....	24
FIGURE 13 – 2015 AM PEAK HOUR VOLUMES AND LANES – NO PROJECT	26
FIGURE 14 – 2015 PM PEAK HOUR VOLUMES AND LANES – NO PROJECT.....	27
FIGURE 15 – 2015 AM PEAK HOUR VOLUMES AND LANES – PLUS PROJECT	28
FIGURE 16 – 2015 PM PEAK HOUR VOLUMES AND LANES – PLUS PROJECT.....	29
FIGURE 17 – 2030 AM PEAK HOUR VOLUMES AND LANES – NO PROJECT	36
FIGURE 18 – 2030 PM PEAK HOUR VOLUMES AND LANES – NO PROJECT.....	37
FIGURE 19 – 2030 AM PEAK HOUR VOLUMES AND LANES – PLUS PROJECT	38
FIGURE 20 – 2030 PM PEAK HOUR VOLUMES AND LANES – PLUS PROJECT.....	39
FIGURE 21 – 2030 PM PEAK HOUR MAXIMUM QUEUE LENGTHS.....	45
FIGURE 22 – MITIGATION OF QUEUES AT CARSON/WILLIAMS INTERSECTION.....	46

EXECUTIVE SUMMARY

To help redevelopment efforts, Carson City is exploring changes in the circulation system that serves its downtown core area once the full Carson City Freeway is completed. The proposed Carson Street Narrowing project would involve reducing the number of lanes on Carson Street from four to two between 5th Street and William Street. The narrowing project would allow on-street parallel parking along most of this 0.6 mile stretch of Carson Street and still accommodate left-turn lanes at major intersections.

This report documents a traffic operations analysis of the proposed Carson Street Narrowing project under 2015 and 2030 conditions. The key conclusions from that analysis are as follows:

- Future anticipated traffic volumes in the Downtown area can be accommodated with the proposed Carson Street Narrowing project if other key planned improvements in the City's Transportation Plan - including the widening of Roop Street and the extension of North Stewart Street - are implemented.
- The Carson City Freeway will substantially reduce traffic volumes, especially trucks, on Carson Street in the downtown core area. However, after the freeway is completed, traffic volumes will increase over time so that by 2030, the combined traffic volumes on a narrowed Carson Street, the extended North Stewart Street, and the widened Roop Street will be nearly as much as the current total traffic volumes on those streets.
- To accommodate the reduction in travel lanes on Carson Street, enough north-south traffic must be diverted onto Stewart Street and Roop Street, and the two-lane portion of Carson Street must have adequate turn lanes at key intersections and proper signal timing.
- The narrowing of Carson Street between William Street and 5th Street from four to two lanes would cause a shift in traffic from Carson Street to alternate parallel roadways. A significant shift in traffic would be possible for the following reasons:
 - 1) Stewart Street would have substantial spare traffic-carrying capacity to accommodate traffic diverted from Carson Street.
 - 2) Also, east-west "cross-street" volumes are relatively low, which would facilitate traffic shifts to Stewart Street.
 - 3) Once the full Carson City Freeway is completed, fewer trips using Carson Street would be long-distance trips and a significant portion of the remaining local trips using Carson Street could readily shift to parallel roadways, like

Stewart Street, since they would provide comparable travel times for certain movements.

- Due to low traffic volumes on most cross-streets, all signalized intersections along Carson Street would still operate within the City's level of service standard with the narrowing of Carson Street, however, queue lengths would increase at some key intersections
- The intersection of Carson Street and William Street would experience the longest queues, with northbound queues averaging three blocks in length during the AM and PM peak hours, and stretching upwards of four blocks at times. Although the longest queues would not happen every peak hour, long queue lengths would be experienced a number of times during the average week.
- To minimize queue lengths and improve traffic flow, the following improvements could be made within the existing curb-to-curb width at the intersection of Carson Street and William Street:
 - One of the two southbound lanes on Carson Street at William Street could become a second left turn lane to increase capacity for this critical movement and to encourage southbound traffic to use Stewart Street instead of Carson Street through downtown.
 - The second northbound through lane on Carson Street between William Street and Sophia Street could be maintained, but this would preclude on-street parking along the east side of this one block.
- Average vehicle speeds on Carson Street would be lower with the proposed project, which would cause the diversion of traffic to parallel streets. The slower traffic speeds, coupled with reduced crossing distances, would promote safer pedestrian access along the Carson Street corridor.

In summary, the City should be able to reasonably accommodate anticipated traffic volumes along Carson Street, Stewart Street, and Roop Street with the proposed Carson Street Narrowing project if the following occurs:

- 1) The full Carson City Freeway is implemented
- 2) Left turn lanes are maintained at all signalized intersections along the two-lane section of Carson Street
- 3) Signals along Carson Street are properly coordinated and timed
- 4) To minimize queuing, adequate traffic lanes at the intersection of Carson Street and William Street should be provided.

1.0 INTRODUCTION

To help redevelopment efforts, Carson City is exploring changes in the circulation system that serves its downtown core area once the full Carson City Freeway is completed. The proposed Carson Street Narrowing project (the Project) would involve reducing the number of lanes on Carson Street from four to two between 5th Street and William Street. The narrowing project should allow on-street parallel parking along most of this 0.6 mile stretch of Carson Street and still accommodate left-turn lanes at major intersections.

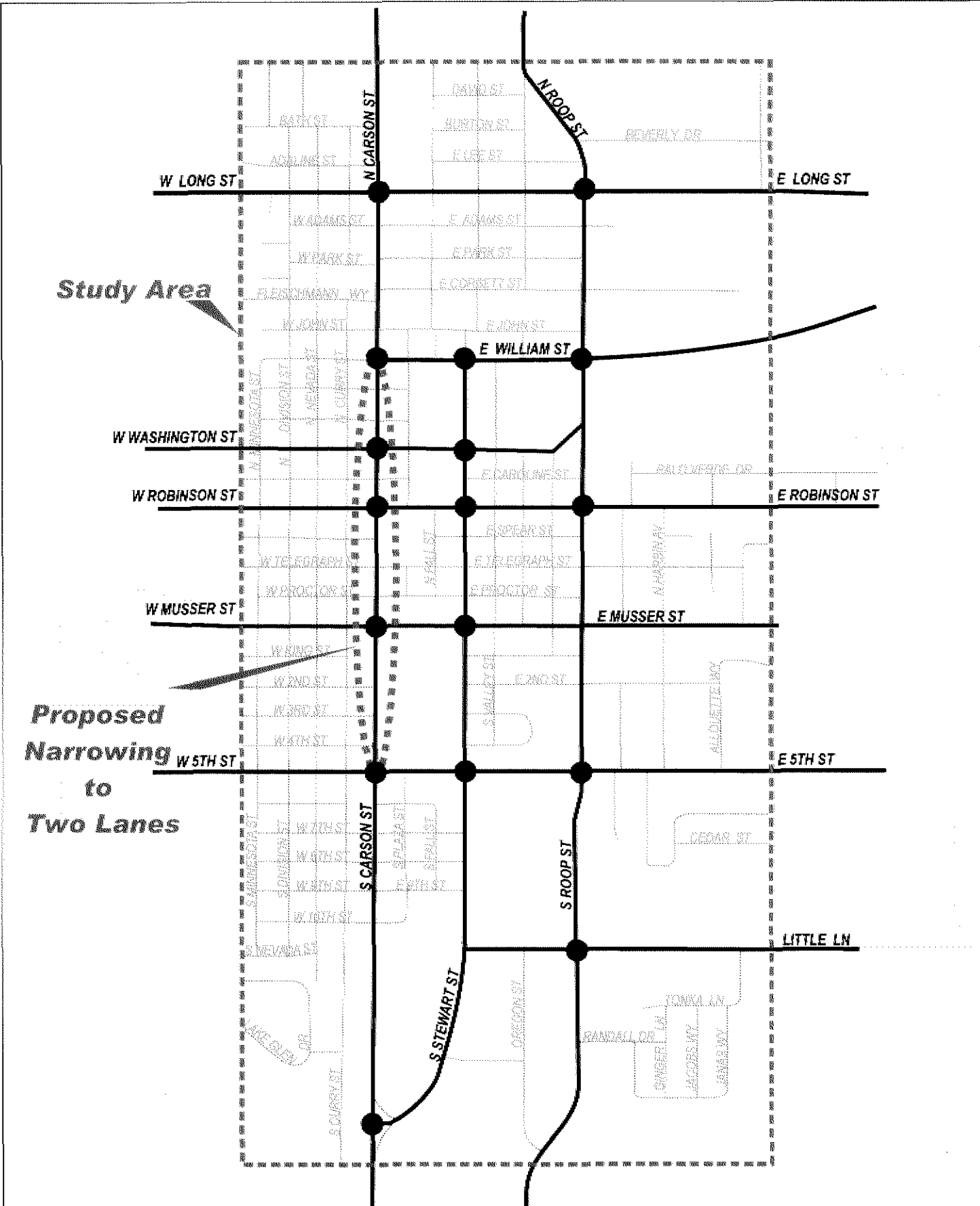
The peak period capacity and level of service (LOS) of the downtown grid system of streets is controlled by the capacity of its major signalized intersections and the timing of an interconnected signal system. To analyze the effect that the narrowing of Carson Street will have on peak period traffic operations, a traffic simulation model using the Synchro/Simtraffic software was developed covering the downtown street system.

Traffic volumes that are used in the Synchro/Simtraffic traffic simulation model were provided by a detailed downtown travel demand forecasting model, which is a "focused version" of the recently developed CAMPO Travel Demand Model. The new CAMPO Travel Demand Model, which covers all of Carson City plus northern Douglas County and western Lyon County, was used to reflect updated development forecasts for 2015 and 2030 and to predict traffic volumes after the full Carson City Freeway is constructed.

The CAMPO Travel Demand Model includes all of the arterial and collector roadways in the Carson City but it does not include all of the streets in the downtown grid system. To adequately evaluate the impact of the Carson Street Narrowing Project, a detailed "focus area" model was created from the CAMPO model.

Figure 1 shows the approximate Downtown Study Area, which covers an area from north of Long Street to Fairview Drive and from west of Carson Street to east of Roop Street. The major north/south "study corridors" are Carson Street, Stewart Street and Roop Street. Major east/west roadways within the study area include (from north to south) Long Street, William Street, Washington Street, Robinson Street, Musser Street, 5th Street, and Little Lane.

To develop the traffic simulation model and conduct the detailed traffic operations analysis, peak period traffic counts were conducted at 47 downtown intersections (17 signalized and 30 un-signalized) in the downtown grid system. While the Synchro/Simtraffic analysis uses data at all major and minor intersections along the north-south study corridors, the analysis focuses on operations at the 17 major signalized intersections along Carson Street, Stewart Street, and Roop Street shown in Figure 1.



LEGEND

● Study Intersections



NO SCALE

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Figure 1
STUDY AREA & INTERSECTIONS

This analysis covers the following scenarios:

- **Existing Conditions** based on 2005/2006 traffic count data
- **2015 No Project Conditions** that reflect the current Carson Area Transportation Plan, which includes the following key projects that will effect traffic in the downtown area:
 - Completion of the Carson City Freeway
 - Widening of Roop Street to 4 lanes from Washington Street to Beverly Drive.
 - Extension of Stewart Street from William Street to Roop Street
 - The conversion of William Street west of Carson Street to one way westbound
- **2015 Plus Project**, which assumes the following changes to the 2015 Base Conditions:
 - Reducing lanes on Carson Street to two through lanes from 5th Street to William Street.
 - Maintain left turn lanes at signalized intersections on Carson Street between 5th Street and William Street
 - Potential changes in geometrics for William Street intersections with Carson Street and Stewart Street
- **2030 No Project Conditions** that reflect the current Carson Area Transportation Plan, which includes the following key projects that will effect traffic in the downtown area:
 - Completion of the Carson City Freeway
 - Widening of Roop Street to 4 lanes from Little Lane to Beverly Drive
 - Extension of Stewart Street from William Street to Roop Street
 - The conversion of William Street west of Carson Street to one way westbound
- **2030 Plus Project**, which assumes the following changes to the 2030 Base Conditions:
 - Reducing lanes on Carson Street to two through lanes from 5th Street to William Street.
 - Maintain left turn lanes at signalized intersections on Carson Street between 5th Street and William Street
 - Potential changes in geometrics for William Street intersections with Carson Street and Stewart Street

The results of the analysis of each scenario are described in detail in the following sections.

