

CITY COUNCIL
Alma Hernandez, Mayor
Jenalee Dawson, Mayor Pro Tem
Amit Pal, Councilmember
Parise Shepherd, Councilmember
Princess Washington, Councilmember



CITY COUNCIL MEETING

A G E N D A

REGULAR MEETING OF THE SUISUN CITY COUNCIL, SUISUN CITY COUNCIL ACTING AS SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY OF THE CITY OF SUISUN CITY, AND SUISUN CITY HOUSING AUTHORITY

TUESDAY, APRIL 1, 2025

5:00 PM

Suisun City Council Chambers - 701 Civic Center Boulevard - Suisun City, California

5:00 P.M. CLOSED SESSION 6:30 P.M. REGULAR MEETING

MEETINGS ARE HELD IN-PERSON, PUBLIC PARTICIPATION IS ALSO AVAILABLE VIA ZOOM

ZOOM MEETING INFORMATION:

WEBSITE: <https://zoom.us/join>

MEETING ID: 865 4268 6830

CALL IN PHONE NUMBER: (707) 438-1720

*REMOTE PUBLIC COMMENT IS AVAILABLE FOR THE CITY COUNCIL MEETING BY EMAILING
CLERK@SUISUN.COM (PRIOR TO 4 PM), VIA WEBSITE, OR ZOOM CALL IN PHONE NUMBER (707) 438-1720*

*(If attending the meeting via phone press *9 to raise your hand and *6 to unmute/mute for public comment.)*

(Next Ord. No. – 809)

(Next City Council Res. No. 2025 – 21)

Next Suisun City Council Acting as Successor Agency Res. No. SA2025 - 02)

(Next Housing Authority Res. No. HA2025 – 03)

5:00 P.M CLOSED SESSION

CALL TO ORDER

Mayor Hernandez

ROLL CALL

Council / Board Members

CONFLICT OF INTEREST NOTIFICATION

(Any items on the closed session agenda that might be a conflict of interest to any Councilmembers / Boardmembers should be identified at this time.)

PUBLIC COMMENT CLOSED SESSION

(In accordance with Section 54956(a), public comments are limited to items on this closed session agenda, and to no more than 3 minutes unless allowable by the Mayor/Chair. Speaker cards are available on the table near the entry of the meeting room and should be given to the City Clerk. By law, no prolonged discussion or action may be taken on any item raised during the comment period.)

CLOSED SESSION

Pursuant to California Government Code Section 54950 the Suisun City Council will hold a Closed Session for the Purpose of:

1. CONFERENCE WITH LABOR NEGOTIATOR

A Closed Session will be held, Pursuant to Government Code Section 54957.6, to Conduct Labor Negotiations among:

Agency Negotiator: City Manager, Bret Prebula

Employee Organization:

SCEA (Suisun City Employees' Association);

SCPOA (Suisun City Police Officers Association);

SCPFA (Suisun City Professional Firefighters' Association);

SCMPEA (Suisun City Management and Professional Employees' Association);

Unrepresented Employees;

Temporary/Part-Time Employees.

RECESS TO CLOSED SESSION (City Manager Conference Room, City Hall)

6:30 RECONVENE OPEN SESSION

CALL TO ORDER

Mayor Hernandez

ROLL CALL

Council / Board Members

PLEDGE OF ALLEGIANCE

INVOCATION

CLOSED SESSION REPORT

Announcement of Actions Taken, if any in Closed Session.

APPROVAL OF REORDERING OF AGENDA

CONFLICT OF INTEREST NOTIFICATION

(Any items on the regular meeting agenda that might be a conflict of interest to any Councilmembers / Boardmembers should be identified at this time.)

REPORTS (Informational items only.)

2. City Manager Update - (Prebula: bprebula@suisun.com).
3. City Attorney Report - (Enright).

PUBLIC COMMENT

(Request by citizens to discuss any matter under our jurisdiction other than an item posted on this agenda per California Government Code §54954.3. Comments are limited to no more than 3 minutes unless allowable by the Mayor/Chair. Speaker cards are available on the table near the entry of the meeting room and should be given to the City Clerk. By law, no prolonged discussion or action may be taken on any item raised during the public comment period, although informational answers to questions may be given and matters may be referred for placement on a future agenda.)

PRESENTATIONS/APPOINTMENTS

(Presentations, Awards, Proclamations, Appointments).

4. Presentation on Montezuma Carbon Hub - (Representative of Center for Biological Diversity).
5. Proclamation Proclaiming the April 9, 2025 to be "Education and Sharing Day" - (Hernandez: ahernandez@suisun.com).
6. Proclamation Proclaiming April 13 - 19, 2025 as "National Public Safety Telecommunicators Week" - (Hernandez: ahernandez@suisun.com).
7. Approving Appointments to the General Tax Oversight Committee (Measure S) - (two appointments for five-year terms expiring April 2030; one appointment to fill one unscheduled vacancy term expiring April 2027) - (Hernandez: ahernandez@suisun.com).

CONSENT CALENDAR

Consent calendar items requiring little or no discussion may be acted upon with one motion.

8. Council Adoption of Resolution No. 2025-__: Authorizing the City Manager to Execute the First Amendment to the Regional Transportation Impact Fee (RTIF) Funding Agreement with the Solano Transportation Authority for the Railroad Avenue Extension Project - (Dum: adum@suisun.com).
9. Council Adoption of Resolution No. 2025-__: Authorize the Police Department to Enforce Parking Restrictions set by Solano Transportation Authority in the Mobility Hub Parking Lot - (Roth: aroth@suisun.com).

Joint City Council / Suisun City Council Acting as Successor Agency / Housing Authority

10. City Council/Successor Agency/Housing Authority Approval of the Minutes of the Meetings of the Suisun City Council, Suisun City Council Acting as Successor Agency, and Housing Authority held on March 18, 2025 - (Skinner: clerk@suisun.com).

PUBLIC HEARING

11. Council Consideration and Adoption of Resolution No. 2025-__: Recommending City Council Approve a General Plan Amendment, Amending the Transportation Element, Amending the Vehicular Transportation Diagram Removing the Railroad Avenue Alignment Connection to Olive Avenue - (Bermudez: jbermudez@suisun.com).

GENERAL BUSINESS

COUNCIL COMMENTS

REPORTS: (Informational items only)

12. Non-Discussion Items.

ADJOURNMENT

Public Access To Agenda Documents

A complete packet of information containing staff reports and exhibits related to each item for the open session of this meeting, and provided to the City Council, are available for public review at least 72 hours prior to a Council/Agency/Authority Meeting at Suisun City Hall 701 Civic Center Blvd., Suisun City. Agenda related writings or documents provided to a majority of the Council/Board/Commissioners less than 72 hours prior to a Council/Agency/Authority meeting related to an agenda item for the open session of this meeting will be made available for public inspection during normal business hours. An agenda packet is also located at the entrance to the Council Chambers during the meeting for public review. The city may charge photocopying charges for requested copies of such documents. To the extent feasible, the agenda packet is available for online public viewing on the City's website: <https://www.suisun.com/Government/City->

Council/Agendas The City Council/Agency/Authority hopes to conclude its public business by 10:00 p.m. No new items will be taken up after 10:00 p.m., unless so moved by a majority of the City Council, and any items remaining will be agendaized for the next meeting. The agendas have been prepared with the hope that all items scheduled will be discussed within the time allowed.

Accommodations

If you require an accommodation to participate in this meeting, please contact the City Clerk at (707) 421-7302 or clerk@suisun.com. The City's reasonable accommodation policy is available for review on the City's website at www.suisun.com/government/city-council/, you may request an electronic copy or have a copy mailed to you. Please note that for accommodations that are not readily available, you must make your request as soon as you can prior to the time of the meeting.

Decorum

All participants are expected to conduct themselves with mutual respect. Conduct that disrupts meetings will be addressed in accordance with Section 54957.95 of the Government Code.

Ordinances

Ordinances are city laws contained in the Suisun City Municipal Code. Enacting a new city law or changing an existing one is a two-step process. Government Code 36934 provides, except when, after reading the title, further reading is waived by regular motion adopted by majority vote all ordinances shall be read in full either at the time of introduction or passage; provided, however, that a reading of the title or ordinance shall not be required if the title is included on the published agenda and a copy of the full ordinance is made available to the public online and in print at the meeting prior to the introduction or passage.

Certification Of Posting

Agendas for regular and special meetings are posted in accordance with the Brown Act at Suisun City Hall, 701 Civic Center Boulevard, Suisun City, CA. Agendas may be posted at other Suisun City locations including:

- Suisun City Fire Station, 621 Pintail Drive, Suisun City, CA;
- Joe Nelson Center, 611 Village Drive, Suisun City, CA;
- Harbor Master Office, 800 Kellogg Street, Suisun City, CA.

I, Ashley Nash, Administrative Assistant II for the City of Suisun City, declare under penalty of perjury that the above agenda was posted and available for review, in compliance with the Brown Act.

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Bay Area Carbon Injection & Pipeline Project

Overview & Community Concerns

Suisun City, City Council, April 2025

Getting Situated

FIGURE A-2. REGIONAL FACILITIES CO₂ MAP & POSSIBLE PIPELINE ROUTE (UPDATED DRAFT)

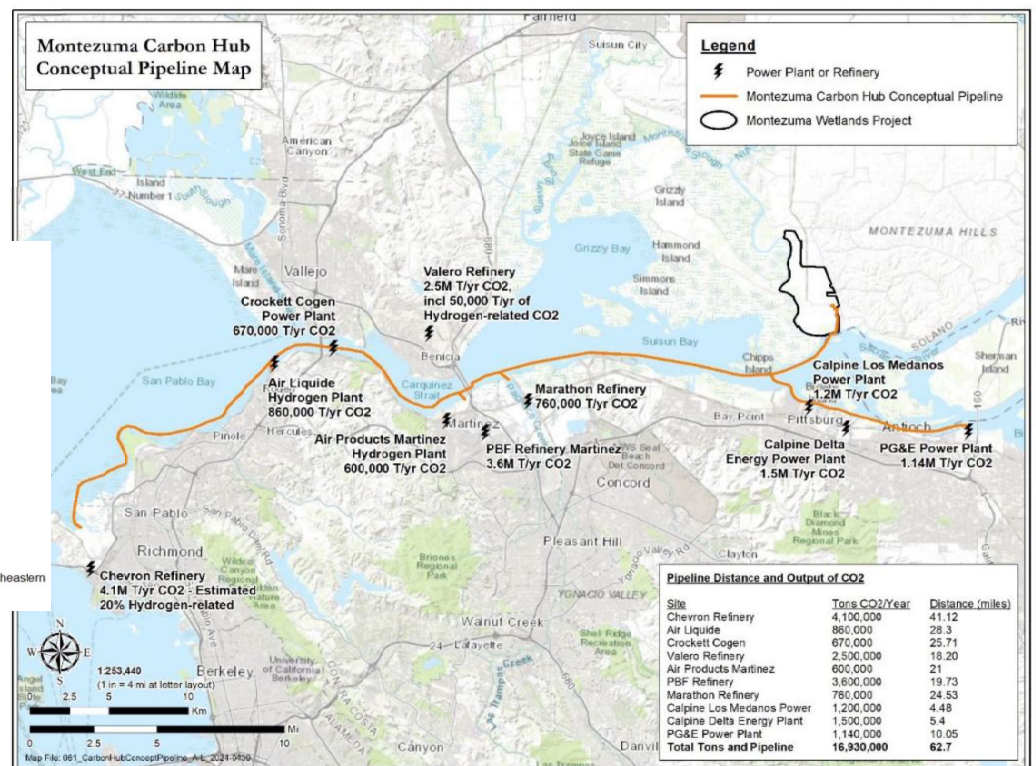
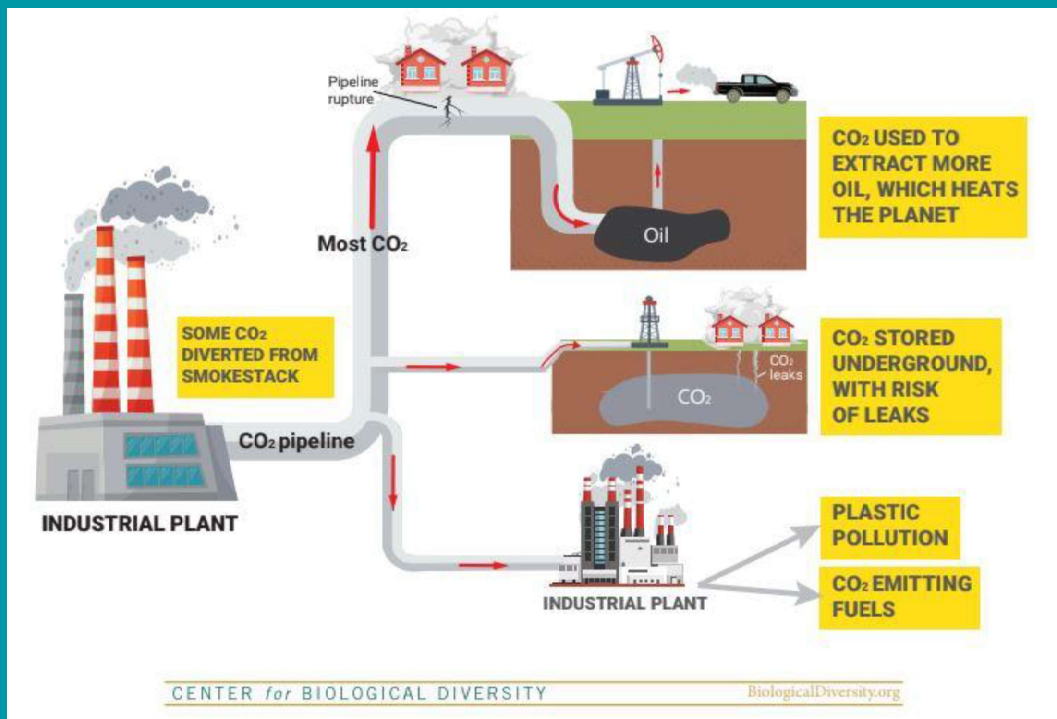


Figure 1: The location of the Suisun Marsh study area. The Marsh is situated in the northeastern reaches of San Francisco Bay, just west of the Delta, in Solano County.

What is Carbon Capture & Storage?



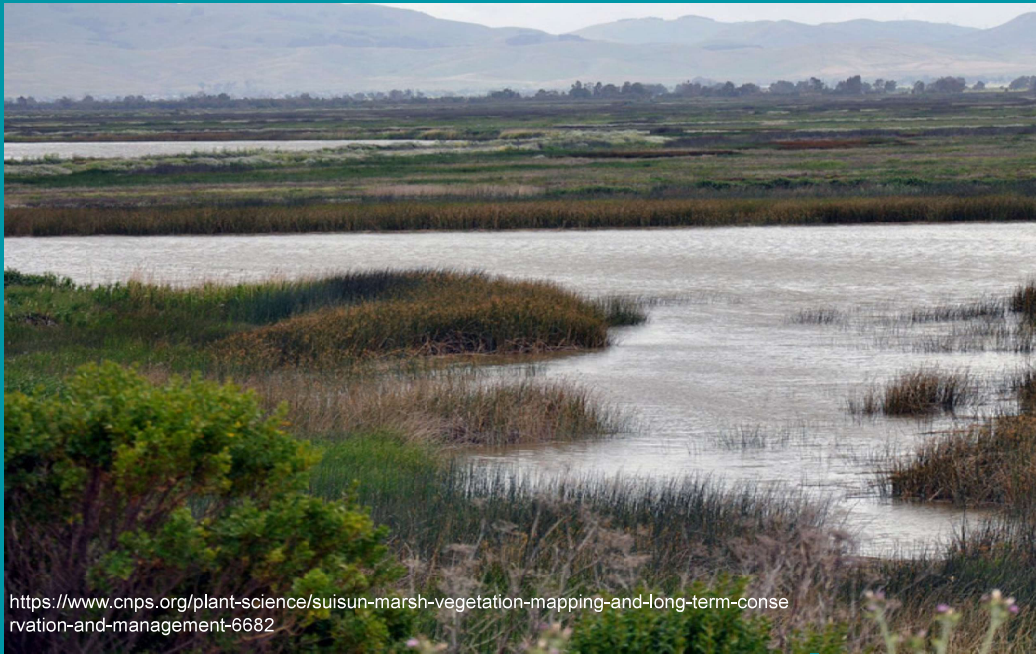
Pipeline Leaks & Health Risks



- Compressed CO₂ is denser than oxygen
- Forces oxygen out of the air leading to asphyxiation
- 300 evacuated, 45 hospitalized after CO₂ pipeline leak in Mississippi
- 1600 died in Cameroon after natural CO₂ leak

https://www.huffpost.com/entry/gassing-satartia-mississippi-co2-pipeline_n_60ddea9fe4b0ddef8b0ddc8f

Ecological Impacts to Suisun Marsh & Sensitive Ecosystems

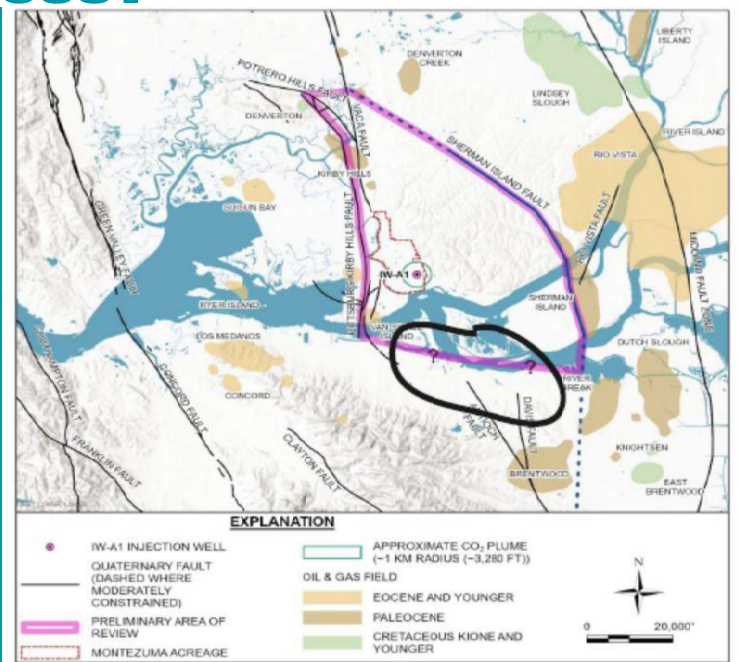


<https://www.cnps.org/plant-science/suisun-marsh-vegetation-mapping-and-long-term-conservation-and-management-6682>

- Leaks can produce Carbonic Acid
- Carbonic Acid creates dead zones
- Dead zones can stretch for miles
- Threatened species include: Delta Smelt, CA Least Tern, Harvest Mouse
- Infrastructure nearby disrupts this ecosystem
- Largest wetland in Western North America

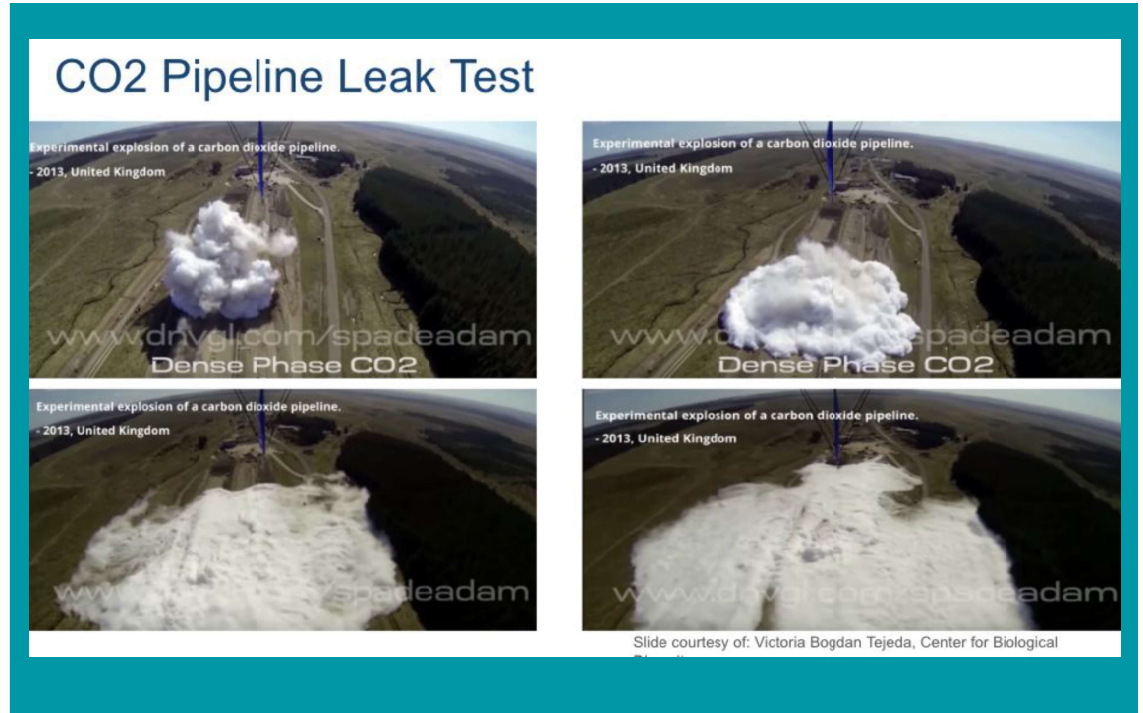
Where Are We in the Regulatory Process?