2.0 EXISTING CONDITIONS

2.1 Travel Lanes

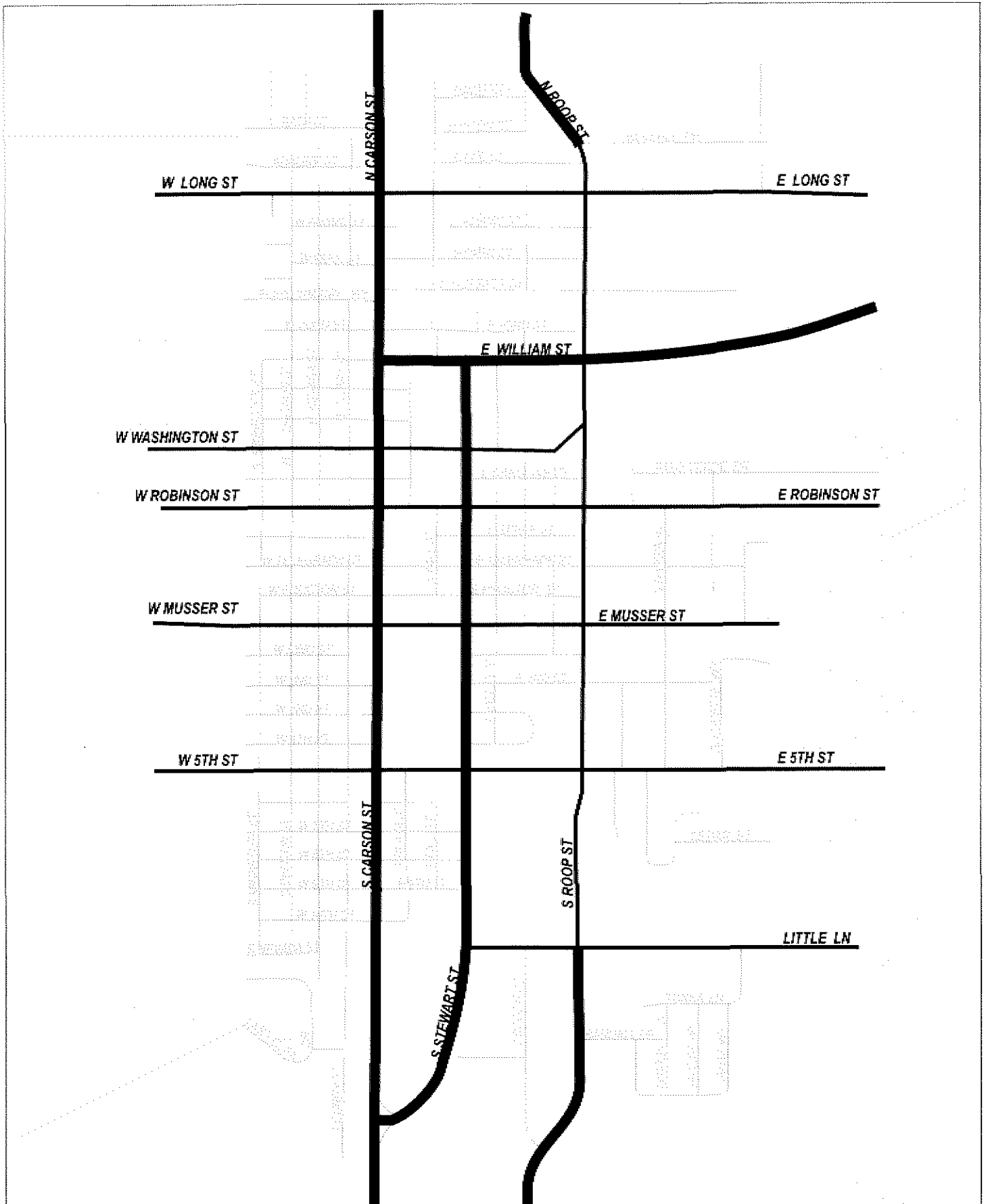
The number of existing travel lanes on the street system in the downtown study area are shown in Figure 2. Carson Street currently has four travel lanes through downtown area with left-turn lanes at most intersections. Stewart Street has two lanes north of William Street and four lanes south of William Street. However, there are no left turn lanes at intersections on Stewart Street between William Street and 5th Street. Roop Street currently has two lanes between Beverly Drive and Little Lane and four lanes north of Beverly Drive and south of Little Lane.

2.2 Traffic Volumes

Daily traffic volume data were compiled from the Nevada Department of Transportation's (NDOT) 2005 Annual Traffic Report. Figure 3 and Table 1 show existing daily two-way traffic volumes on the major north-south study area roadways. Daily traffic volumes on Carson Street currently range from approximately 35,500 vehicles south of Robinson Street to approximately 40,500 vehicles north of Long Street.

Roadway	Location	Volume Type	Volume
Carson Street	North of Washington Street	Daily Volume	36,000
		PM Peak Hour	2,700
		Peak Hour %	8%
	North of Musser Street	Daily Volume	35,500
		PM Peak Hour	2,700
		Peak Hour %	8%
Stewart Street	South of William Street	Daily Volume	13,000
		PM Peak Hour	1,200
		Peak Hour %	9%
	North of 5th Street	Daily Volume	14,100
		PM Peak Hour	1,500
		Peak Hour %	11%
	South of 5th Street	Daily Volume	15,400
		PM Peak Hour	1,700
		Peak Hour %	11%
Roop Street	South of Robinson Street	Daily Volume	13,400
		PM Peak Hour	1,200
		Peak Hour %	9%

Sources: NDOT 2005 Annual Traffic Report and peak hour counts conducted by DKS Associates

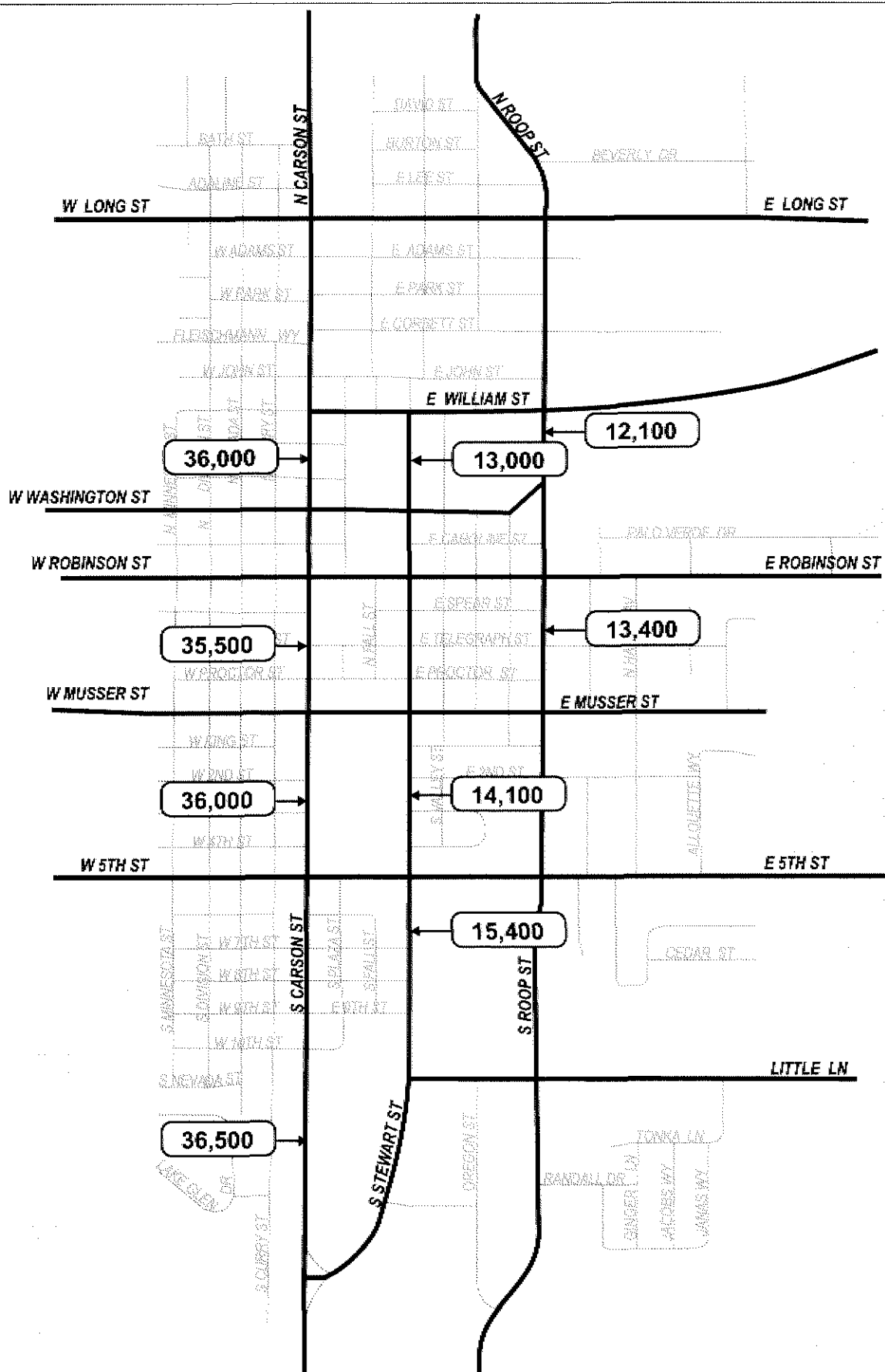


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- Existing 4 Lane Arterial
- Existing 2 Lane Collector
- Existing 2 Lane Local



Figure 2
Existing Roadway
Travel Lanes



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XX,XXX

Daily Two-Way Volume



NO SCALE

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Figure 3
EXISTING DAILY
TRAFFIC VOLUMES

Daily two-way traffic volumes on Stewart Street range from approximately 11,800 south of Little Lane to 15,400 south of 5th Street and approximately 13,000 vehicles south of William Street. The daily two-way volume on Roop Street south of Robinson Street is approximately 13,400 vehicles.

DKS collected AM and PM peak period (7AM to 9 AM and 4 PM to 6 PM) traffic counts at 17 signalized intersections and 30 un-signalized intersections in the downtown area in October 2006. Figure 4 shows the locations of the 17 signalized and 30 un-signalized intersections. Figures 5 and 6 show the existing turning movement volumes at each of the signalized intersections in the study area for the AM and PM peak hour, respectively.

As shown in Table 1, in the PM peak hour there are about 2,700 vehicles per hour on Carson Street, about 1,500 vehicles per hour on Stewart Street and about 1,200 vehicles per hour on Roop Street. Approximately eight percent of the daily trips on Carson Street occur in the PM peak hour. This percentage is somewhat lower than a typical urban roadway due to the large number of inter-regional vehicles traveling through Carson City on Highway 395. The peak hour percentage of daily trips on Stewart Street is eleven percent. This is higher than typical since a large percentage of traffic on Stewart Street stems from state employees commuting to offices along Stewart Street. Approximately 9 percent of daily trips on Roop Street occur during the PM peak hour. This represents a more average percentage of daily trips.

2.3 Levels of Service

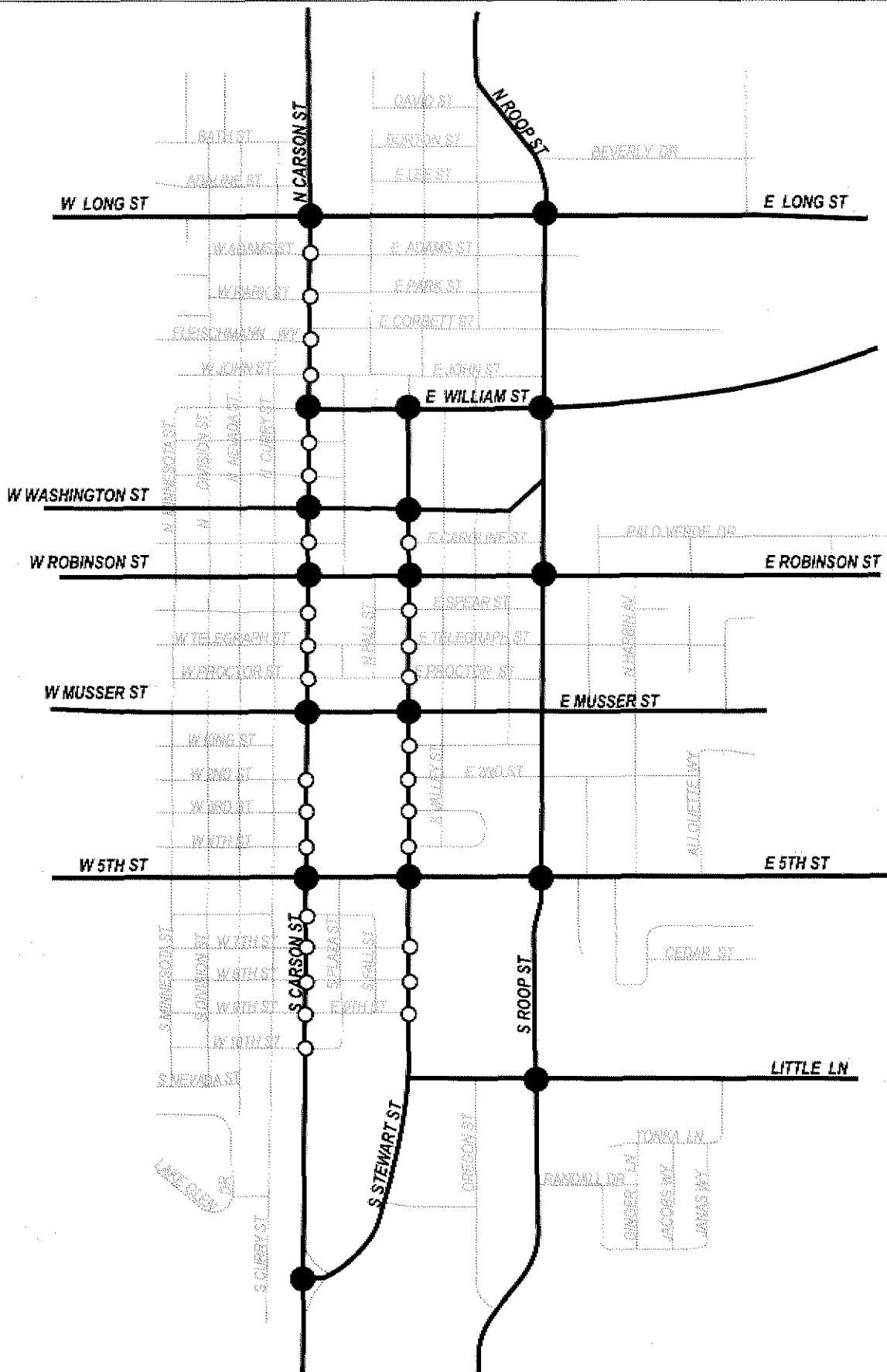
The peak period traffic simulation model and level of service analysis of the downtown area requires a substantial amount of input data including

- Peak hour turning movement volumes at all intersections
- Lane geometry, signal phasing and signal timing at all signalized intersections
- Other factors that affect capacity, including peak hour factors, trucks factors, etc.