- Key permitting agencies: EPA Region 9 & Solano County
- Injection well permit application submitted in November 2023
- EPA deemed application incomplete in summer 2024
- Developer was asked to provide additional geologic info after drilling test well
- As of December 2024, developer has not applied for test well permit



Summary: Threats to Suisun City

- Suisun Marsh is “jewel” of the city
- Proximity of injection site
- Unknown radius of harm
- Pipeline leaks & catastrophic failure scenario
- All risk, no reward!



Our Ask:

Please pass a city resolution communicating the community's concerns with this project and opposing the pipeline and injection well development.

Office of the Mayor
Suisun City, California

Proclamation



WHEREAS, the basis for the continuity of any society is education; and in the City of Suisun the education of our youth is a priority; and

WHEREAS, in order to achieve its highest goals, education must not only impart knowledge but also teach the students how to live, forming and strengthening their moral character to make a better life for themselves as individuals and for society as a whole; including the values known as the Seven Noahide Laws; and

WHEREAS, a global spiritual leader and leading advocate for the advancement of education, the Rebbe, Rabbi Menachem M. Schneerson, of righteous memory, stressed that a moral and ethical education empowers every individual to develop their full potential in making the world a better place; and

WHEREAS, such education can nurture the unity of diverse peoples through encouraging increased acts of goodness and kindness, imbued with the awareness that even a single positive act of an individual can change the world and usher in an era of global peace;

WHEREAS, "Education & Sharing Day" is observed each year on the Rebbe's birthday in recognition of his outstanding and lasting contributions toward the improvement of education, morality, and acts of charity around the world; a day to pause and reflect on our responsibility to ensure our youth have the foundation necessary to lead lives rich in purpose and fulfillment through service and good works; and

WHEREAS, April 9, 2025, will mark 123 years since the Rebbe's birth, and this year begins the celebrations of the 75th anniversary of his leadership of the Chabad-Lubavitch movement. "Chabad" is an acronym of three Hebrew words for "wisdom, understanding and knowledge".

NOW, THEREFORE, I, Alma Hernandez, Mayor of the City of Suisun City, on behalf of the Suisun City Council, do hereby proclaim Wednesday, April 9, 2025, to be:

"Education and Sharing Day"

in the City of Suisun City and call upon everyone to work together to create a better, brighter, and more promising future for all.

*In witness whereof I have hereunto set my
hand and caused this seal to be affixed.*


Alma Hernandez, Mayor

ATTEST: _____
DATE: April 1, 2025



Office of the Mayor
Suisun City, California

Proclamation

WHEREAS, since its origin in 1981 during the full second week of April, the telecommunications personnel in the public safety profession are honored; and

WHEREAS, this particular week is a time to celebrate and thank those who dedicate their lives to serving the community as Public Safety Dispatchers and appreciate their hard work and dedication to our residents by being ready to answer the call; and

WHEREAS, Public Safety Dispatchers serve our community by answering requests for law enforcement, fire, and ambulance services by dispatching the appropriate assistance as needed; and

WHEREAS, Public Safety Dispatchers provide critical assistance during a person's worst moments, being the calm reassurance in these situations, and they are the first and most critical contact our community members have when calling emergency services; and

WHEREAS, the safety of our community, police officers, firefighters, and emergency medical services personnel are dependent upon the quality and accuracy of information obtained by the Public Safety Dispatcher; and

WHEREAS, Public Safety Dispatchers in Suisun City have contributed substantially to the safety of our residents through the apprehension of criminals, deterrence to unsafe and illegal behavior, suppression of fires, and sending medical aid while exhibiting compassion and professionalism; and

WHEREAS, Public Safety Dispatchers in Suisun City answered 31,879 telephone calls, made 8,001 outgoing calls, and handled an additional 10,243 incoming 9-1-1 emergency calls in 2024.

NOW, THEREFORE, BE IT RESOLVED, that I, Alma Hernandez, Mayor of the City of Suisun City, on behalf of the Suisun City Council do hereby proclaim April 13 – 19, 2025 as

"NATIONAL PUBLIC SAFETY TELECOMMUNICATORS WEEK"

in the City of Suisun City and encourage residents to take the time to thank the hardworking Public Safety Dispatchers, who, to the best of their ability, provide support to our community and first responders, contributing to the safety of all.



*In witness whereof I have hereunto set my
hand and caused this seal to be affixed.*

Alma Hernandez
Alma Hernandez, Mayor

ATTEST: _____
DATE: April 1, 2025

AGENDA TRANSMITTAL

MEETING DATE: April 1, 2025

AGENDA ITEM: Council Adoption of Resolution No. 2025-__: Authorizing the City Manager to Execute the First Amendment to the Regional Transportation Impact Fee (RTIF) Funding Agreement with the Solano Transportation Authority for the Railroad Avenue Extension Project.

FISCAL IMPACT: There would be no impact to the General Fund. The City is eligible to receive an additional \$600,000 from Regional Transportation Impact Fee (RTIF) funds distributed by the Solano Transportation Authority (STA) for the Railroad Avenue Extension Project (Project). This will bring the total RTIF award amount to the intended \$800,000. All funds were not fully available at the time of the initial Funding Agreement being executed. There is no required local match for these funds. This action would not award any contracts for any work at this time.

STRATEGIC PLAN: Provide Good Government.

BACKGROUND: The Regional Transportation Impact Fee (RTIF) for the County is a multi-jurisdictional fee imposed on new development to cover a portion of the costs for new transportation facilities required to serve new developments within the County.

STAFF REPORT: The City met with STA in October 2022. After this meeting, STA recommended authorizing RTIF District 2 funds for the Railroad Avenue Extension Project (“Project”), specifically for the Environmental phase. It was understood at that time that only the ultimate final award to the City would be in the amount of \$800,000 however, only \$200,000 was available at the time of execution of the initial Funding Agreement. Now that the additionally planned for \$600,000 is available it is appropriate to execute the First Amendment to the Funding Agreement. The Project includes a RTIF eligible roadway project, as approved as part of the STA’s RTIF Nexus Report, and would serve the City’s transportation interests. The Railroad Avenue Extension Project will provide alternative access to State Route Highway (SR 12) 12, Suisun City waterfront, and the Suisun-Fairfield Train Depot.

Currently, the west end of Railroad Avenue terminates at Marina Boulevard. The Project will extend Railroad Avenue from Marina Boulevard to Main Street and SR 12.

By entering into the First Amendment to the Funding Agreement, the City continues to agrees to all terms in the original Funding Agreement which include the following:

1. City will ensure that the Environmental phase of the Project is completed including obtaining National Environmental Policy Act or California Environmental Quality Act approvals.
2. City agrees to adhere to adopted RTIF Policies, as amended, during the life of the Project, including the requirement to provide a specific Strategic Implementation Plan for the entire improvements. These include:
 - Project description (including purpose and need);
 - Cost estimates for each phase of the Project;
 - Anticipated schedule with milestones of completion; and
 - Identified or anticipated additional funding sources for the entire Project.
3. City agrees to pay for all costs exceeding the RTIF funding of \$800,000.

By entering into this First Amendment to the Funding Agreement, the STA agrees to the following:

1. STA agrees to process and approve the RTIF funding request, as appropriate, for a total amount not-to-exceed \$800,000.
2. The City shall provide supporting documents for these allowable expenses prior to any reimbursement occurring.

STAFF RECOMMENDATION: It is recommended that the City Council adopt Resolution No. 2025-__: Authorizing the City Manager to Execute the First Amendment to the Regional Transportation Impact Fee (RTIF) Funding Agreement with the Solano Transportation Authority for the Railroad Avenue Extension Project.

DOCUMENTS ATTACHED:

1. Resolution No. 2025-__: Authorizing the City Manager to Execute the First Amendment to the Regional Transportation Impact Fee (RTIF) Funding Agreement with the Solano Transportation Authority for the Railroad Avenue Extension Project.
2. Project Location Map.
3. First Amendment to the Funding Agreement between the Solano Transportation Authority and the City of Suisun City for the Railroad Avenue Extension Project.

PREPARED BY:

Amanda Dum, Management Analyst II

REVIEWED BY:

Nouae Vue, Public Works Director

APPROVED BY:

Bret Prebula, City Manager

ATTACHMENTS:

1. Resolution No. 2025-__: Authorizing the City Manager to Execute the First Amendment to the RTIF Funding Agreement with the Solano Transportation Authority for the Railroad Avenue Extension Project.
2. Project Location Map.
3. First Amendment to the Funding Agreement between the Solano Transportation Authority and the City of Suisun City for the Railroad Avenue Extension Project.

RESOLUTION NO. 2025-___

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUISUN CITY
AUTHORIZING THE CITY MANAGER TO EXECUTE THE FIRST AMENDMENT TO
THE REGIONAL TRANSPORTATION IMPACT FEE (RTIF) FUNDING AGREEMENT
WITH THE SOLANO TRANSPORTATION AUTHORITY FOR THE RAILROAD
AVENUE EXTENSION PROJECT**

WHEREAS, the Solano Transportation Authority (STA), as the Congestion Management Agency (CMA) for the Solano area, is responsible for countywide planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities, and;

WHEREAS, as part of those responsibilities STA administers the Regional Transportation Impact Fee (RTIF) for the County which is a multi-jurisdictional fee imposed on new development to cover a portion of the costs for new transportation facilities required to serve new developments within the County; and

WHEREAS, after a meeting on October 2022 between Suisun City and STA, STA recommended and had the STA Board has approve the distribution of a total of \$800,000 in RTIF District 2 funds to Suisun City for the Railroad Avenue Extension Project with only \$200,000 being available at the time of the executed Agreement and with the understanding that once the additional \$600,000 was available the Agreement would be amended in order to distribute the additional \$600,000 to the City; and

WHEREAS, on June 6, 2023, City Council authorized the City Manager to enter into a Funding Agreement with STA for the City to receive the \$200,000 in RTIF District 2 funds and this Funding Agreement was fully executed on January 4, 2024; and

WHEREAS, on February 12, 2025, the STA Board Agenda included an item to awarded Suisun City the additional \$600,000 in RTIF District 2 funds now that the funds are available; and

WHEREAS, the Railroad Avenue Extension Project will provide alternative access to State Route Highway (SR) 12, Suisun City waterfront, and the Suisun-Fairfield Train Depot. Currently, Railroad Avenue ends at Marina Boulevard. The Project will extend Railroad Avenue from Marina Boulevard to Main Street and SR 12; and

WHEREAS, in order to continue to move the Railroad Avenue Extension Project forward, the attached First Amendment to the Funding Agreement between the STA and the City will need to be executed, noting that STA desires to fund the activities in accordance with the terms of the initial Funding Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Suisun City authorizes the City Manager to take all actions necessary to execute the Funding Agreement

between the Solano Transportation Authority and the City of Suisun City for the Railroad Avenue Extension Project.

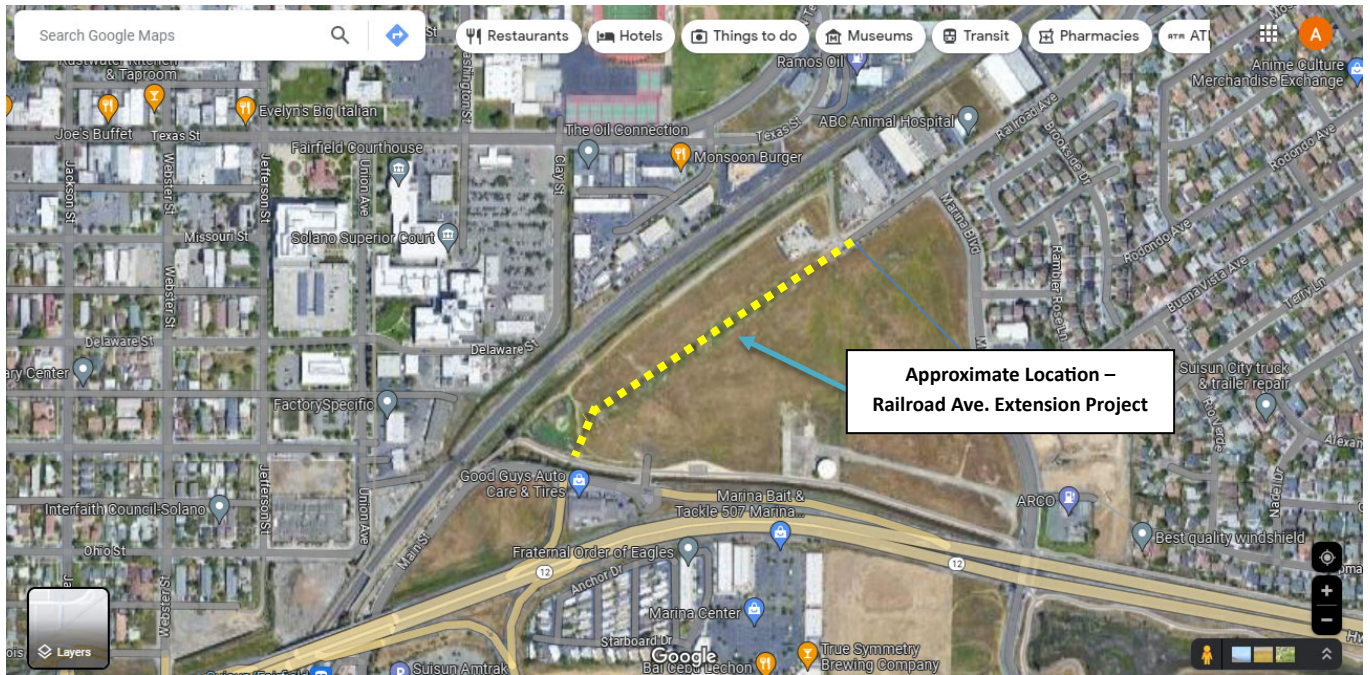
PASSED AND ADOPTED at a Regular Meeting of the City Council of the City of Suisun City duly held on Tuesday, the 1st day of April 2025, by the following vote:

AYES:	Councilmembers:	_____
NOES:	Councilmembers:	_____
ABSENT:	Councilmembers:	_____
ABSTAIN:	Councilmembers:	_____

WITNESS my hand and the seal of said City this 1st day of April 2025.

Anita Skinner
City Clerk

RAILROAD AVENUE EXTENSION PROJECT PROJECT LOCATION MAP



**FIRST AMENDMENT TO REGIONAL TRANSPORTATION IMPACT FEE
FUNDING AGREEMENT BETWEEN
SOLANO TRANSPORTATION AUTHORITY
AND
CITY OF SUISUN CITY
FOR
THE RAILROAD AVENUE EXTENSION PROJECT**

This First Amendment (“**First Amendment**”) is made between the Solano Transportation Authority, a joint powers authority organized under Government Code section 6500 et seq. consisting of the County of Solano and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo (“**STA**”); and the City of Suisun City, a municipal corporation (“**City**”), each individually referred to as “Party” and collectively as the “Parties” to be effective as of _____, 2025.

1. RECITALS

A. The Parties entered into a Funding Agreement on January 4, 2024 (the “**Agreement**”) to allocate \$200,000 in District 2 Regional Traffic Impact Fee (“**RTIF**”) funds for the Railroad Avenue Extension project (the “**Project**”).

B. The Parties now desire to amend the Agreement (“**First Amendment**”) to increase the budget for the Project, which was approved by the STA Board on February 12, 2025 as set forth below.

2. AGREEMENT

This First Amendment represents a budget increase of **\$600,000** in RTIF District 2 funds for preliminary engineering work, for a total RTIF commitment to the Project of **\$800,000**.

3. EFFECTIVENESS OF CONTRACT

Except as set forth in this First Amendment, all of terms and conditions specified in the Agreement remain unchanged and in full force and effect.

SOLANO TRANSPORTATION AUTHORITY

CITY OF SUISUN CITY

By: _____
Daryl K. Halls, Executive Director

By: _____
Bret Prebula, City Manager

Approved as to Form:

Approved as to Form:

By: _____
Megan J. Callaway, STA Legal Counsel

By: _____
Patrick L. Enright, City Attorney

AGENDA TRANSMITTAL

MEETING DATE: April 1, 2025

AGENDA ITEM: Council Adoption of Resolution No. 2025-__: Authorize the Police Department to Enforce Parking Restrictions set by Solano Transportation Authority in the Mobility Hub Parking Lot.

FISCAL IMPACT: The proposed ordinance would not directly cost the City. However, additional staff time may be required to monitor the parking lots and process infractions, but that time is expected to be minimal. In addition, if the parking lot is monitored and enforced as described, it may decrease the city's police force's overall costs and reduce the current burden on Police Department resources.

STRATEGIC PLAN: Provide Good Governance and improve productivity, efficiency, effectiveness, customer service, and citizen satisfaction in all areas of municipal organization.

BACKGROUND:

In December 2024, the Solano Transportation Authority (STA) adopted a resolution prohibiting parking in the Suisun Mobility Hub from 2 a.m. until 5 a.m. with limited exceptions and making violating the restrictions an offense. STA has also placed signage in the parking lot detailing this policy. However, STA does not have the authority to enforce these restrictions. To that end, STA has asked the Suisun City Police Department to enforce the parking restrictions against vehicles that park in the lot during these restricted hours.

The goals of this ordinance are to align the City's code with that of STA, affirm the City's authority to enforce parking restrictions and discourage the parking lot from becoming a gathering space for long-term use by vehicles.

STAFF REPORT:

Chapter 10 of the City Code governs vehicle and traffic rules of conduct and restrictions. Section 10.22.030 grants the city council the authority to regulate parking facilities owned or controlled by the city when established by resolution. Specifically, Section 10.22.030 allows the resolutions to address (1) specific parking areas for limited use, (2) specific parking spaces for limited use, (3) limited time parking spaces or areas, (4) other restrictions permitted within Chapter 10.22, Publicly Owned Parking Facilities. This is not the first restricted parking lot in Suisun City, and this practice is common in other cities.

The City Code includes various enforcement mechanisms should an individual be found to be in violation of the proposed ordinance. Violation shall be punished as an infraction under California Vehicle Code section 42001 and City of Suisun City ordinance 10.22. Vehicles improperly parked may be removed or towed at the owner's expense, as provided by Vehicle Code sections 22519 and 2265 and City of Suisun City Municipal Code section 10.22.070.

STAFF RECOMMENDATION: Staff recommends the City Council approve Resolution No. 2025-__: Authorize the Police Department to Enforce Parking Restrictions set by Solano Transportation

Authority in the Mobility Hub Parking Lot.

DOCUMENTS ATTACHED:

1. Resolution No. 2025-__: Authorize the Police Department to Enforce Parking Restrictions set by Solano Transportation Authority in the Mobility Hub Parking Lot.
2. Solano Transportation Authority Resolution NO. 2024-13.

PREPARED BY:

Aaron Roth, Police Chief

REVIEWED BY:

City Manager, Bret Prebula

APPROVED BY:

City Manager, Bret Prebula

ATTACHMENTS:

1. [Resolution Authorizing Enforcement of Parking Restrictions.doc](#)
2. [STA Reso No. 2024-13 Suisun City Mobility Hub Parking Regulations](#)

RESOLUTION NO. 2025-

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUISUN CITY
AUTHORIZING POLICE DEPARTMENT TO ENFORCE PARKING RESTRICTIONS
SET BY SOLANO TRANSPORTATION AUTHORITY IN THE MOBILITY HUB
PARKING LOT**

WHEREAS, on December 11, 2024, Solano Transportation Authority passed Resolution 2024-13 establishing parking regulations in the City of Suisun City's Mobility Hub Parking Lot and;

WHEREAS, the City of Suisun City Municipal Code Section 10.22.030 allows the city council to regulate parking facilities owned by or controlled by the city and;

WHEREAS, due to motorist's use of the newly constructed Suisun City Mobility Hub Parking Lot, it is in the general public's best interest to establish regulations for the proper use of the parking lot.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Suisun City that the Suisun City Police Department shall regulate and enforce parking restrictions as described in Solano Transportation Authority Resolution 24-13, attached as **Exhibit A**.