The peak hour volumes and lane geometrics at signalized intersections are shown in Figures 5 and 6. Traffic signal timing for the downtown signal system was provided by City staff.

To accurately reflect peak hour traffic conditions, a “peak hour factor” was used. The peak hour factor is the ratio of the peak fifteen minute volumes to the total peak hour volumes. Table 2 shows the peak hour factors for Carson Street, Stewart Street and Roop Street in the downtown area based on traffic count data.

The average AM peak hour factor for Carson Street is 0.89, meaning the average AM peak fifteen minute flow rate is twelve percent higher than the hourly flow rate. The average PM peak hour factor for Carson Street is 0.95, meaning the average PM peak fifteen minute flow rate is five percent higher than the hourly flow rate.



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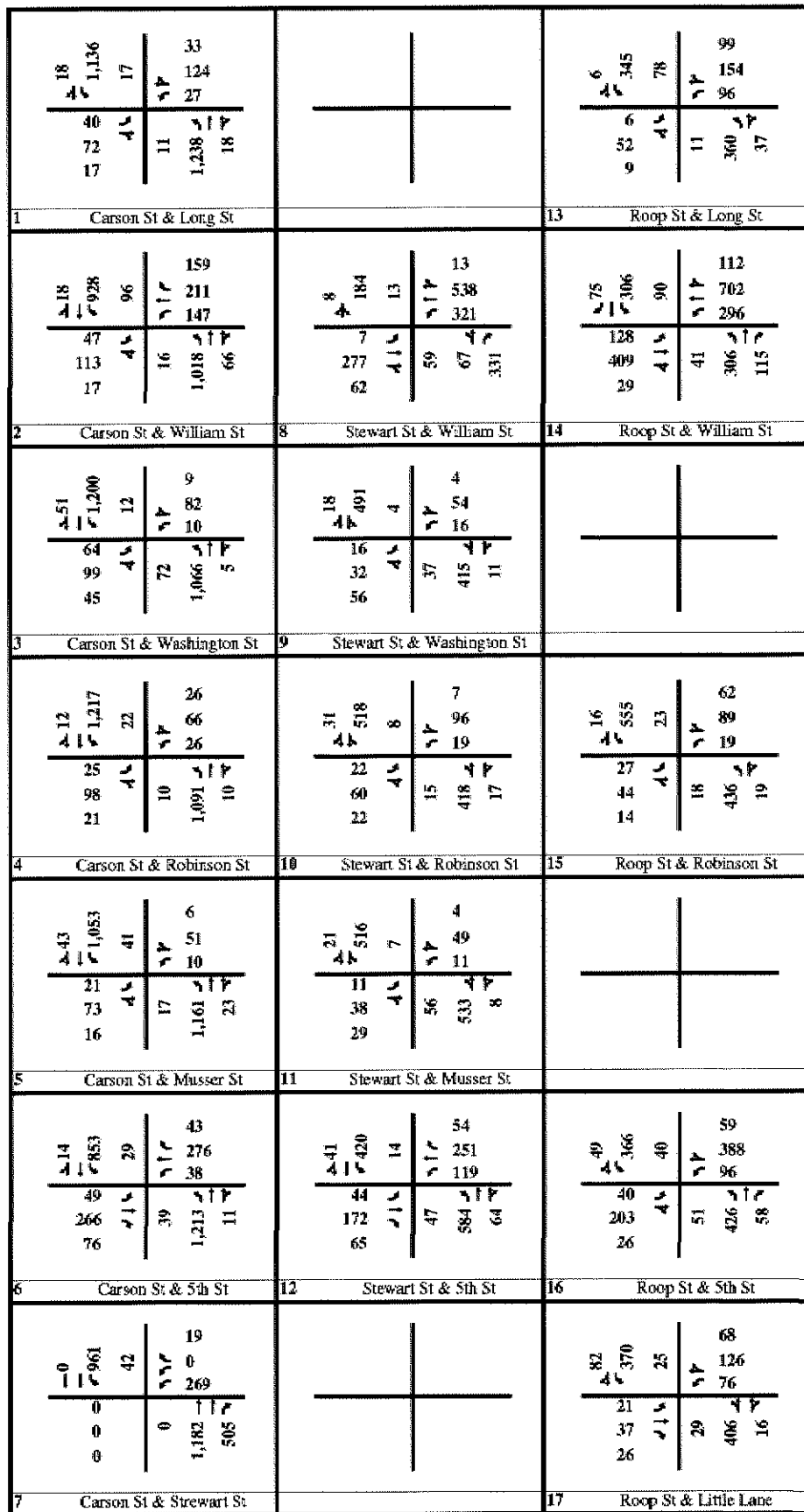
- Signalized Intersections
- Un-Signalized Intersections



NO SCALE

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Figure 4
INTERSECTION PEAK HOUR
TURNING MOVEMENT COUNTS



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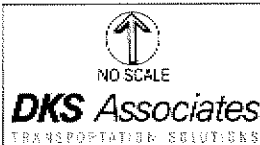
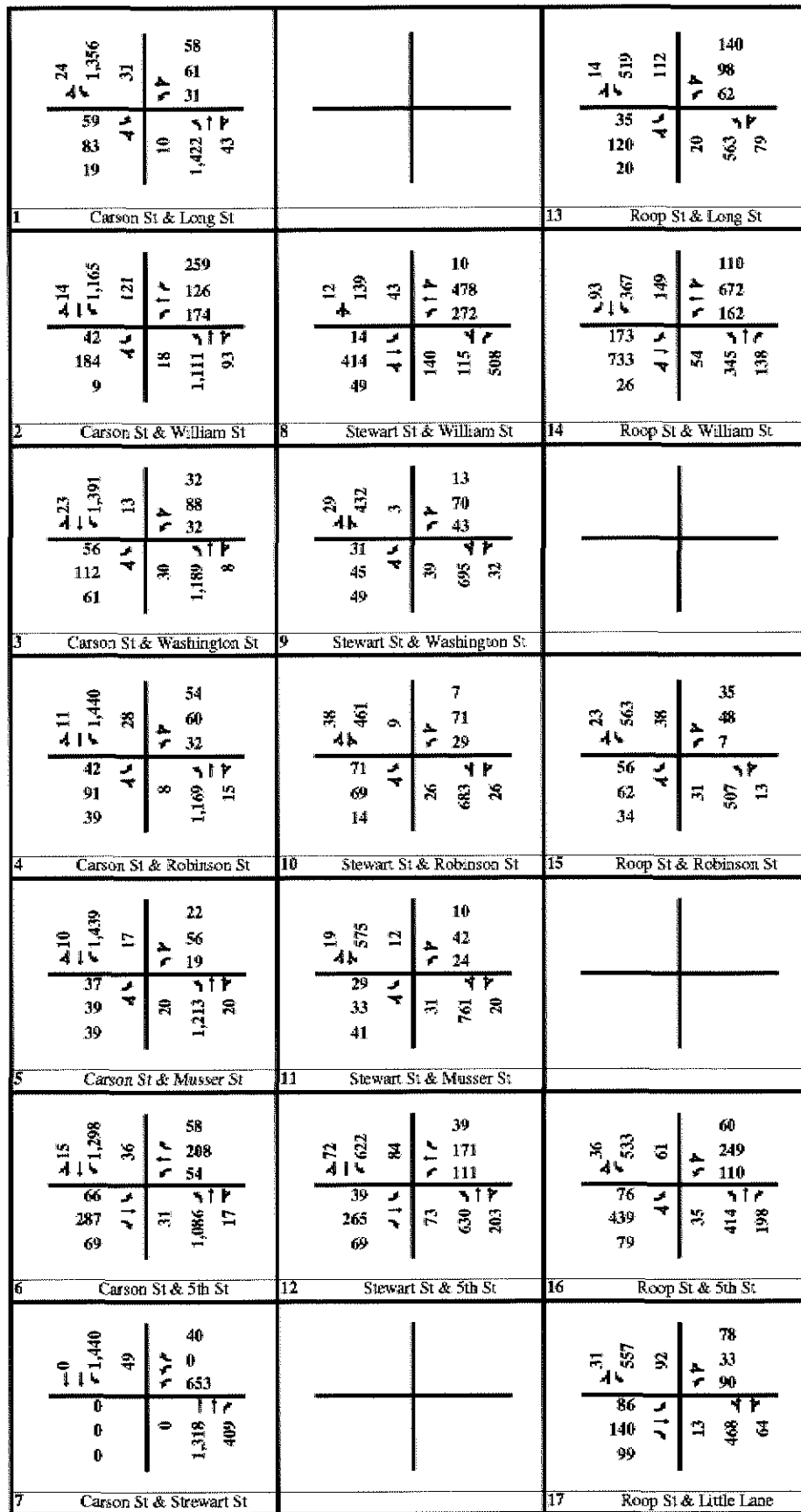


Figure 5
EXISTING
AM PEAK HOUR VOLUMES



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**Figure 6
EXISTING
PM PEAK HOUR VOLUMES**

	Peak Hour	Carson Street	Stewart Street	Roop Street
Peak Hour Factor	AM	0.89	0.77	0.84
Percent that peak fifteen minute flow rate is greater than average hourly flow rate		12%	31%	20%
Peak Hour Factor	PM	0.95	0.81	0.88
Percent that fifteen minute flow rate is greater than average hourly flow rate		5%	23%	14%

Source: DKS Associates, 2007

The peak hour factor on Stewart Street is quite low in both the AM and PM peak hours (0.77 and 0.81), indicating that there is a “peak” within the peak hour when workers in offices along Stewart Street arrive and leave work.

Other factors that have been used in the intersection LOS calculation are the “heavy vehicle” or truck factor and the Central Business District (CBD) factor.

The heavy vehicle factor is the percentage of truck traffic relative to the total number of vehicles. Based on NDOT data for urban street types a heavy vehicle percentage of five percent was used for Carson Street and William Street (both are major arterials and are state highways); four percent was used for Stewart Street and Roop Street (both are minor arterials) and two percent was used for all other local streets.

The “CBD factor” was used on Carson Street signals from William Street to 5th Street, because this area displays the characteristics of a CBD such as tight intersection spacing, no building setbacks and retail stores.

The level of service policy in Carson City’s Transportation Plan calls for maintaining a level of service (LOS) “D” or better conditions. This means that LOS “D” or better is considered acceptable while LOS “E” or “F” is considered unacceptable. For this analysis of the downtown area, the Highway Capacity Manual methods are used for signalized intersections, which bases LOS on the average vehicle delay for all intersection approaches, not the delay of individual vehicles or roadway approaches.

Currently the signalized intersections along Carson Street, Stewart Street and Roop Street all operate at an acceptable level of service in the downtown area. The AM and PM intersection levels of service are reported in Table 3. While most signalized intersections currently operate at level of service “C” or better, some intersections along William Street operate at LOS “D.” At the worst intersection, Carson Street and William Street, the average queues for northbound and southbound Carson Street extend for about one block.

Intersection	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
Carson St and Long St	9.0	A	8.4	A
Carson St and William St	38.7	D	40.9	D
Carson St and Washington St	10.0	B	10.7	B
Carson St and Robinson St	10.6	B	10.3	A
Carson St and Musser St	6.5	A	6.6	A
Carson St and 5th St	22.2	C	19.6	B
Carson St and Stewart St	19.8	B	23.9	C
Stewart St and William St	35.0	C	37.9	D
Stewart St and Washington St	9.5	A	11.5	B
Stewart St and Robinson St	12.1	B	12.8	B
Stewart St and Musser St	8.2	A	7.9	A
Stewart St and 5th St	30.6	C	34.6	C
Roop St and Long St	12.6	B	16.4	B
Roop St and William St	35.7	C	37.1	D
Roop St and Robinson St	12.5	B	13.1	B
Roop St and 5th St	26.8	C	33.5	C
Roop St and Little Ln	14.0	B	16.5	B

Note: delay (in seconds) represents average delay for all approaches

Source: DKS Associates, 2007

Arterial level of service is defined by average vehicle speed along an arterial roadway segment and is calculated by adding the travel time between intersections and the delays at intersections, and then dividing by the total arterial segment distance. The average speeds and intersection delay were measured by the traffic simulation model for the downtown area.

Table 4 shows the arterial level of service along Carson Street, Stewart Street, and Roop Street within the study area. The table shows that all three roadways currently operate at LOS C or D with average speeds ranging between a low of 16 miles per hour and a high of 23 miles per hour. This shows that, on average, these streets are operating below their posted speed limits but at acceptable speeds per City LOS standards.

Table 4: Existing Arterial Level of Service				
Roadway Segment	AM Peak Hour		PM Peak Hour	
	Average Speed (mph)	LOS	Average Speed (mph)	LOS
NB Carson St - Stewart St to Long St	22.6	C	21.9	C
SB Carson St - Long St to Stewart St	22.3	C	22.5	C
NB Stewart St - Carson St to William St	23.2	C	22.4	C
SB Stewart St - William St to Carson St	16.6	D	17.2	D
NB Roop St - Little Ln to Long St	18.0	D	17.5	D
SB Roop St - Long St to Little Ln	18.0	C	16.0	D

2.4 Existing Travel Patterns

To gain insights into travel patterns along the major north-south roadways through downtown, the travel demand model was used to map the trip origins, destinations, and route choices for traffic traversing the segments of Carson Street and Stewart Street north of 5th Street.

The estimated existing distribution of daily traffic using those two roadway segments are shown in blue on Figures 7 and 8. In these figures, the selected roadway segment is shown in black. These figures indicate the following:

- Most of the trips using Carson Street near 5th Street are long-distance trips on US 395 that either remain on Carson Street through downtown or are destined to the downtown.
- Most people use Stewart Street to either access destinations along Stewart Street or to bypass Carson Street to reach destinations east of Stewart Street.