PASSED AND ADOPTED by a Regular Meeting of said City Council of the City of Suisun City duly held on Tuesday, the 1st of April 2025, by the following vote:

AYES:	Councilmembers:	_____
NOES:	Councilmembers:	_____
ABSENT:	Councilmembers:	_____
ABSTAIN:	Councilmembers:	_____

WITNESS my hand and the seal of the City of Suisun City this 1st day of April 2025.

Anita Skinner
City Clerk

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION NO. 2024-13**

**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
ESTABLISHING PARKING REGULATIONS IN THE CITY OF SUISUN CITY'S
MOBILITY HUB PARKING LOT**

WHEREAS, California Vehicle Code sections 21113 and 22519 authorize Solano Transportation Authority (“STA”) to regulate or prohibit parking of vehicles in any off-street parking facility under its control; and

WHEREAS, due to motorists’ use of the newly constructed Suisun City Mobility Hub Parking Lot, it is in the best interest of the general public to establish regulations for the proper use of the parking lot.

RESOLVED, parking in the STA’s parking lot shall be subject to the following regulations and be restricted as follows:

1. All persons operating or parking a vehicle on property owned, leased or administered by STA must comply with the California Vehicle Code and the rules and regulations, as well as City of Suisun City ordinance 10.22 promulgated under the authority of this Resolution.
2. No person shall park or leave standing any vehicle in STA’s Suisun City Mobility Hub Parking Lot between the hours of 2AM TO 5AM daily unless authorized by the City of Suisun City or STA.
3. No person shall be allowed to stop, park, or leave standing any vehicle, whether attended or unattended upon the driveways or property of STA which are marked clearly and legibly with the words “RESERVED PARKING” unless authorized by City of Suisun City or STA.
4. No person at any time shall stop, park or leave standing any vehicle in any STA parking facility, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer, in any of the following places:
 - a. Alongside curb space where no parking is indicated by a sign or curb space is painted red;
 - b. On a crosswalk;
 - c. In front of a driveway;
 - d. Within fifteen (15) feet of a fire hydrant, except vehicles owned or operated by a fire department and clearly marked as such;
 - e. Alongside curb space painted yellow except commercially licensed or government vehicles engaged in loading or unloading but in no case for a period of time exceeding fifteen (15) minutes;
 - f. Alongside curb space painted white except vehicles stopping to load and unload passengers but no case for period of time exceeding five (5) minutes;
 - g. In any place marked as parking for disabled parking unless disabled person license plate or placard is displayed;

- h. In any place marked as parking for electric vehicles if not an electric vehicle;
and
- i. In any other place other than within a parking space clearly marked as such by white or yellow lines on the pavement and in no such instance shall a vehicle occupy more than one parking space as delineated by such lines.

FURTHER RESOLVED, that the violation of these restrictions shall constitute an offense, conviction of which shall be punished as an infraction under the provisions of California Vehicle Code section 42001 and City of Suisun City ordinance 10.22. Vehicles improperly parked may be removed or towed away at the owner's expense, as provided by Vehicle Code sections 22519 and 22651, as well as City of Suisun City ordinance 10.22.070.

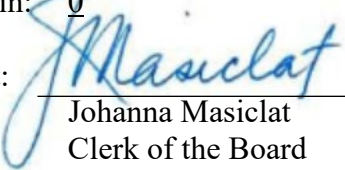
FURTHER RESOLVED, that appropriate signs shall be erected or placed to give proper notice of the regulations and restrictions promulgated under authority of this Resolution in the affected areas of STA property.

This resolution was adopted by Solano Transportation Authority on December 11, 2024.

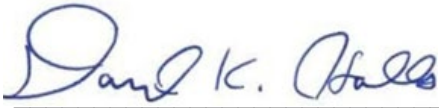

Mitch Mashburn, STA Board Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11th day of December 2024 by the following vote:

Ayes: 7 – Bird, Carli, Hernandez, Mashburn, Moy, McConnell, and Okamura
Noes: 0
Absent: 1 - Young
Abstain: 0

Attest: 
Johanna Masclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this 11th day of December 2024.


Daryl K. Halls, Executive Director
Solano Transportation Authority

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AGENDA TRANSMITTAL

MEETING DATE: April 1, 2025

AGENDA ITEM: City Council/Successor Agency/Housing Authority Approval of the Minutes of the Meetings of the Suisun City Council, Suisun City Council Acting as Successor Agency, and Housing Authority held on March 18, 2025 - (Skinner:askinner@suisun.com).

FISCAL IMPACT: None

STRATEGIC PLAN: Provide Good Governance.

BACKGROUND: Pursuant to Government Code 40801, the City Clerk shall keep an accurate record of the proceedings of the City Council meetings. City Council minutes are prepared in a manner consistent with the intent of the Government Code. Minutes provide a record of when and where the meeting took place, type of meeting, and report any action taken, including the vote of each member of the City Council.

STAFF REPORT: The minutes of the meetings of the Suisun City Council, Suisun City Council Acting as Successor Agency, and Housing Authority held on March 18, 2025.

STAFF RECOMMENDATION: City Council/Successor Agency/Housing Authority Approval of the Minutes of the Meetings of the Suisun City Council, Suisun City Council Acting as Successor Agency, and Housing Authority held on March 18, 2025.

DOCUMENTS ATTACHED:

1. Minutes - March 18, 2025, Regular Meeting of the City Council-Successor Agency-Housing Authority
-

PREPARED BY:

Anita Skinner, City Clerk

REVIEWED BY:

Bret Prebula, City Manager

APPROVED BY:

Bret Prebula, City Manager

ATTACHMENTS:

1. [2025 03 18 cc sa ha 630 Minutes.docx](#)

CITY COUNCIL
Alma Hernandez, Mayor Jenalee
Dawson, Mayor Pro Tem Amit Pal,
Councilmember Parise Shepherd,
Councilmember Princess Washington,
Councilmember



CITY COUNCIL MEETING

MINUTES
REGULAR MEETING OF THE SUISUN CITY COUNCIL,
SUISUN CITY COUNCIL ACTING AS SUCCESSOR AGENCY TO THE
REDEVELOPMENT AGENCY OF THE CITY OF SUISUN CITY,
AND SUISUN CITY HOUSING AUTHORITY
TUESDAY, MARCH 18, 2025
6:30 PM

Suisun City Council Chambers - 701 Civic Center Boulevard - Suisun City, California

MEETINGS ARE HELD IN-PERSON, PUBLIC PARTICIPATION IS ALSO AVAILABLE VIA ZOOM

ZOOM MEETING INFORMATION:

WEBSITE: <https://zoom.us/join>
MEETING ID: 831 8926 3722
CALL IN PHONE NUMBER: (707) 438-1720

REMOTE PUBLIC COMMENT IS AVAILABLE FOR THE CITY COUNCIL MEETING BY EMAILING
CLERK@SUISUN.COM (PRIOR TO 4 PM), VIA WEBSITE, OR ZOOM CALL IN PHONE NUMBER (707) 438-1720

*(If attending the meeting via phone press *9 to raise your hand and *6 to unmute/mute for public comment.)*

(Next Ord. No. – 818)

(Next City Council Res. No. 2025 – 20)

Next Suisun City Council Acting as Successor Agency Res. No. SA2025 - 02)

(Next Housing Authority Res. No. HA2025 – 02)

CALL TO ORDER

Mayor Hernandez called the meeting to order at 6:41pm.

ROLL CALL

PRESENT: Dawson, Hernandez, Pal, Shepherd, Washington

ABSENT: None

PLEDGE OF ALLEGIANCE

Led by Council Member Shepherd.

INVOCATION

Given by Clerk Skinner

APPROVAL OF REORDERING OF AGENDA

Motion by Council Member Pal to approve agenda as presented and seconded by Vice Mayor Dawson. Motion passed by the following vote:

AYES: Dawson, Hernandez, Pal, Shepherd, Washington

NOES: None

CONFLICT OF INTEREST NOTIFICATION None

(Any items on the regular meeting agenda that might be a conflict of interest to any Councilmembers / Boardmembers should be identified at this time.)

REPORTS (Informational items only.)

1. City Manager Update - (Prebula: bprebula@suisun.com).
 - Main street, staff did a speed check, looking to install rumble strips and speed signs.
 - Staff working with Buzz Oates to alleviate the issues of cars and debris on Gentry property.
2. City Attorney Report - (Enright).
 - On 4/1 will be discussing policy for commissions.

PUBLIC COMMENT

(Request by citizens to discuss any matter under our jurisdiction other than an item posted on this agenda per California Government Code §54954.3. Comments are limited to no more than 3 minutes unless allowable by the Mayor/Chair. Speaker cards are available on the table near the entry of the meeting room and should be given to the City Clerk. By law, no prolonged discussion or action may be taken on any item raised during the public comment period, although informational answers to questions may be given and matters may be referred for placement on a future agenda.)

Chuck Phillips commented on the strategic plan and why specific items discussed with city manager have not been taken care of.

Thomas Lombardo spoke about previous requests for street signs at Olive and Tabor.

Don Lipary comments on PGE work being done in his neighborhood; street light out on Crane Drive and PGE has been out several times and still no power to the pole.

Tom LeBlanc commented on the City of Fairfield discussing camping on public streets and are changing their ordinances.

Catherine Brown commented on posting of at least 7 signs along Hwy 12 that are illegal, signs being placed on stop signs, city property that she is has been picking up.

Donna LeBlanc commented that Ms. Brown has also been weeding along Civic Center Drive; public announcement for a Fire Department grant and would like to know how much is Fire and how much is crosswalk; Hwy 12 work by Caltrans in the median, hope they are planning to replace fences and plants that were recently placed; Assemblywoman Wilson hosting an open house on 3/27 at 10 am.

Unnamed speaker comments regarding water rights especially for the proposed new development.

Lilia Dardon read a scripture.

Steve Olry commented on the strategic plan; doesn't appear you feel city's financial crisis exists now that Measure S has passed; city party expenditure now up to \$60k.

On Line

Michelle Chavez thanked Amanda extra patrol for George Guynn home as gun shots into home, why was the city party not held at a city facility; Blossom/ old Railroad Avenue have more junk; urban camper on Humphrey needs to be removed; spending money for city party and then asking resident assistance is wrong.