LEGEND



Figure 7
DISTRIBUTION OF EXISTING
PEAK HOUR TRIPS USING
CARSON STREET



LEGEND



Figure 8
DISTRIBUTION OF EXISTING
PEAK HOUR TRIPS USING
STEWART STREET

3.0 PROJECT DESCRIPTION

The proposed Carson Street Narrowing project (the Project) consists of reducing the number of through lanes on Carson Street from four lanes to two between William Street and 5th Street. Center left turn lanes would be preserved at all the signalized intersections to maintain efficient traffic operations, but may be removed at most minor intersections to make room for on-street parking. The on-street parking would consist of parallel parking.

Sidewalks would be widened along Carson Street between William Street and 5th Street and curbs may "bulb out" at intersections with pedestrian cross-walks.

For the purpose of this analysis it was assumed that a second right turn lane for traffic to turn from northbound Carson Street onto Stewart Street would be constructed to encourage northbound traffic to use Stewart Street instead of Carson Street through downtown.

On Carson Street at 5th Street the second "curb" northbound lane would become a right turn lane. The assumed intersection geometrics with the proposed Carson Street Narrowing project can be seen in Figure 9.

Another aspect of the proposed project is that signal cycle lengths: the number of seconds between successive green lights for a particular turning movement. Currently cycle lengths are about 110 seconds, which is longer than typical, especially for central business districts. Most of the "green time" is given to north-south traffic on Carson Street, which increases delay for cross-street traffic and does not facilitate pedestrians crossing Carson Street.

As discussed in the following sections, traffic volumes could be reduced enough with the narrowing of Carson Street to allow cycle lengths to be reduced to 60 seconds for all signalized intersections in the two-lane section of Carson Street except at William Street where a 120 second cycle length could be used. Using exactly double the cycle length of other intersections along Carson Street allows signal coordination to be maintained. The shorter 60 second cycle length would reduce delay fro traffic on cross streets and foster improved pedestrian access and safety on Carson Street.

4.0 TRAFFIC VOLUME FORECASTS

DKS has recently completed development of the new CAMPO Travel Demand Model. The area modeled by the previous Carson City Travel demand Model was expanded to include western Lyon County and northern Douglas County. The model was validated to 2005 traffic conditions.

4.1 Land Use Forecasts

The data sources for the 2005 land use data are:

- Carson City – generated from the City's parcel database
- North Douglas County – taken from the US 395 Corridor Study model
- Western Lyon County – estimated from aerial photographs

Table 5 shows the estimated growth in housing and employment between 2005 and 2030. The development forecasts, which were based on extensive input from local jurisdictions, show a substantial growth in multi-family housing as well as in retail, office and industrial employment within the CAMPO area by 2030.

4.2 Planned Transportation Improvements

Figure 10 shows the future roadway improvements from the Carson City Transportation Master Plan (TMP) that were assumed to be in place in the downtown area in 2015 and 2030. The planned 2-lane extension of Stewart Street from William Street to Roop Street is assumed to be in place by 2015. Roop Street is assumed to be widened to 4 lanes between Beverly Drive and Washington Street by 2015 and between Washington Street and Little Lane by 2030. The conversion of William Street west of Carson Street to one way westbound is assumed by 2015. Not shown in the figure is the full Carson City Freeway, which is assumed to be complete by 2015.

4.3 Traffic Forecasts

Table 6 and Figures 11 and 12 show 2015 and 2030 daily traffic volume forecasts on key study area roadways with and without the proposed project. Traffic volumes on Carson Street and Stewart Street are predicted to decrease in the 2015 and 2030 base scenarios (with a four-lane Carson Street) due to the opening of the full Carson City Freeway, which will provide a diversion for many vehicles traveling north/south through Carson City. It is also expected that a large percentage of truck traffic will divert from downtown Carson City to the Carson City Freeway.

The narrowing of Carson Street would significantly reduce traffic volumes on Carson Street, slightly increases traffic volumes on Stewart Street and slightly increases traffic volumes on Roop Street.

Year	Housing Units		Employees				
	Multi-Family	Single Family	Retail	Office	Industrial	Hotel	School
Carson City							
2005	6,961	16,454	11,759	11,734	6,779	1,647	735
2030	12,786	18,945	18,705	19,744	10,320	2,063	968
Growth	5,825	2,491	6,946	8,010	3,541	416	233
	84%	15%	59%	68%	52%	25%	32%
Western Lyon County¹							
2005	0	558	48	52	1,007	0	0
2030	0	697	60	78	1,512	0	0
Growth	0	139	12	26	505	0	0
	0%	25%	25%	50%	50%	0%	0%
Northern Douglas County²							
2005	0	5,025	1,571	324	269	6	87
2030	0	8,066	2,865	318	263	6	87
Growth	0	3,041	1,294	-6	-6	0	0
	0%	61%	82%	-2%	-2%	0%	0%
Total CAMPO Area²							
2005	6,961	22,037	13,378	12,110	8,055	1,653	822
2030	12,786	27,708	21,630	20,140	12,095	2,069	1,055
Growth	5,825	5,671	8,252	8,030	4,040	416	233
	84%	26%	62%	66%	50%	25%	28%

Note 1: Within the CAMPO boundary. Note 2: Within the CAMPO model area
Sources: Carson City, US 395 Corridor Study and DKS Associates

Roadway	Volume	2005 Existing	2015		2030	
			No Project	Plus Project	No Project	Plus Project
Carson St	Daily Volume	36,000	30,000	19,200	31,300	19,500
North of Washington St	PM Peak Hour	2,700	2,500	1,600	2,700	1,600
Carson St	Daily Volume	35,500	28,100	18,300	30,600	18,500
North of Musser St	PM Peak Hour	2,700	2,400	1,500	2,600	1,600
Stewart St	Daily Volume	13,000	6,600	12,300	7,900	14,400
South of William St	PM Peak Hour	1,200	500	1,100	700	1,200
Stewart St	Daily Volume	14,100	11,000	14,400	12,900	16,200
North of 5th St	PM Peak Hour	1,500	900	1,300	1,100	1,400
Stewart St	Daily Volume	15,400	12,700	13,400	14,900	15,800
South of 5th St	PM Peak Hour	1,700	1,100	1,200	1,300	1,400
Roop St	Daily Volume	13,400	12,200	13,300	19,300	22,200
South of Robinson St	PM Peak Hour	1,200	1,000	1,100	1,700	1,900

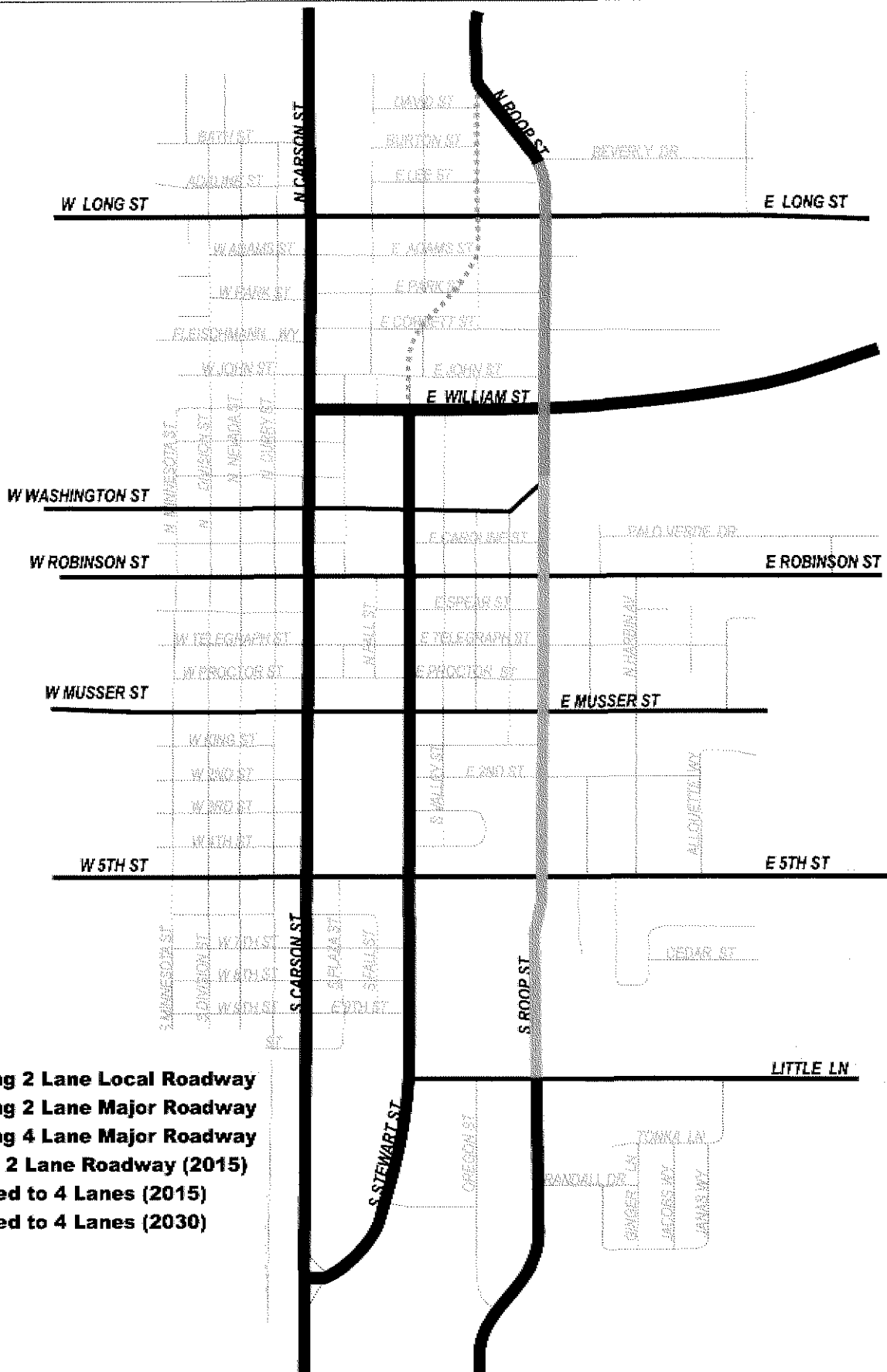
Source: DKS Associates, 2007

EXISTING	PROPOSED
Carson St & William St	
Carson St & Washington St	
Carson St & Robinson St	
Carson St & Musser St	
Carson St & 5th St	

LEGEND



**Figure 9
PROPOSED
INTERSECTION
GEOMETRIES**



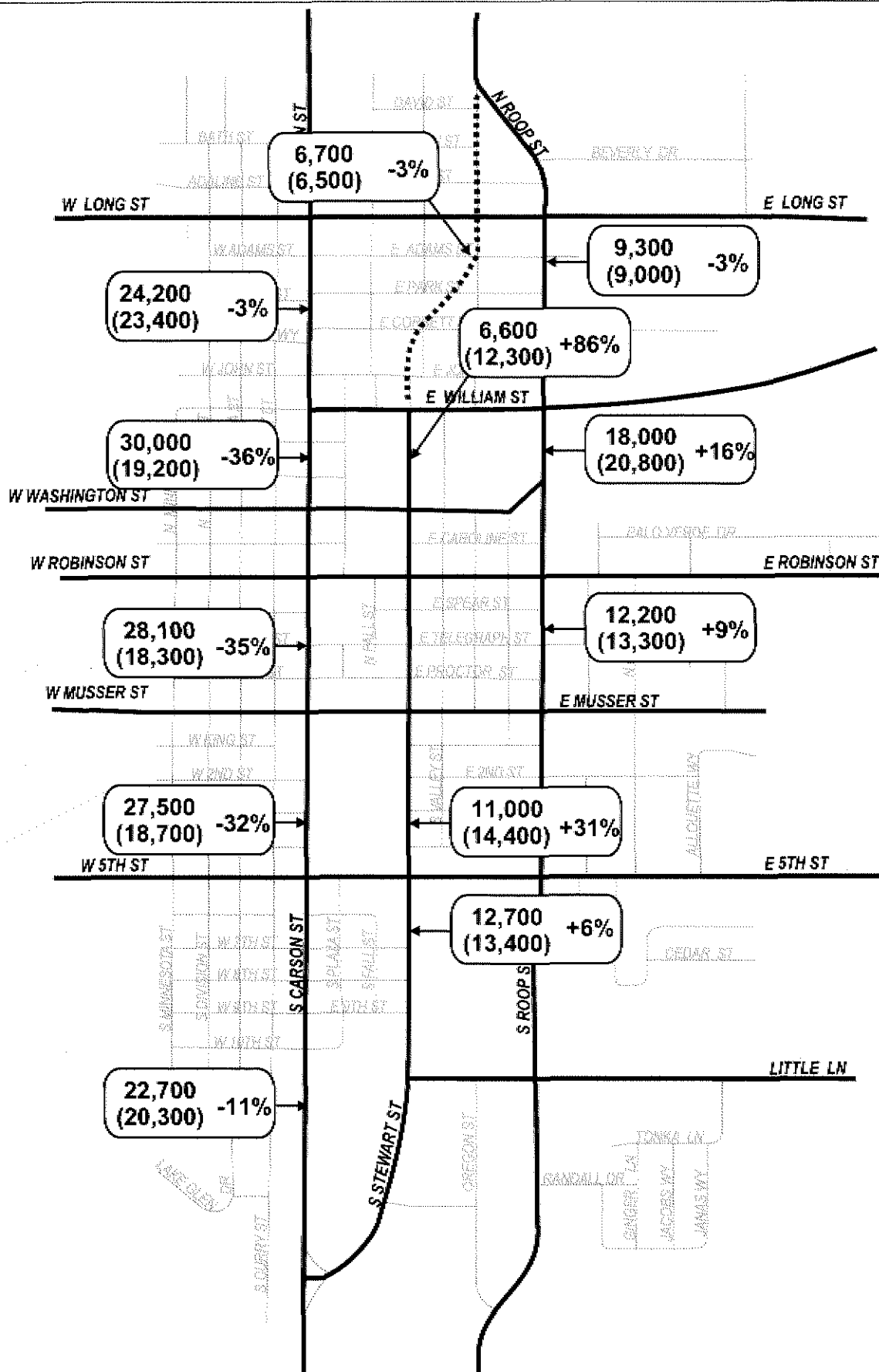
- Existing 2 Lane Local Roadway
- Existing 2 Lane Major Roadway
- Existing 4 Lane Major Roadway
- ***** Future 2 Lane Roadway (2015)
- ▨ Widened to 4 Lanes (2015)
- ▩ Widened to 4 Lanes (2030)