Unnamed speaker comments regarding homeless around his property; shopping carts, seems council continues to drag their feet.

#424 important that Suisun continues to grow.

PRESENTATIONS/APPOINTMENTS

(Presentations, Awards, Proclamations, Appointments).

3. Proclamation Proclaiming the Month of March 2025 as "Red Cross Month" -
(Hernandez:ahernandez@suisun.com).

Mayor Hernandez read proclamation which was presented by Vice Mayor Dawson.

Dr. Pasqual, with the Red Cross, accepted the proclamation, highlighted several programs and thanked the Council. Rashawn Smith, Red Cross was also present.

Council Members thanked the Red Cross for all the work they do.

4. Mayoral Appointments to Commissions, Committees and Council Boards

Mayor Hernandez briefly explained the process that was followed for the recommendations for appointments. Thanked Council Member Pal and Vice Mayor Dawson for their efforts on reviewing the applications.

- a. Approving Appointments to the Planning Commission (three appointments for four-year terms expiring January 2029).

Explore an alternate member at a future meeting.

Albert Enault, Thomas Kamin, Terry West

- b. Approving Appointments to the Recreation, Parks, Marina and Arts Commission (three appointments for four-year terms expiring January 2029; one appointment to fill one unscheduled vacancy term expiring January 2027).

Unscheduled vacancy: term expiring January 2027

Juan Vasquez

Term expiring 2029

Donna LeBlanc, Essex Cook, Willie Nickson

Juan Vasquez

- c. Approving Appointments to the Suisun City/Fairfield-Suisun Unified School District Joint Committee (2 appointments).

Council Members Pal and Washington

- d. Community Action Partnership Joint Powers Authority (CAP Solano JPA) (Homelessness Regional Board) (2 appointments).

Vice Mayor Dawson and Mayor Hernandez

- e. Association of Bay Area Governments (ABAG) General Assembly (appointment of Mayor as Voting Delegate and Councilmember as Alternate).

Mayor Hernandez and Alternate Council Member Shepherd

- f. Appointment of Legislative Advocacy Ad hoc Committee for 2025.

Council Member Washington and Mayor Hernandez

Motion by Mayor Hernandez to approve appointments as named and seconded by Vice Mayor Dawson. Motion passed by the following vote:

AYES: Dawson, Hernandez, Pal, Shepherd, Washington

NOES: None

ABSENT: None

CONSENT CALENDAR

Consent calendar items requiring little or no discussion may be acted upon with one motion.

City Council

5. Council Adoption of Resolution No. 2025-20: Authorizing the City Manager to Execute an Agreement between the City of Suisun City and Pyro Spectaculars North, Inc. for Pyrotechnic Display Services for Fiscal Year (FY) 2025/26 and FY 2026/27 - Hull (jhull@suisun.com).

Joint City Council/Suisun City Council Acting as Successor Agency

6. Council/Agency Approval of February 2025 Accounts Payable and Payroll Warrants - (Deol: ldeol@suisun.com).

Joint City Council / Suisun City Council Acting as Successor Agency / Housing Authority

7. City Council/Successor Agency/Housing Authority Approval of the Minutes of the Meetings of the Suisun City Council, Suisun City Council Acting as Successor Agency, and Housing Authority held on March 4, 2025; and Minutes of the Special Joint Meeting of the Suisun City Council and Planning Commission – (Skinner: clerk@suisun.com).

Item #6

Donna LeBlanc: page 33 an additional \$16K+ for Green Valley Country Club, US Bank Card, Prestige Casino \$3K+ page 35; Christina Penland DJ for \$1k+ page 36, we are watching credit card charges; repeated charges for tool repairs, why can't there be a contract with a specific company.

ON LINE

Michelle Chavez could have a paid for a CSO for what was spent on the city party; have a light show rather than the fireworks on the 4th of July.

Council Member Washington pulled #6.

Motion by Vice Mayor Dawson to approve Consent Calendar Items 5 & 7 and seconded by Council Member Washington. Motion passed by the following vote:

AYES: Dawson, Hernandez, Pal, Shepherd, Washington

NOES: None

ABSENT: None

Item 6

Mr. Prebula feels there are accounting errors and will sit down with the team to review.

Council Member Pal asked for exact amount to be on the next agenda.

Council Member Washington asked for future reference is approval of these amount are within City Manager's prevue. Mr. Prebula explained.

Motion by Council Member Washington to approve Consent Calendar Item #6 and seconded by Vice Mayor Dawson. Motion passed by the following vote:

AYES: Dawson, Hernandez, Pal, Shepherd, Washington

NOES: None

ABSENT: None

PUBLIC HEARING

Housing Authority

8. Housing Authority Adoption of Resolution No. HA 2025-02: Approving the Certification and Submittal of the 5-Year Public Housing Agency Plan for 2025-2029 to the U.S. Department of Housing and Urban Development - (Goltiao: jgoltiao@suisun.com).

Housing Manager Jason Goltiao presented the report.

Council Member Pal asked clarifying questions.

Mayor Hernandez opened Public Hearing.

Donna LeBlanc asked if those project specific vouchers being held, be used elsewhere until the project is complete; if an employee of the city owns a second home can they place a relative, can they use a housing placement voucher, which may be the case happening right now; city does not own Section 8 property; money that is received the same money paid out to landlords.

Michelle Chavez asked how many project-based units are at the Marina Apts? How many apartments are still vacant? Can they be used for seniors?

Kat Caesar asked does that afford the housing authority to function properly if only a portion of vouchers are used.

There being no further comments Mayor Hernandez closed the Public Hearing.

Mr. Goltiao responded to public comments.

**Motion by Council Member Washington to approve Item 8 and seconded by Vice Mayor Dawson.
Motion passed by the following vote:**

AYES: Dawson, Hernandez, Pal, Shepherd, Washington

NOES: None

ABSENT: None

GENERAL BUSINESS

City Council

9. Vision for Suisun City: Building Resilience and Expanding Opportunities Next Steps -
(Prebula: bprebula@suisun.com).

Mr. Prebula gave a brief background and presented the report.

Council asked clarifying questions. Mr. Prebula and City Attorney Enright responded.

PUBLIC COMMENTS

Vickie Jackson in favor of the expansion and affordable housing that California Forever could bring.

Walter Coty, Jr. commented on vision of sports he hopes California Forever could bring.

Anthony Summer came to bless you, youth program that provides services like yard work, removing graffiti, thinks expansion is a wonderful idea.

Herbert Dardon stated he didn't realize we were approving California Forever; suggested City Manager look for other options; not enough info currently; need to be careful with what is being presented to us; presentation was made in panic mode.

Donna LeBlanc sees the good and the bad along with the possibilities; ideas have expanded but our finances have not, look at every opportunity.

Bob Megary commented we need housing and jobs

Ray Willis feels city needs to grow, needs housing, and California Forever will do that.

Roberto Valdez, So Co Audubon Society commented on letter opposing California Forever; opposed to any annexation by California Forever.

Danny Bernardini, Napa-Solano Building Officials, Suisun City is definitely a union town; helped get Measure S passed.

Jim DeKloe, acknowledged George Guynn who gave his life to the city; council said it would be transparent, expected a map tonight; council are empowering California Forever.

Steve Olry commented Suisun has an economic problem; infrastructure is not the way to go, we will not survive after 5 years.

Mitchell Megary commented on affordable housing; sees opportunity with just a little dream; standing still going in circles; California Forever gives us an opening to grow and bring jobs.

Michael Hamilton commented on the Crescent Neighborhood that were demolished in the 80's; Suisun needs the expansion.

ON LINE

Dwayne Krom commented on letter sent to City Manager; lack of map at presentation.

Michelle Chavez commented she doesn't think we should be considering annexation when we can't keep our house straight and spending money that we don't have.

Unnamed speaker commented that affordable housing does not exist in California; take care of what we have; work on our schools; stop and consider what the residents are telling you, upgrade our infrastructure first.

Council Member Washington left dais at 9:46pm and returned at 9:49pm.

Lito Santos commented he feels there will be a bait and switch with California Forever; who will do the roads and all the services.

Mr. Prebula responded to questions.

**Motion by Council Member Pal to approve Item 9 and seconded by Vice Mayor Dawson
Council Member Washington amended motion to add that the City Attorney be present at any meeting.**

City Manager spoke on issues with legal counsel being in attendance.

Council Member Washington asked clarifying question; feels it's protection for the city by having attorney there.

City Attorney Enright stated he initially does not need to be involved; but will have a roll to do due diligence.

Council Member Washington rescinded amended motion.

Council Pal asked at what point does developer financial responsibility kick in in reference to staff time and negotiations.

City Attorney Enright responded that it will be the developer's financial responsibility.

AYES: Dawson, Hernandez, Pal, Shepherd

NOES: Washington

ABSENT: None

COUNCIL COMMENTS

REPORTS: (Informational items only)

10. Non-Discussion Items.

ADJOURNMENT

There being no motion to start any new agenda item past 10pm the meeting was adjourned at 10:22pm.

AGENDA TRANSMITTAL

MEETING DATE: April 1, 2025

AGENDA ITEM: Council Consideration and Adoption of Resolution No. 2025-__: Recommending City Council Approve a General Plan Amendment, Amending the Transportation Element, Amending the Vehicular Transportation Diagram Removing the Railroad Avenue Alignment Connection to Olive Avenue.

FISCAL IMPACT: The proposed General Plan Amendment is a staff led initiative and costs associated for this work task, including the services of Fehr & Peers are funded by the General Fund.

STRATEGIC PLAN: Provide Good Governance and Develop Sustainable Economy.

BACKGROUND: According to State law, a General Plan must cover at least eight topic areas known as "elements." The mandatory elements include land use, transportation, housing, open space, conservation, safety, noise, and environmental justice. Each element provides a general summary of its topic areas and a series of goals and policies. Some elements include a detailed diagram (exhibit) outlining the critical information about the goals and policies.

The Transportation Element is one of the mandatory components of the General Plan. It provides a comprehensive overview of the City's circulation conditions. The Vehicular Transportation Diagram is where you can find the details, including major roadway classifications, such as arterials, collector, and local streets. This diagram also shows future planned roadway designs and locations.