NO SCALE

DKS Associates
TRANSPORTATION SOLUTIONS

Figure 10
TMP Roadway Improvements
2015 and 2030



LEGEND

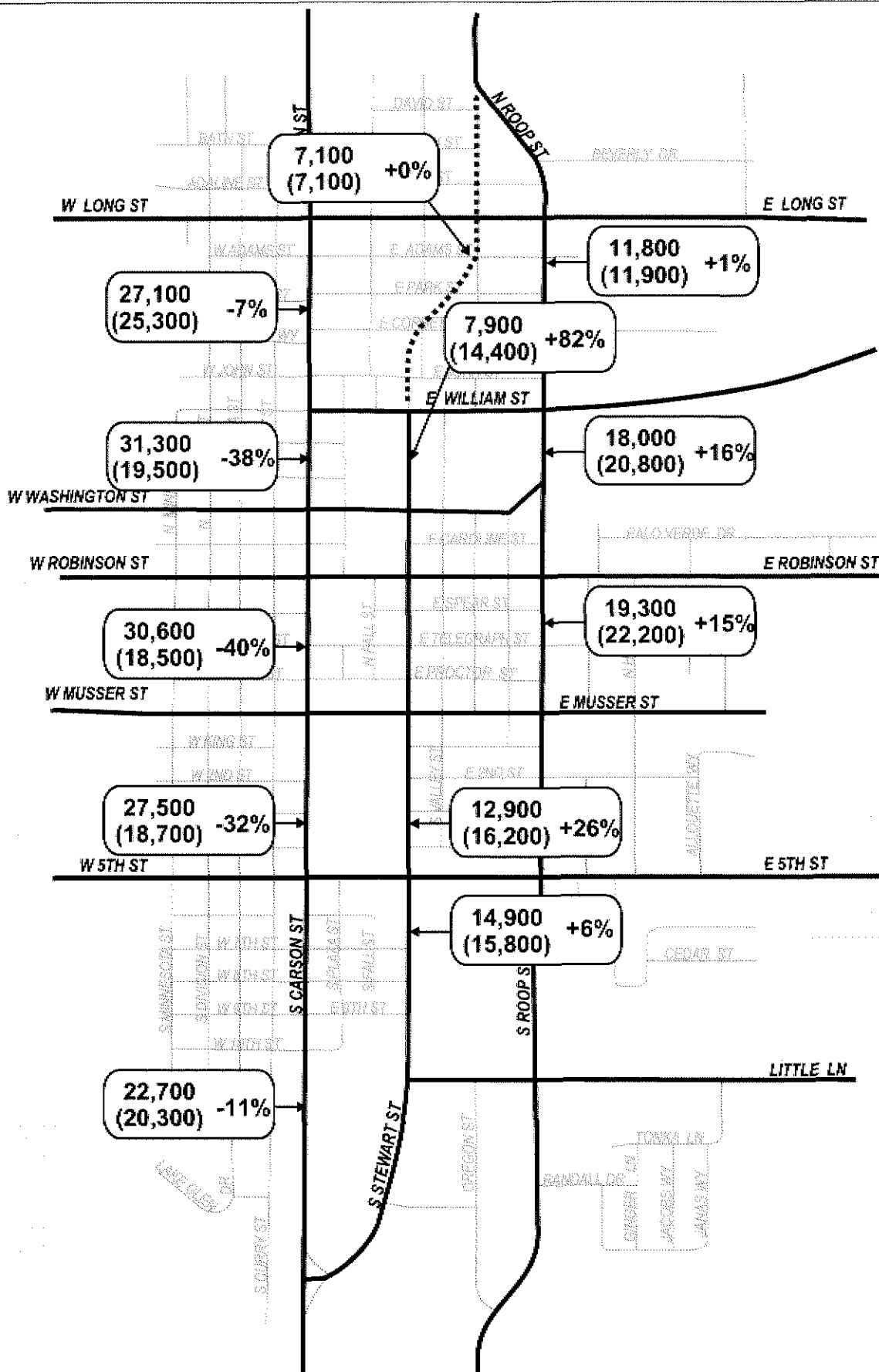
XX,XXX No Project Daily Volume
(XX,XXX) Plus Project Daily Volume



NO SCALE

DKS Associates
TRANSPORTATION SOLUTIONS

Figure 11
2015 DAILY
TRAFFIC VOLUMES



LEGEND

XX,XXX No Project Daily Volume
(xx,xxx) Plus Project Daily Volume



NO SCALE

DKS Associates
TRANSPORTATION SOLUTIONS

Figure 12
2030 DAILY
TRAFFIC VOLUMES

5.0 TRAFFIC OPERATIONS IN 2015

The full Carson City Freeway is expected to be constructed by 2015. There are several other roadway projects that are planned to be constructed by 2015 independent of the proposed Carson Street Narrowing project. These roadway improvements are shown in Figure 10 and include:

- Extension of Stewart Street north to connect Roop Street near David Street
- Widening of Roop Street to four lanes between Beverly Drive and Washington Street
- The conversion of William Street west of Carson Street to one way westbound

Table 7 and Table 8 show the 2015 No Project and 2015 Plus Project levels of service at study intersections during the AM and PM peak hour, respectively. The AM and PM peak hour volumes and lanes are shown in Figures 13 through 16.

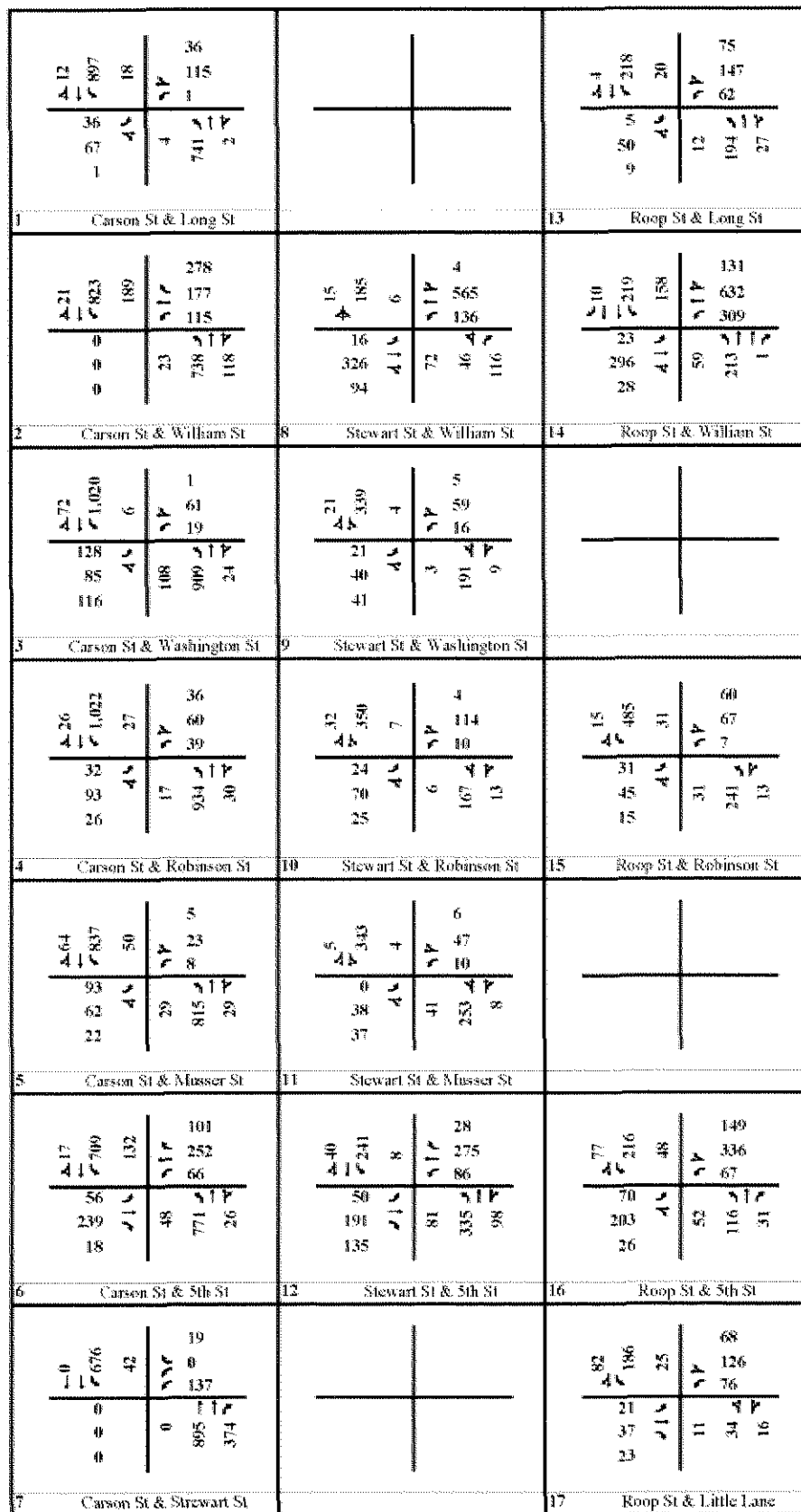
Table 9 shows locations along Carson Street, Stewart Street, and Roop Street where northbound or southbound through or left turn queue lengths exceed 200 feet under either No Project or Plus Project conditions. 200 feet is used because it represents a distance where most of one city block would be blocked by queued traffic. The table shows both 50th percentile queues and 95th percentile queues. The 50th percentile queues represent an average queue length. The 95th percentile queue length represents a case where 95 percent of all queues within the peak period are shorter than the listed queue length. Therefore the 95th percentile queue length represents a near “worst case” queue length.

5.1 2015 No Project Conditions (4 Lane Carson Street)

Under 2015 No Project conditions (with Carson Street remaining four lanes) all study intersections are projected to operate at LOS “C” or better during both the AM and PM peak hours. Average queue lengths for through lanes are generally shorter than 200 feet, with the exception of northbound through queue on Carson Street approaching William Street, which is 300 feet during the PM peak hour. The table shows that a number of roadway segments experience 95th percentile queues exceeding 200 feet. Average left turn queues are generally short, with none exceeding 200 feet; however the northbound left turn queue on Carson Street approaching William Street is 170 feet.

5.2 2015 Plus Project Conditions (2 Lane Carson Street)

The narrowing of Carson Street would significantly reduce traffic volumes on Carson Street, increase traffic volumes on Stewart Street and slightly increase traffic volumes on Roop Street. With the narrowing of Carson Street, the signalized intersections in the downtown would still meet the City’s LOS standard. However, the intersection of Carson Street and William Street would degrade to an overall LOS “D” and the northbound approach would experience LOS “E” conditions in the PM peak hour.



LEGEND



Figure 13
2015 AM PEAK HOUR VOLUMES
NO PROJECT

1	Carson St & Long St	<table border="1"> <tr><td>28</td><td>942</td></tr> <tr><td>4</td><td>12</td></tr> <tr><td>2</td><td>15</td></tr> <tr><td>1,100</td><td>22</td></tr> </table>	28	942	4	12	2	15	1,100	22		13	Roop St & Long St	<table border="1"> <tr><td>11</td><td>349</td></tr> <tr><td>32</td><td>113</td></tr> <tr><td>97</td><td>20</td></tr> <tr><td>21</td><td>404</td></tr> <tr><td></td><td>91</td></tr> <tr><td></td><td>39</td></tr> </table>	11	349	32	113	97	20	21	404		91		39																
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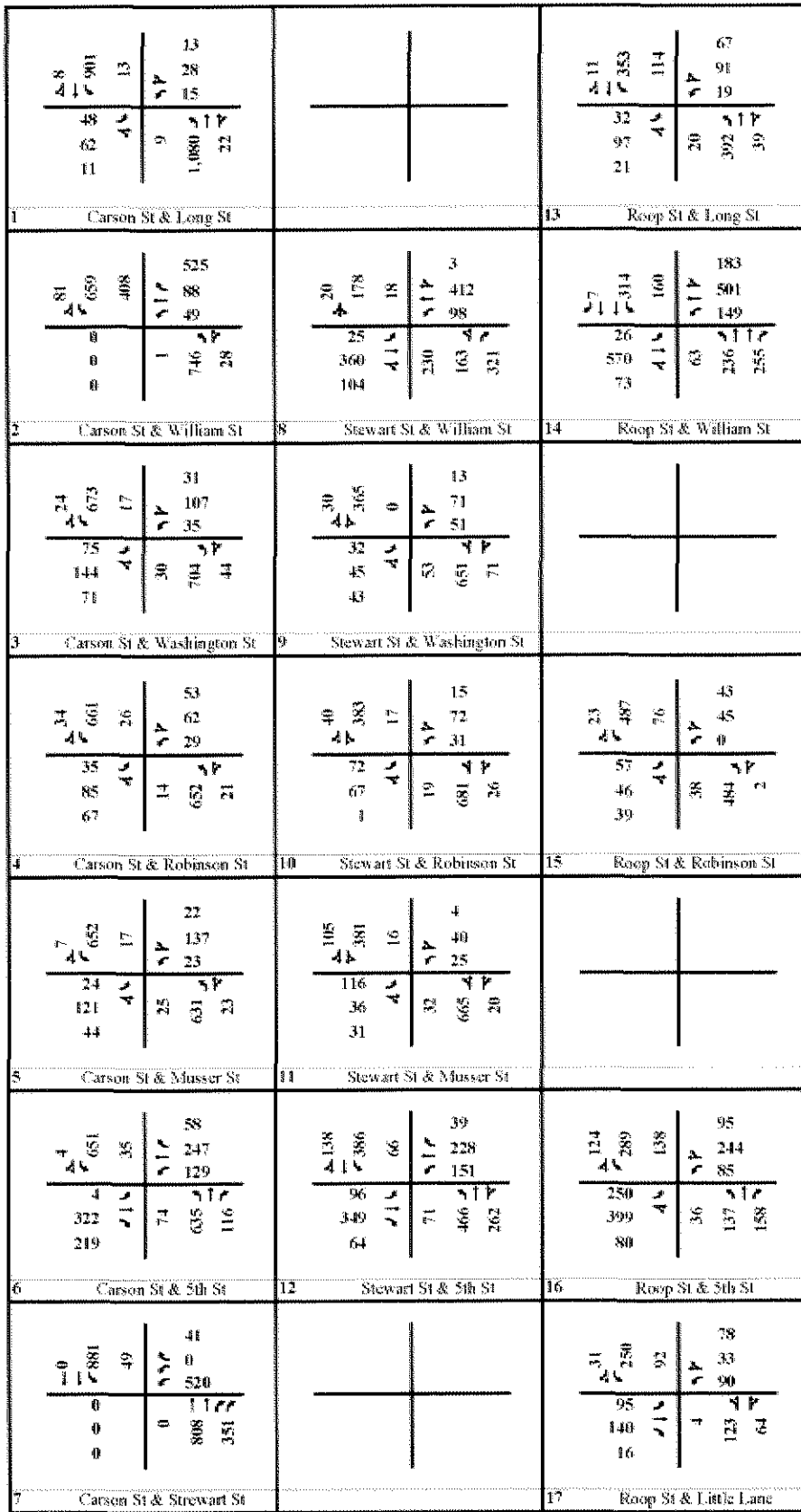
Figure 14
2015 PM PEAK HOUR VOLUMES
NO PROJECT

1	Carson St & Long St	<table border="1"> <tr><td>12</td><td></td><td></td><td></td><td></td><td>36</td></tr> <tr><td>41</td><td>867</td><td></td><td></td><td></td><td>114</td></tr> <tr><td>35</td><td></td><td>45</td><td>18</td><td></td><td>2</td></tr> <tr><td>66</td><td></td><td>4</td><td></td><td>11</td><td>7</td></tr> <tr><td>13</td><td></td><td></td><td></td><td>712</td><td>2</td></tr> </table>	12					36	41	867				114	35		45	18		2	66		4		11	7	13				712	2		<table border="1"> <tr><td>44</td><td></td><td></td><td></td><td></td><td>77</td></tr> <tr><td>41</td><td>222</td><td></td><td></td><td></td><td>147</td></tr> <tr><td>5</td><td></td><td>45</td><td>20</td><td></td><td>63</td></tr> <tr><td>50</td><td></td><td>4</td><td></td><td>12</td><td>201</td></tr> <tr><td>9</td><td></td><td></td><td></td><td></td><td>27</td></tr> </table>	44					77	41	222				147	5		45	20		63	50		4		12	201	9					27																																		
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LEGEND



Figure 15
2015 AM PEAK HOUR VOLUMES
PLUS PROJECT



LEGEND



Figure 16
2015 PM PEAK HOUR VOLUMES
PLUS PROJECT

Intersection	No Project		Plus Project	
	LOS	Delay	LOS	Delay
Carson St and Long St	A	7.4	A	6.9
Carson St and William St	B	17.9	D	42.4
Carson St and Washington St	A	9.7	B	13.6
Carson St and Robinson St	A	6.6	A	8.1
Carson St and Musser St	A	7.1	A	7.8
Carson St and 5th St	B	16.0	B	16.4
Carson St and Stewart St	A	4.8	A	7.0
Stewart St and William St	B	17.2	B	16.4
Stewart St and Washington St	A	7.5	A	6.2
Stewart St and Robinson St	A	8.3	A	7.4
Stewart St and Musser St	A	5.9	A	7.9
Stewart St and 5th St	A	10.0	B	12.0
Roop St and Long St	B	11.0	B	10.9
Roop St and William St	C	30.3	C	31.2
Roop St and Robinson St	B	11.9	B	12.5
Roop St and 5th St	C	21.8	C	24.3
Roop St and Little Ln	B	13.8	C	29.1

Source: DKS Associates, 2007

The narrowing of Carson Street would result in significant queuing on northbound Carson Street at William Street, extending back to Washington Street. There would also be LOS "E" operation at the southbound left turn movement with queues extending past John Street.

Two potential mitigation measures have been identified to attempt to improve the queuing problems at the intersection of Carson Street and William Street:

- **Mitigation Measure 1** involves providing two southbound left turn lanes on the Carson Street.
- **Mitigation Measure 2** includes the dual southbound left turn lanes in Mitigation Measure 1 and also involves maintaining two northbound through lanes between William Street and Sophia Street as it does today, which would preclude on-street parking along the east side of that block.

**Table 8:
PM Peak Hour Signalized Intersections Level of Service: 2015**

Intersection	No Project		Plus Project	
	LOS	Delay	LOS	Delay
Carson St and Long St	A	5.3	A	5.2
Carson St and William St	C	30.7	D	49.6
Carson St and Washington St	A	8.7	B	11.5
Carson St and Robinson St	A	7.2	A	8.6
Carson St and Musser St	A	5.4	A	8.9
Carson St and 5th St	A	9.5	B	14.1
Carson St and Stewart St	A	9.4	A	9.5
Stewart St and William St	B	16.2	B	19.6
Stewart St and Washington St	A	7.8	A	6.9
Stewart St and Robinson St	A	8.3	A	6.6
Stewart St and Musser St	A	5.5	A	6.2
Stewart St and 5th St	A	9.9	B	14.6
Roop St and Long St	B	11.5	B	10.8
Roop St and William St	C	28.7	C	25.2
Roop St and Robinson St	B	11.6	B	11.6
Roop St and 5th St	C	23.5	C	23.2
Roop St and Little Ln	B	14.4	B	14.2

Source: DKS Associates, 2007

The results of these mitigation measures on the operations of the intersection of Carson Street and William Street are presented in Table 10.

With Mitigation Measure 1, the overall intersection level of service would improve from LOS "D" to LOS "C." The level of service on the northbound approach would improve from LOS "E" to LOS "C." Average and 95th percentile queue lengths would decrease significantly, with the exception of the southbound through movement, due to the lack of a second southbound through lane on Carson Street south of William Street.

Mitigation Measure 2 would improve on Mitigation Measure 1 by further reducing queue lengths on Carson Street. Northbound queues would be reduced by at least half.

Table 9: Queue Lengths over 200 Feet on Carson, Stewart, and Roop Streets: 2015														
Street	Through Traffic Queue Length						Left Turn Queue Length							
	Northbound			Southbound			Northbound			Southbound				
	50th Percentile	95th Percentile	Lanes on Carson Street Between William Street and 5 th Street	50th Percentile	95th Percentile	Lanes on Carson Street Between William Street and 5 th Street	50th Percentile	95th Percentile	Lanes on Carson Street Between William Street and 5 th Street	50th Percentile	95th Percentile	Lanes on Carson Street Between William Street and 5 th Street		
Cross Street	4	2	4	2	4	2	4	2	4	2	4	2	4	2
<i>AM Peak Hour</i>														
Carson St	160	450	200	700	110	230	220	490			110	230	180	400
Washington St			80	220			70	470						
5th St			160	380										
Roop St							220	350						
<i>PM Peak Hour</i>														
Carson St	300	600	440	920			210	480			170	320	320	560
Washington St			130	440			230	410						
Robinson St			250	420			60	420						
5th St			180	360			30	370						
Stewart St			240	310										
Roop St							140	250						

Note: Queue Lengths are only reported for queues over 200 feet either without or with the proposed project

Source: DKS Associates, 2007

**Table 10:
Carson Street and William Street Intersection PM Peak Hour Performance: 2015**

	Level of Service		50th Percentile Queue			95th Percentile Queue		
	Intersection Average	Approach (SB/NB)	SB Through	SB Left	NB Through	SB Through	SB Left	NB Through
Existing Conditions	D	C/C	270	110	260	370	220	640
No Project	C	B/D	110	170	300	210	320	440
Plus Project	D	C/E	180	320	600	480	560	920
2015 Mitigation 1	C	B/C	140	150	440	430	210	780
Mitigation 2	C	B/C	140	110	220	430	160	330

Note: Queue lengths over 200 feet are shown in **bold**

Source: DKS Associates, 2007

Table 11 and Table 12 show 2015 arterial level of service for the AM and PM peak hour, respectively. The tables show that all study arterials would operate at LOS "C" or better with average speeds of at least 20 miles per hour without the proposed project and average speeds of at least 17 miles per hour with the proposed project. The narrowing of Carson Street would lower most average arterial speeds somewhat, but not enough to significantly change the arterial level of service.

**Table 11:
AM Peak Hour Arterial Level of Service: 2015**

Intersection	No Project		Plus Project	
	Average Speed (mph)	LOS	Average Speed (mph)	LOS
NB Carson St - Stewart St to Long St	24.3	B	17.2	C
SB Carson St - Long St to Stewart St	24.3	B	18.8	C
NB Stewart St - Carson St to William St	24.1	B	23.6	C
SB Stewart St - William St to Carson St	21.8	C	21.1	C
NB Roop St - Little Ln to Long St	20.0	C	19.9	C
SB Roop St - Long St to Little Ln	19.9	C	19.3	C

Source: DKS Associates, 2007

**Table 12:
PM Peak Hour Arterial Level of Service: 2015**

Intersection	No Project		Plus Project	
	Speed (mph)	LOS	Speed (mph)	LOS
NB Carson St - Stewart St to Long St	21.1	C	17	C
SB Carson St - Long St to Stewart St	23.3	C	19.1	B
NB Stewart St - Carson St to William St	23.7	C	22.5	C
SB Stewart St - William St to Carson St	21.6	C	21.4	C
NB Roop St - Little Ln to Long St	21.1	C	20.7	C
SB Roop St - Long St to Little Ln	20.2	C	19.6	C

Source: DKS Associates, 2007

6.0 TRAFFIC OPERATIONS IN 2030

The base roadway network would be the same in 2030 as in 2015 with the exception that Roop Street would be widened to four lanes from Washington Street to Little Lane, as shown previously in Figure 10. In 2030 there would be lower traffic volumes on north-south streets in the downtown area than today due to the opening of the full Carson City Freeway, except on the widened Roop Street (see Table 6). The estimated 2030 daily volumes are shown in Figure 12.

Table 13 and Table 14 show the 2030 No Project and 2030 Plus Project levels of service at study intersections during the AM and PM peak hour, respectively. The AM and PM peak hour volumes and lanes are shown in Figures 17 through 20.

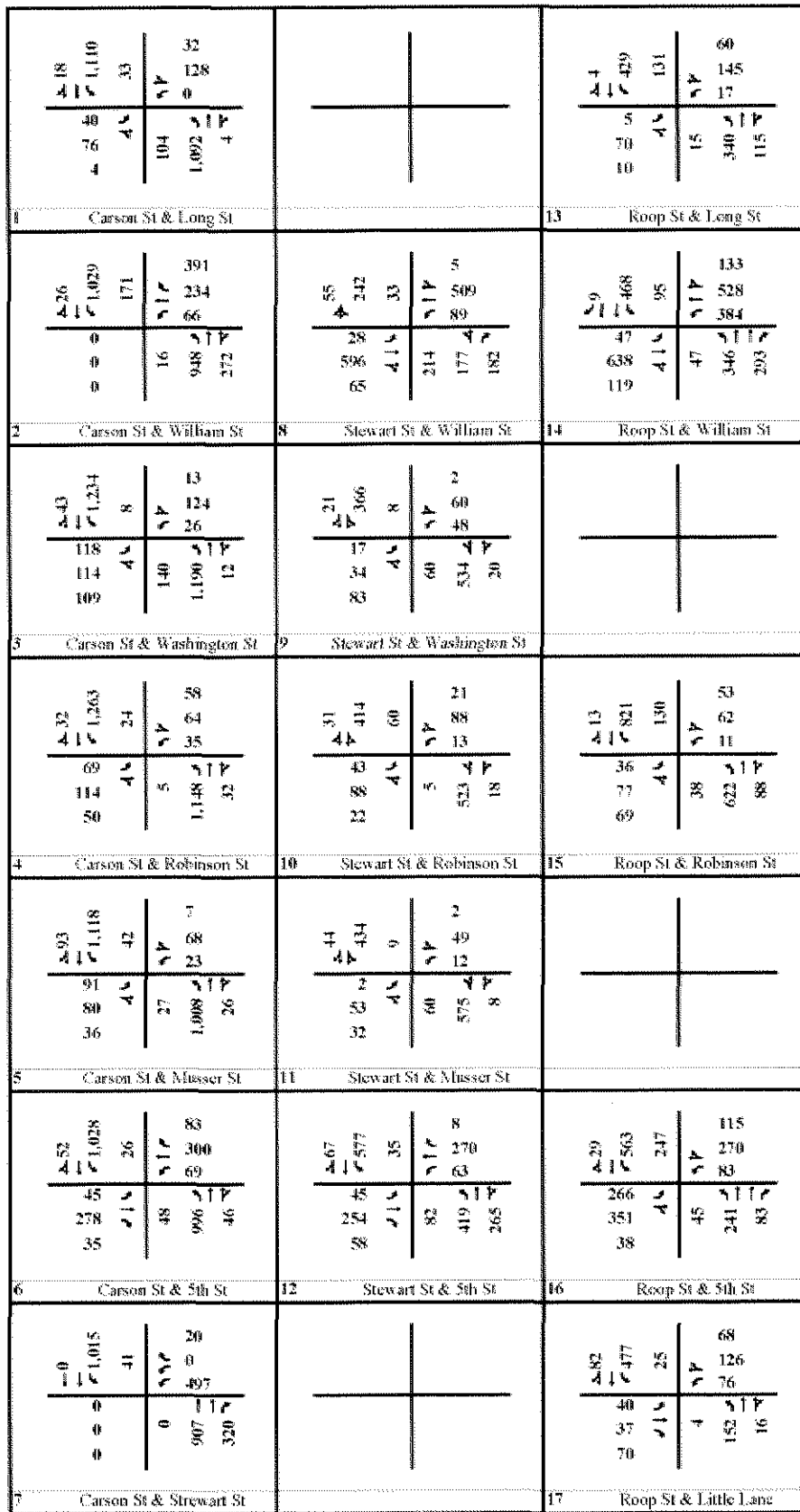
Table 15 shows locations along Carson Street, Stewart Street, and Roop Street where northbound or southbound through or left turn queue lengths would exceed 200 feet under either No Project or Plus Project conditions. As stated previously, 200 feet is used because it represents a distance where most of one city block would be blocked by queued traffic. The table shows both 50th percentile queues and 95th percentile queues.