Railroad Avenue is classified as an arterial roadway and is unique, given Sunset Avenue bifurcates it. The west leg is a four-lane roadway, and the east leg, which connects to Sunset Avenue and terminates at East Tabor Avenue, is a two-lane roadway. This segment is a stop control roadway served by three-way stop signs. The roadway connects to the City of Fairfield and East Tabor Avenue right-of-way. Vehicular circulation at the terminus of Railroad Avenue and East Tabor Avenue is controlled by a three-way, signed, controlled intersection that allows free movement in all directions and includes a signalized railroad crossing.

The City is proposing an amendment to the General Plan's Vehicular Transportation Diagram to remove a future scenario outlined in the Transportation Element. The existing General Plan shows a proposed realignment of Railroad Avenue, linking it to East Tabor Avenue through Olive Avenue and ultimately East Tabor Avenue. The proposed General Plan Amendment would remove the realignment from the General Plan and ensure that Railroad Avenue would remain as the primary through traffic roadway between Sunset Avenue (west) and East Tabor Avenue.

The Transportation Element deals with the movement of people and goods in and around Suisun City. It enables residents, workers, and visitors to travel comfortably and conveniently by car, bike, transit, or foot. The Transportation Element also includes planning projections related to new roadway design and circulation redesign in some cases. One such projection is the Railroad Avenue/Olive Avenue realignment extension. This policy dates back to the General Plan in 1992, where the City supported the following statement:

Policy 10. Railroad Avenue shall be extended due east from Humphrey Drive to Olive Avenue and shall be upgraded to arterial standards in this area. Olive Avenue would become part of Railroad Avenue. The existing portion of Railroad Avenue between Humphrey Drive and East Tabor Avenue would be abandoned. The future alignment of the extension or Railroad Avenue would be determined in the future. The realignment of Railroad Avenue would be determined based on the least number of conflicts with Southern Pacific Railroad line.

Several decades later, during the most recent update to the General Plan in 2015, the City eliminated the policy language, but the policy's intent was carried forward and identified as a future roadway improvement in the Vehicular Transportation Diagram (Attachment 1.a.). Recognizing that decades have passed since its first documented reference in 1992, staff determined that it would be practical to analyze the need for the extension, considering there has been no movement by the City to fund, purchase land, and design the realignment. Based on the findings of a study, the elimination of the realignment could open up surrounding development opportunities for property physically affected by the realignment and property adjacent to the Olive Avenue corridor.

The Planning Commission held a public hearing on February 27, 2024, to review the proposed removal of the Railroad Avenue realignment from the General Plan (Attachment 1b.). During the meeting, the Commission heard comments from approximately seven individuals who expressed concerns about eliminating the realignment. After deliberating on the issue, the Planning Commission voted to deny the staff's recommendation for the City Council to approve the General Plan Amendment (1-3), which would have removed the realignment from the General Plan's Vehicular Transportation Diagram.

On March 19, 2024, the City Council reviewed and considered a General Plan amendment that sought to remove the Railroad Avenue realignment connecting to Olive Avenue. After review and discussion of staff's recommendations the City Council decided to continue the item so that staff and the traffic consultant, Fehr & Peers could update additional information from a previously prepared traffic study.

Fehr & Peers updated the traffic analysis by preparing a second analysis that evaluated the impact of the Railroad Avenue Realignment Project on East Tabor Avenue, assessing crash data, traffic operations, and alternative improvement measures. The study examined Existing, Near-Term, and Cumulative (2040) conditions, focusing on six key intersections in Suisun City and Fairfield. This study was presented to the City Council on January 21, 2025 (Attachment 2).

Key Findings:

- All six intersections currently operate at acceptable traffic levels (LOS D or better), but by 2040, four will degrade to LOS E or F without improvements.
- The East Tabor Avenue/Railroad Avenue intersection experienced the highest crash concentration, with 18 crashes from 2019-2023, primarily from left-turn movements.
- Over 50% of Railroad Avenue traffic is cut-through, with only 15% traveling to and from the immediate neighborhood.

Evaluation of Improvement Options:

- Option A: Realignment of Railroad Avenue removes the problematic intersection but worsens conditions at three other intersections.
- Option B (Preferred Option): Restricts the East Tabor Avenue/Railroad Avenue intersection to right-in/right-out movements, reducing crash risks and providing a low-cost solution (\$250,000–\$440,000).
- Option C: Installing traffic signals at key intersections would be costly (\$10.9M–\$41.4M)

and likely opposed by regulatory agencies.

Additional Considerations:

- Widening East Tabor Avenue to four lanes would improve traffic flow but is inconsistent with city planning policies and opposed by regulatory bodies.
- The proposed Olive Avenue extension to Prosperity Lane would divert cut-through traffic from Railroad Avenue but shift congestion to other intersections.

STAFF REPORT: The preliminary estimated cost for the Railroad Avenue realignment, as updated in the current traffic study, ranges from \$4.6 million to \$9.4 million. For decades, the City has not established a comprehensive funding program specifically for this realignment. The City's fee program generates funds when building permits are issued, with proceeds deposited into the Off-Site Street Improvement (OSSIP) account and the Municipal Facilities & Equipment account. These funds are then allocated to City-wide Street programs. However, dedicated funding for Railroad Avenue improvements only began to accumulate with the construction of the Blossom Apartments. While the Stizzy Cannabis Dispensary did not provide specific funding for Railroad Avenue improvements, it contributed to the City-wide Street program and dedicated right-of-way frontage to the City. Similarly, the Blossom Apartments dedicated additional right-of-way and contributed funding for future Railroad Avenue improvements. The current balance in the dedicated funding account for Railroad Avenue improvements is \$27,378. The Citywide OSSIP account balance totals \$4.3 million.

Option B Cost

According to the *Railroad Avenue Realignment Report* (January 2025), Option B has been identified as the preferred alternative. Unlike other proposals, Option B does not include realigning Railroad Avenue. Instead, it focuses on modifying the existing East Tabor Avenue/Railroad Avenue intersection to improve traffic operations and safety.

Under this alternative, left turns would be prohibited at the intersection, and all approaches would be restricted to right-in, right-out movements only. To reinforce these restrictions, the project would include appropriate signage, raised curb extensions, and concrete medians with mountable curbs. The total estimated cost for these improvements is \$450,000, which may be shared between the two cities.

The City's share to cover the costs of the improvements will come from partial funding through a combination of near-term residential development, a potential cannabis operation, and possibly the development of the vacant Sunset Avenue/Railroad Avenue lot. Additionally, staff is commissioning a Nexus Study to update the City's comprehensive fee program, which would establish funding mechanisms for future projects, ensuring a fair distribution of costs.

Staff has determined that either funding approach would ensure that future safety improvements at the Railroad Avenue/East Tabor intersection would be funded by private development, thereby mitigating the financial burden on the City.

Funding Sources / Fair Share Calculation

At the January 21, 2025, the City Council meeting, discussions focused on Option B and identifying potential funding sources for its improvements. With only \$27,378 currently allocated for Railroad Avenue, falling significantly short of the estimated \$500,000 needed to complete Option B, the City Council deliberated on potential avenues to secure the necessary funding to advance the safety improvements.

As part of discussions with the City Council and given that East Tabor Avenue falls within the City of Fairfield, the City Council directed staff to reengage with Fairfield officials to assess their future plans for roadway improvements and their willingness to participate in the proposed Option B improvements.

In addition to exploring potential contributions from the City of Fairfield, the City Council also instructed staff to estimate a fair share contribution from surrounding developments. To support this effort, staff engaged Fehr & Peers to conduct an analysis identifying foreseeable developments and the funding these projects could contribute toward the Option B improvements.

Staff met with Fairfield's Public Works Director to review the proposed General Plan amendment and discuss the safety improvements associated with Option B. During the discussion, it became clear that the right-in, right-out reconfiguration would likely require modifications within Suisun City's right-of-way as well.

Consequently, the estimated project cost could exceed the initial projection of \$500,000. A more precise cost estimate will be provided as design plans are further developed.

Both agencies agreed to request that the Solano Transportation Authority (STA) include the Option B safety improvement project in its upcoming Countywide Comprehensive Transportation Plan (CTP). This strategic inclusion would enhance the project's chances for potential federal, state, and regional funding opportunities.

Staff also identified the Highway Safety Improvement Program (HSIP) as a promising funding source since existing safety data indicates a need for improvements at this intersection, making it a strong candidate for HSIP funding. Furthermore, the discussion highlighted the importance of ensuring that future developments in the area contribute their fair share to the improvement costs. These contributions could potentially serve as matching funds for grant applications. However, at this time, no confirmed funding sources are available.

Fehr & Peers estimated the construction cost of the preferred alternative to range between \$250,000 and \$440,000, based on similar California projects from 2022 to 2024. This estimate includes planning, engineering, environmental clearance, construction-related soft costs, management, inspection, and contingency but excludes costs for underground utility relocation or right-of-way acquisition.

To calculate each project's fair share fee, Fehr & Peers calculated the projects trip generation and estimated the number of planned project vehicle trips that would utilize the East Tabor Avenue/Railroad Avenue intersection. The number of planned project vehicle trips was divided by the growth in traffic volumes at the study location between Existing and Cumulative conditions to estimate the planned project's fair share.

Based on discussions with City of Suisun City staff, Fehr & Peers determined that there are two foreseeable projects along the Railroad Avenue corridor which would contribute a fair share fee toward the preferred Option B alternative:

- Potential Olive Residential Development: 70 single-family residential dwelling units to be located on a vacant parcel along Olive Avenue.
- Potential Cannabissary: a 2,494 square foot marijuana dispensary to be located on a vacant parcel at the Railroad Avenue/Humphrey Drive intersection.

The Olive Avenue Residential project is expected to generate 49 AM and 66 PM peak hour trips, with 60% passing through the East Tabor Avenue/Railroad Avenue intersection, contributing about 8% to its traffic growth. The project's fair share contribution is estimated between \$18,000 and \$37,000.

The Cannabissary project is expected to generate 26 AM and 47 PM peak hour trips, with 60% passing through the East Tabor Avenue/Railroad Avenue intersection, contributing about 5% to its traffic growth. The project's fair share contribution is estimated between \$10,000 and \$25,000.

Conclusion

Staff recommend proceeding with Option B, which proposes modifications to the existing East Tabor Avenue/Railroad Avenue intersection to enhance traffic operations while eliminating the planned Railroad Avenue extension. According to a Fehr & Peers study, the estimated cost of these safety improvements is approximately \$500,000. However, funding for these improvements remains limited. Over the past few years, the City has collected only \$27,378 from developments along Railroad Avenue. When combined with an estimated \$62,000 in foreseeable development revenue, the total available funding amounts to \$89,378, leaving a shortfall of \$410,622. It is important to note that these cost estimates reflect current dollars. Delays in project completion will likely result in higher costs due to inflation and other market fluctuations.