6.1 2030 No Project (4 Lane Carson Street)

Under 2030 No Project conditions (with Carson Street remaining 4 lanes) all study intersections are projected to operate at LOS "D" or better during both the AM and PM peak hours. A number of locations along Carson Street and Stewart Street are projected to have average queue lengths exceeding 200 feet. When compared to 2015 conditions, the through queue lengths are generally longer during both the AM and PM peak hours. Average left turn queues would be generally short, with none exceeding 200 feet; however the southbound left turn queue on Carson Street approaching William Street would be 190 feet. The table shows that a number of roadway segments would experience 95th percentile queues exceeding 200 feet. The northbound 95th percentile queue on Carson Street at William Street is projected to stretch nearly 2 blocks to the south during both peak hours.

6.2 2030 Plus Project (2 Lane Carson Street)

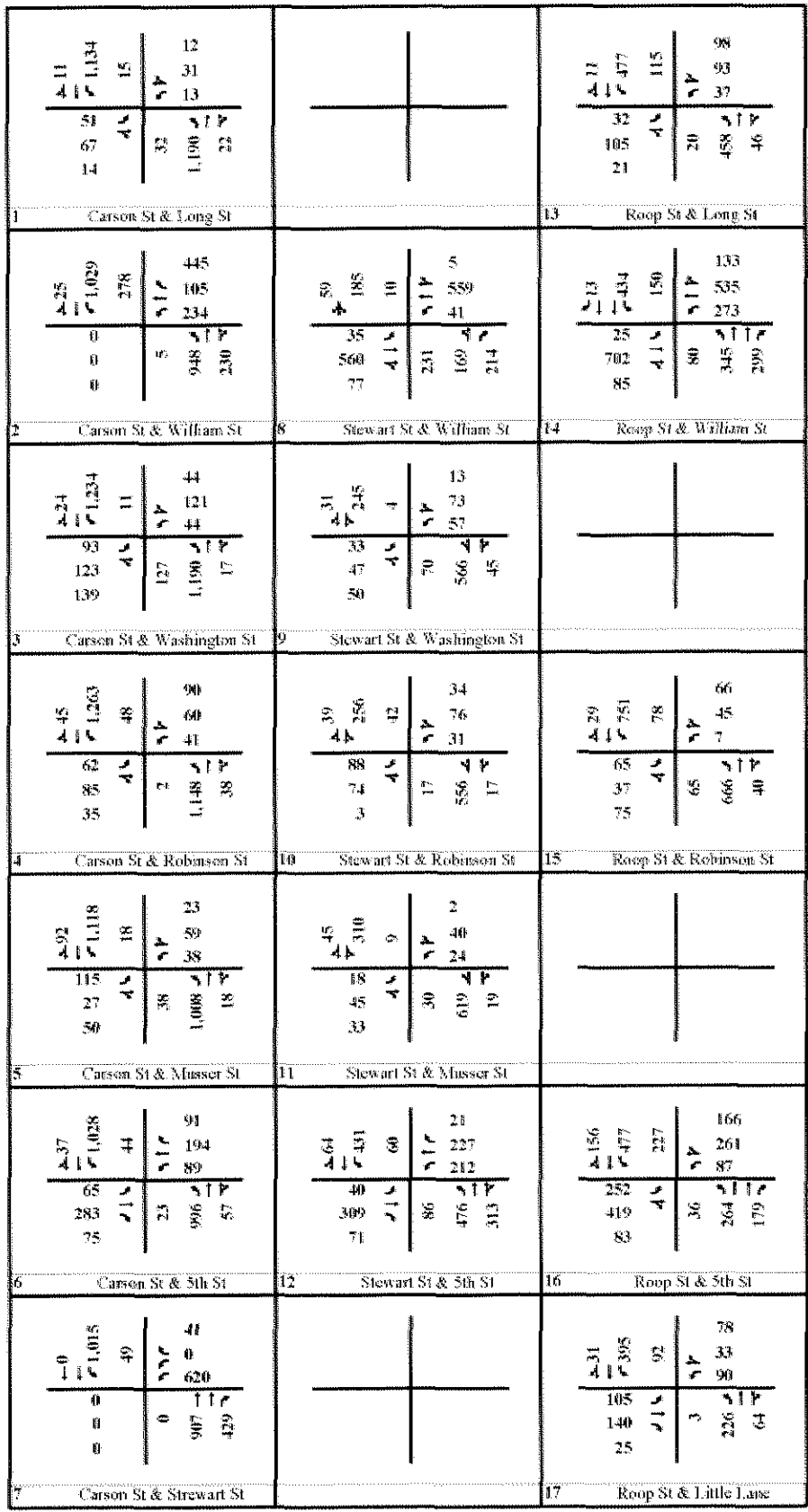
The narrowing of Carson Street would significantly reduce traffic volumes on Carson Street, increase traffic volumes on Stewart Street and slightly increase traffic volumes on Roop Street. With the narrowing of Carson Street, signalized intersections would still operate at a satisfactory level of service in the downtown area; however the intersection of Carson Street would degrade to LOS "D." Even though the intersection average LOS is "D" for the intersection of Carson Street and William Street in the AM and PM peak hours the northbound approach would experience LOS "E" and LOS "F," respectively.



LEGEND



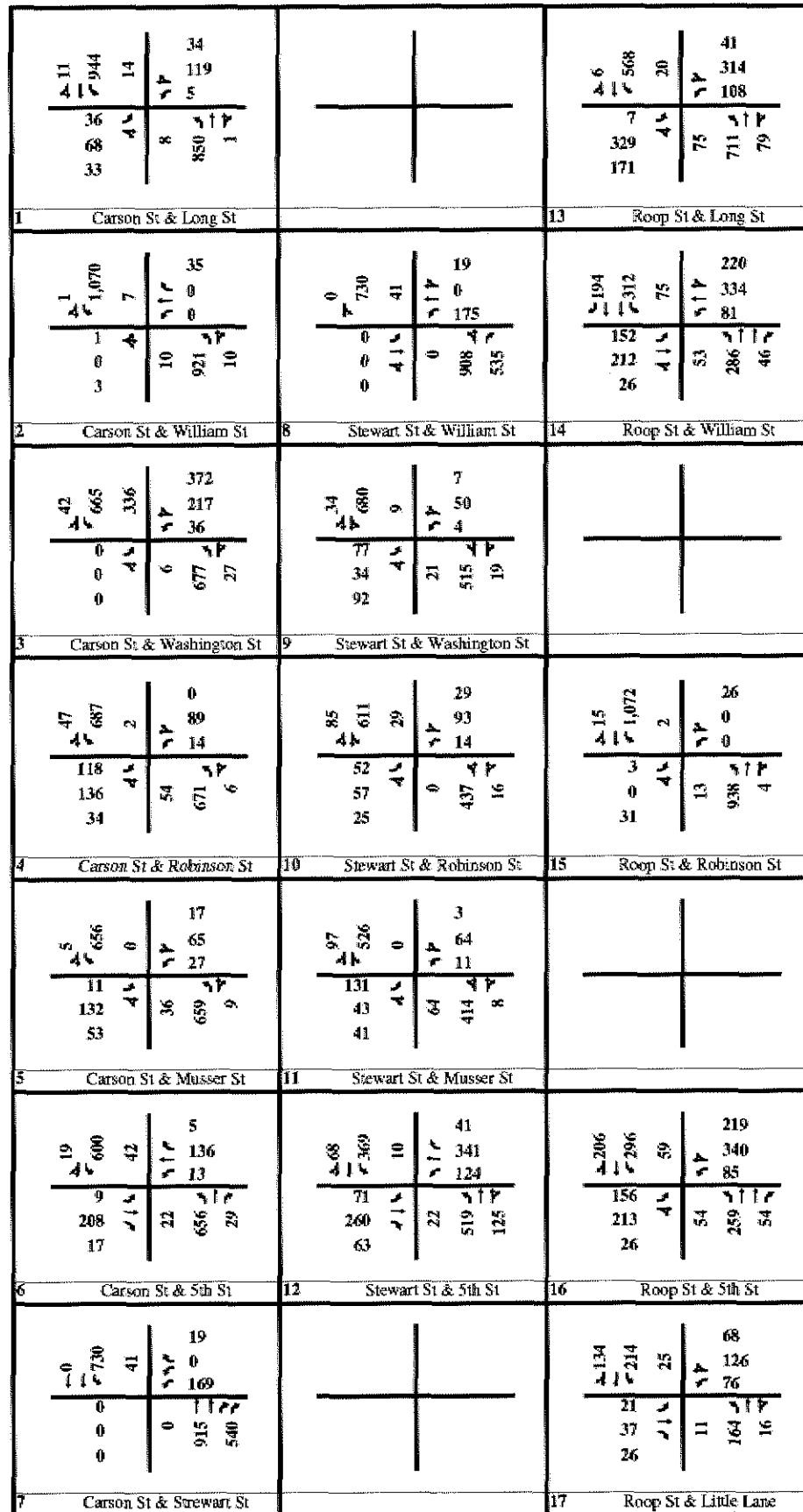
Figure 17
2030 AM PEAK HOUR VOLUMES
NO PROJECT



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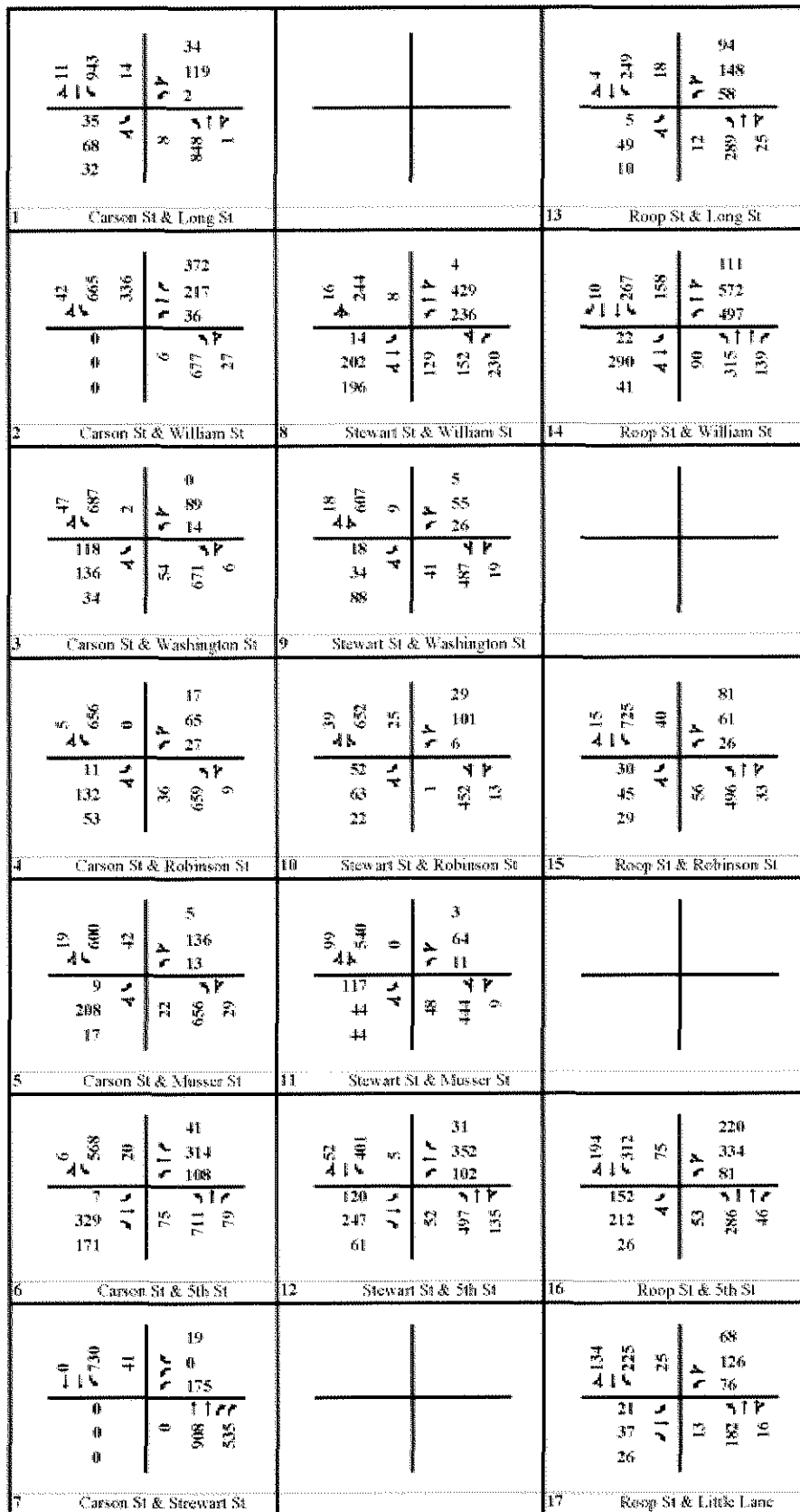
Figure 18
2030 PM PEAK HOUR VOLUMES
NO PROJECT



LEGEND



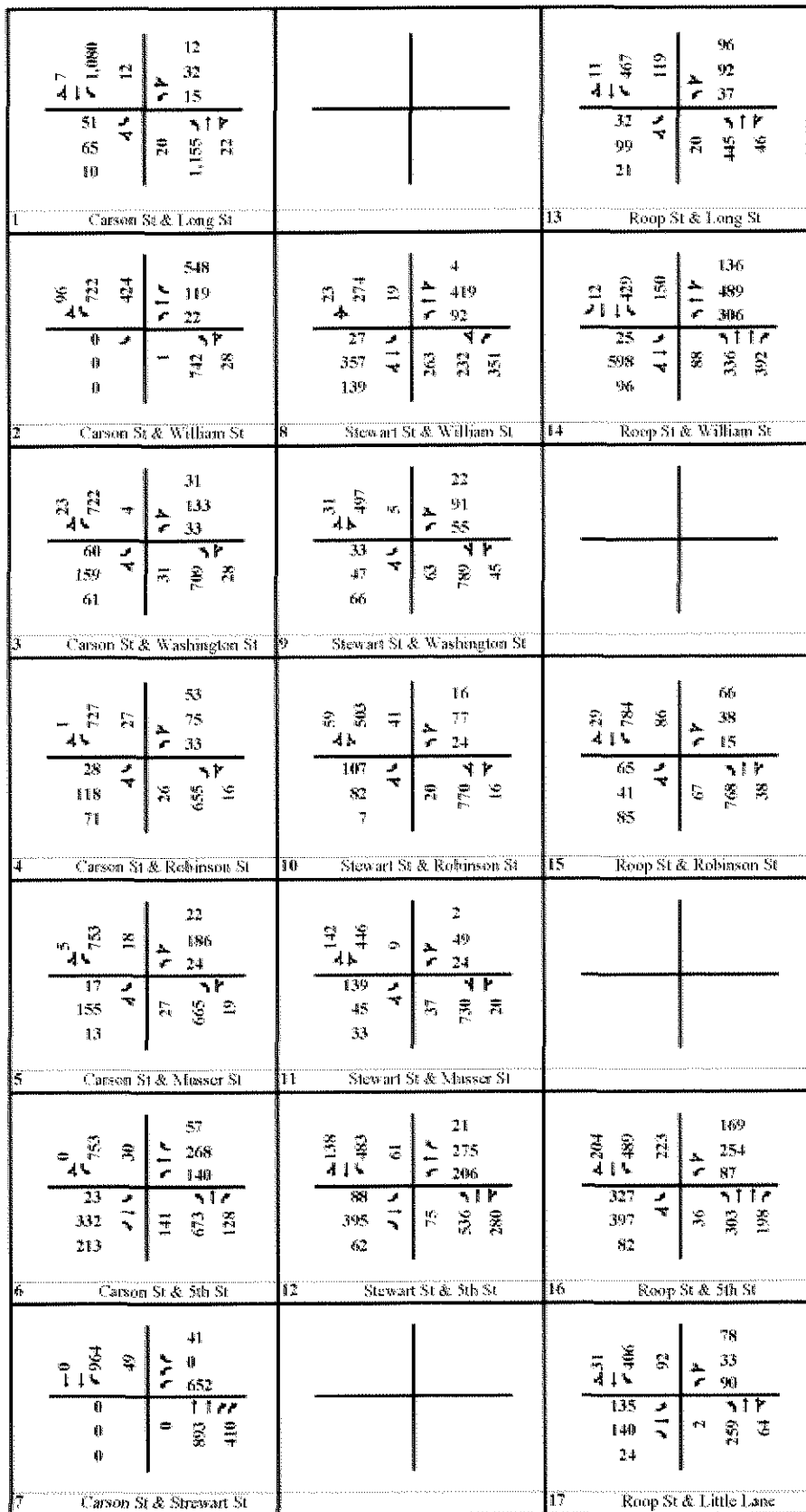
Figure 19
2030 AM PEAK HOUR VOLUMES
PLUS PROJECT



LEGEND



Figure 19
2030 AM PEAK HOUR VOLUMES
PLUS PROJECT



LEGEND



Figure 20
2030 PM PEAK HOUR VOLUMES
PLUS PROJECT

**Table 13:
AM Peak Hour Signalized Intersections Level of Service: 2030**

Intersection	No Project		Plus Project	
	LOS	Delay	LOS	Delay
Carson St and Long St	A	6.3	A	7.1
Carson St and William St	C	22.5	D	51.0
Carson St and Washington St	B	15.4	B	13.0
Carson St and Robinson St	B	10.2	B	10.0
Carson St and Musser St	A	8.1	A	8.8
Carson St and 5th St	B	15.1	B	18.0
Carson St and Stewart St	A	8.8	A	7.7
Stewart St and William St	C	23.6	C	28.3
Stewart St and Washington St	A	4.8	A	5.0
Stewart St and Robinson St	A	5.0	A	6.4
Stewart St and Musser St	A	4.7	A	7.2
Stewart St and 5th St	B	18.7	B	12.4
Roop St and Long St	B	14.6	B	10.8
Roop St and William St	D	35.1	D	40.6
Roop St and Robinson St	B	16.0	B	10.3
Roop St and 5th St	C	33.1	C	24.5
Roop St and Little Ln	B	14.2	B	11.9

Source: DKS Associates, 2007

Average northbound queue lengths on Carson Street at William Street are projected to degrade from approximately 250 feet (one block) to greater than 600 feet (two blocks) during both peak hours with the narrowing of Carson Street. Average southbound queue lengths on Carson Street at William Street are projected to degrade from less than 200 feet to approximately 250 feet (one block) during both peaks with the narrowing of Carson Street.

The 95th percentile queues are also projected to increase at a number of locations on Carson Street with the narrowing of Carson Street. The PM peak hour 95th percentile queue lengths are shown graphically in Figure 21 and numerically in Table 15. The figure shows that the northbound 95th percentile queue length is projected to extend from William Street to south of Robinson Street. The figure shows that delays at one major intersection could potentially cause gridlock at other intersections to the south.

The same mitigation measures discussed in Section 5 have been identified to attempt to improve the queuing problems at the intersection of Carson Street and William Street:

- **Mitigation Measure 1** involves providing two southbound left turn lanes on the Carson Street.
- **Mitigation Measure 2** includes the dual southbound left turn lanes in Mitigation Measure 1 and also involves maintaining two northbound through lanes between William Street and Sophia Street as it does today, which would preclude on-street parking along the east side of that block.

The results of these mitigation measures on the operations of the intersection of Carson Street and William Street are presented in Table 16. As under 2015 conditions, these measures would decrease average and 95th percentile queue lengths significantly. The results of these mitigation measures are displayed graphically in Figure 22. The figure shows that the northbound through queue length would decrease dramatically with the proposed mitigation measures. The figure also shows that the southbound left turn lane queues would decrease significantly, while the southbound through queue would not change significantly with the proposed mitigation measures.

**Table 14:
PM Peak Hour Signalized Intersections Level of Service: 2030**

Intersection	No Project		Plus Project	
	LOS	Delay	LOS	Delay
Carson St and Long St	A	5.3	A	5.3
Carson St and William St	C	24.2	D	53.2
Carson St and Washington St	B	13.9	B	12.5
Carson St and Robinson St	A	9.7	A	9.6
Carson St and Musser St	A	7.6	A	9.1
Carson St and 5th St	B	11.8	B	17.2
Carson St and Stewart St	B	10.6	B	10.7
Stewart St and William St	B	17.9	C	22.3
Stewart St and Washington St	A	5.6	A	5.4
Stewart St and Robinson St	A	7.7	A	7.5
Stewart St and Musser St	A	5.3	A	8.3
Stewart St and 5th St	B	11.9	B	12.6
Roop St and Long St	B	16.8	B	11.1
Roop St and William St	D	35.4	C	33.7
Roop St and Robinson St	B	11.1	A	9.4
Roop St and 5th St	C	22.2	C	28.2
Roop St and Little Ln	B	11.6	B	12.9

Source: DKS Associates, 2007

**Table 15:
Queue Lengths over 200 Feet on Carson, Stewart, and Roop Streets: 2030**

Street	Cross Street	Through Queue Length						Left Turn Queue Length							
		Northbound			Southbound			Northbound			Southbound				
		50th Percentile	95th Percentile	Lanes on Carson Street Between William Street and 5 th Street	50th Percentile	95th Percentile	Lanes on Carson Street Between William Street and 5 th Street	50th Percentile	95th Percentile	Lanes on Carson Street Between William Street and 5 th Street	50th Percentile	95th Percentile	Lanes on Carson Street Between William Street and 5 th Street		
<i>AM Peak Hour</i>															
Carson St	William St	270	610	540	870	180	250	220	510			120	300	240	490
	Washington St			160	390			80	460			220	20		
	Robinson St	220	30	150	410			140	210						
	Musser St			240	20			50	390						
Stewart St	5th St	190	230	320	470										
	William St	220	130	320	180										
Roop St	William St							220	120					140	230
	Robinson St			210	70									260	30
<i>PM Peak Hour</i>															
Carson St	Long St	200	70	260	130										
	William St	250	660	440	930	160	260	270	600			190	360	330	580
	Washington St			100	440			100	460						
	Robinson St			220	40			100	410						
	Musser St			40	420			60	520						
Stewart St	5th St			210	390			220	450						
	William St	180	230	260	410										
Roop St	William St							210	150						

Note: Queue Lengths are only reported for queues over 200 feet either without or with the proposed project
Source: DKS Associates, 2007

**Table 16:
Carson Street and William Street Intersection PM Peak Hour Performance: 2030**

	Level of Service		50th Percentile Queue			95th Percentile Queue		
	Intersection Average	Approach (SB/NB)	SB Through	SB Left	NB Through	SB Through	SB Left	NB Through
Existing Conditions	D	C/C	270	110	260	370	220	640
No Project	C	B/D	160	190	250	270	330	440
Plus Project	D	E/F	260	360	660	600	580	930
2030 Mitigation 1	C	C/D	200	160	470	590	220	820
Mitigation 2	C	B/C	200	120	240	590	170	350

Note: Queue lengths over 200 feet are shown in bold

Source: DKS Associates, 2007



Figure 21
2030 PM Peak Hour
Approximate
Maximum Through Queue Lengths

NO SCALE

DKS Associates
 TRANSPORTATION SOLUTIONS

LEGEND

- 2030 No Project 95th % Queue Length
- ▨ 2030 Plus Project 95th % Queue Length



Figure 22
2030 PM Peak Hour
Approximate
Mitigated Queue Lengths

NO SCALE

DKS Associates
 TRANSPORTATION SOLUTIONS

LEGEND

- 2030 Plus Project 95th % Queue Length
- 2030 Plus Project 95th % Queue Length (With 2 NB Through and 2 SB Left Turn Lanes)

Table 17 and Table 18 show 2030 arterial level of service for the AM and PM peak hour, respectively. The tables show that all study arterials operate at LOS "C" or better with average speeds of at least 19 miles per hour without the proposed project and average speeds of at least 16 miles per hour with the proposed project. The narrowing of Carson Street does lower most average arterial speeds somewhat, but not enough to significantly change the arterial level of service.

Table 17: AM Peak Hour Arterial Level of Service: 2030				
Intersection	No Project		Plus Project	
	Average Speed (mph)	LOS	Average Speed (mph)	LOS
NB Carson St - Stewart St to Long St	22.0	C	16.2	C
SB Carson St - Long St to Stewart St	23.0	C	18.4	C
NB Stewart St - Carson St to William St	21.3	C	22.6	C
SB Stewart St - William St to Carson St	20.7	C	20.8	C
NB Roop St - Little Ln to Long St	18.8	C	18.9	C
SB Roop St - Long St to Little Ln	19.0	C	19.8	C

Source: DKS Associates, 2007

Table 18: PM Peak Hour Arterial Level of Service: 2030				
Intersection	No Project		Plus Project	
	Speed (mph)	LOS	Speed (mph)	LOS
NB Carson St - Stewart St to Long St	21.9	C	16.4	C
SB Carson St - Long St to Stewart St	23.2	C	17.9	C
NB Stewart St - Carson St to William St	23.1	C	18.2	C
SB Stewart St - William St to Carson St	21.2	C	20.1	C
NB Roop St - Little Ln to Long St	19.5	C	20.2	C
SB Roop St - Long St to Little Ln	20.2	C	19.9	C

Source: DKS Associates, 2007