Although there are additional funds in the OSSIP account, after discussions with the City of Fairfield about roadway improvements, staff suggests that funding for Option B be sourced from regional funding opportunities and fair share contributions from foreseeable future development projects. This approach will ensure that the City's financial resources are used efficiently while leveraging external funding to support necessary infrastructure improvements.

Staff recommends that the City Council approve the Option B safety improvements and formally remove the Railroad Avenue extension from further consideration. Additionally, staff will seek regional funding sources and fair share contributions from upcoming development projects to finance these improvements.

Upon approval, staff will collaborate with regional agencies to identify potential funding sources and coordinate with developers to secure fair share contributions. Further updates will be provided to the City Council as funding opportunities and project timelines become clearer

Environmental Review

The proposed General Plan amendment to remove the Railroad Avenue realignment from Railroad Avenue/Humphrey Drive to Olive Avenue from the General Plan Vehicular Transportation Network Diagram meets all criteria for a Class 1 Categorical Exemption pursuant to Section 15301 of the State CEQA Guidelines. Furthermore, exceptions to the applicability of a Categorical Exemption, as specified in Section 15300.2(a) through (f) of the State CEQA Guidelines, do not apply to the project. Therefore, it is concluded that the proposed project is categorically exempt from CEQA pursuant to State CEQA Guidelines Sections 15301 (Attachment 4).

STAFF RECOMMENDATION: The updated Fehr & Peers traffic study presents three options for the realignment of East Tabor Avenue and Railroad Avenue. Based on the findings, including traffic safety data, cost considerations, and signalization requirements in the findings of the report, staff is recommending Option B. This option would eliminate left turns onto Railroad Avenue from East Tabor Avenue, creating a right-turn movements at the intersection of Railroad Avenue/East Tabor Avenue.

City Council Action

1. City Council hold a public hearing, and:
2. Determine that the General Plan Amendment to remove the Railroad Avenue realignment from Railroad Avenue to Olive Avenue from the General Plan Vehicular Transportation Diagram meets all criteria for a Class 1 Categorical Exemption pursuant to Section 15301 of the State CEQA Guidelines.
3. Consideration and Adoption of Resolution No. 2025- : Recommending City Council Approve a General Plan Amendment, Amending the Transportation Element, Amending the Vehicular Transportation Diagram Removing the Railroad Avenue Alignment Connection to Olive Avenue.

DOCUMENTS ATTACHED:

1. Resolution No. 2025- : Recommending City Council Approve a General Plan Amendment, Amending the Transportation Element, Amending the Vehicular Transportation Diagram Removing the Railroad Avenue Alignment Connection to Olive Avenue
 - a. Current Vehicular Diagram
 - b. Proposed Vehicular Transportation Diagram
2. Evaluation of the Feasibility of Eliminating the General Plan Railroad Avenue
3. Realignment at East Tabor Avenue
4. Fair Share Memorandum
5. California Environmental Quality Act Categorical Exemption Report

PREPARED BY:

Jim Bermudez, Development Services Director

REVIEWED BY:

Bret Prebula, City Manager

APPROVED BY:

Bret Prebula, City Manager

ATTACHMENTS:

1. Resolution No. 2025- : Recommending City Council Approve a General Plan Amendment, Amending the Transportation Element, Amending the Vehicular Transportation Diagram Removing the Railroad Avenue Alignment Connection to Olive Avenue
- 1a. Exhibit 1a Current Vehicular Transportation Diagram.pdf
- 2b. Exhibit 1b Proposed Vehicular Transportation Diagram.pdf
3. Attachment 2 Fehr Peers Railroad Realignment Final Report 011325.pdf
4. Attachment 3 Fair Share Memo Final 25-03-13.pdf
5. Class 1 CE Report 2023 06 09.
6. Vehicular Transportation GP Amendment

RESOLUTION NO. 2025-__

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUISUN CITY
RECOMMENDING CITY COUNCIL APPROVE A GENERAL PLAN AMENDMENT,
AMENDING THE TRANSPORTATION ELEMENT, AMENDING THE VEHICULAR
TRANSPORTATION DIAGRAM REMOVING THE RAILROAD AVENUE ALIGNMENT
CONNECTING TO OLIVE AVENUE**

WHEREAS, the City Council has authority per State law and Suisun City Municipal Code Section 17.56 to take action on General Plan Amendments; and

WHEREAS, the City of Suisun City, Development Services Department has initiated an amendment to the General Plan; and

WHEREAS, the City Council adopted a comprehensive update to the General Plan including the Transportation Element on May 5, 2015 as well as subsequent amendments; and

WHEREAS, the General Plan Vehicular Transportation Diagram provides a higher level of detail that reflects the major roadway classifications such as, arterials, collector, and local streets; and

WHEREAS, the General Plan Vehicular Transportation Diagram reflects future planned roadway designs and locations; and

WHEREAS, the Railroad Avenue is classified as an arterial roadway and is unique given it is bifurcated by Sunset Avenue. The west leg is a four-lane roadway and the east leg which connects to Sunset Avenue and terminates at East Tabor Avenue, is a two-lane roadway; and

WHEREAS, vehicular circulation at the terminus of Railroad Avenue and East Tabor Avenue is controlled by a three-way signed controlled intersection that allows free movements in all directions and includes a signalized railroad crossing; and

WHEREAS, The City is proposing a General Plan amendment to the Vehicular Transportation Diagram. The amendment aims to remove a future scenario identified in the Transportation Element calling for a Railroad Avenue and Olive Avenue connection to East Tabor Avenue; and

WHEREAS, the City hired Fehr & Peers, an experienced traffic consultant in 2020 to evaluate the feasibility of eliminating the Railroad Avenue/Olive Avenue realignment to East Tabor Avenue; and

WHEREAS, Fehr & Peers concluded that traffic operations and collision history were satisfactory to ensure the City can make the necessary findings that warrant the removal of the Railroad Avenue/Olive Avenue realignment; and

WHEREAS, On February 27, 2024, a public hearing was held to contemplate the proposed General Plan Amendment and after deliberations, the Planning Commission voted 1-3 to denying the proposed General Plan Amendment; and

WHEREAS, On March 19, 2024, a public hearing was held to contemplate the proposed General Plan Amendment and after deliberations, the City Council made no action and requested that an updated traffic impact study be completed; and

WHEREAS, the City hired Fehr & Peers to update the previous 2020 traffic study focusing on traffic operations, level of service, costs for improvements, and safety; and

WHEREAS, the Fehr & Peers updated traffic analysis was presented to the City Council on January 21, 2025, and the City Council directed staff to explore funding options; and

WHEREAS, staff tasked Fehr & Peers to prepare a cost sharing analysis of foreseeable projects that could assist with funding of Option B improvements; and

WHEREAS, the City of Suisun City has conducted an environmental analysis to remove the Railroad Avenue realignment from Railroad Avenue/Humphrey Drive to Olive Avenue from the General Plan Vehicular Transportation Network Diagram meets all criteria for a Class 1 Categorical Exemption pursuant to Section 15301 of the State CEQA Guidelines. Furthermore, exceptions to the applicability of a Categorical Exemption, as specified in Section 15300.2(a) through (f) of the State CEQA Guidelines, do not apply to the project. Therefore, it is concluded that the proposed project is categorically exempt from CEQA pursuant to State CEQA Guidelines Sections 15301; and

WHEREAS, after due consideration of all materials and testimony, and using its independent judgment, the City Council desires to amend the General Plan Vehicular Transportation Diagram removing the Railroad Avenue realignment connecting to Olive Avenue.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Suisun City, exercising its independent judgment as follows:

1. The above recitals are true and correct and incorporated herein by reference.
2. The City Council finds no substantial new evidence in the record and that the City of Suisun City has conducted an environmental analysis to remove the Railroad Avenue realignment from Railroad Avenue/Humphrey Drive to Olive Avenue from the General Plan Vehicular Transportation Network Diagram and concludes as specified in Section 15300.2(a) through (f) of the State CEQA Guidelines, do not apply to the project. Therefore, it is concluded that the proposed project is categorically exempt from CEQA pursuant to State CEQA Guidelines Sections 15301; and
3. A review of the General Plan Transportation Chapter policies which are relevant to the potential elimination of Railroad Avenue east end realignment indicates that the elimination of the realignment would not cause internal inconsistencies within the General Plan Transportation Element and the amendment is consistent with the General Plan policies. Specifically,

Policy T-1.3: The City's Level of Service policy will be implemented in consideration of the need for pedestrian and bicycle access, the need for emergency vehicle access, and policies designed to reduce vehicle miles travelled.

The operations analysis finds that the current network configuration, with signalization at East Tabor Avenue/Clay Bank Road and East Tabor Avenue/Railroad Avenue, can be

reasonably expected to serve traffic acceptably in the long term. Therefore, assuming these improvements are made (when traffic conditions indicate they are needed), eliminating the realignment is consistent with Policy T-1.3.

Policy T-2.5: The City prefers direct connections that allow cars, bikes and pedestrian through traffic over “doglegs” or “T” intersections.

The current connection of Railroad Avenue to East Tabor Avenue is a “T” intersection, with Railroad Avenue terminating at East Tabor Avenue. As such, the current configuration is a more direct connection between these two arterial roadways than the connection with the realignment, which would require drivers to use Olive Avenue to travel between East Tabor Avenue and Railroad Avenue. Therefore, eliminating the realignment is consistent with Policy T-2.5.

Policy T-6.1: The City will facilitate construction and maintenance of an accessible, safe, pleasant, convenient, and integrated bicycle and pedestrian system that connects local destinations and surrounding communities. The City will support development of a safe and accessible trail network connected to the on-street bicycle and transportation system that provides transportation and recreational opportunities for Suisun City residents and employees.

If the Railroad Avenue realignment is removed from the General Plan and the intersection of Railroad Avenue and East Tabor Avenue is modified to allow only right-turn movements, eliminating left turns onto Railroad Avenue, it would enhance the safety and accessibility for both cyclists and pedestrians. This modification would reduce conflicts between motor vehicles and non-motorized users, creating a safer, more efficient environment for everyone on the road.

4. This resolution is effective immediately upon adoption.

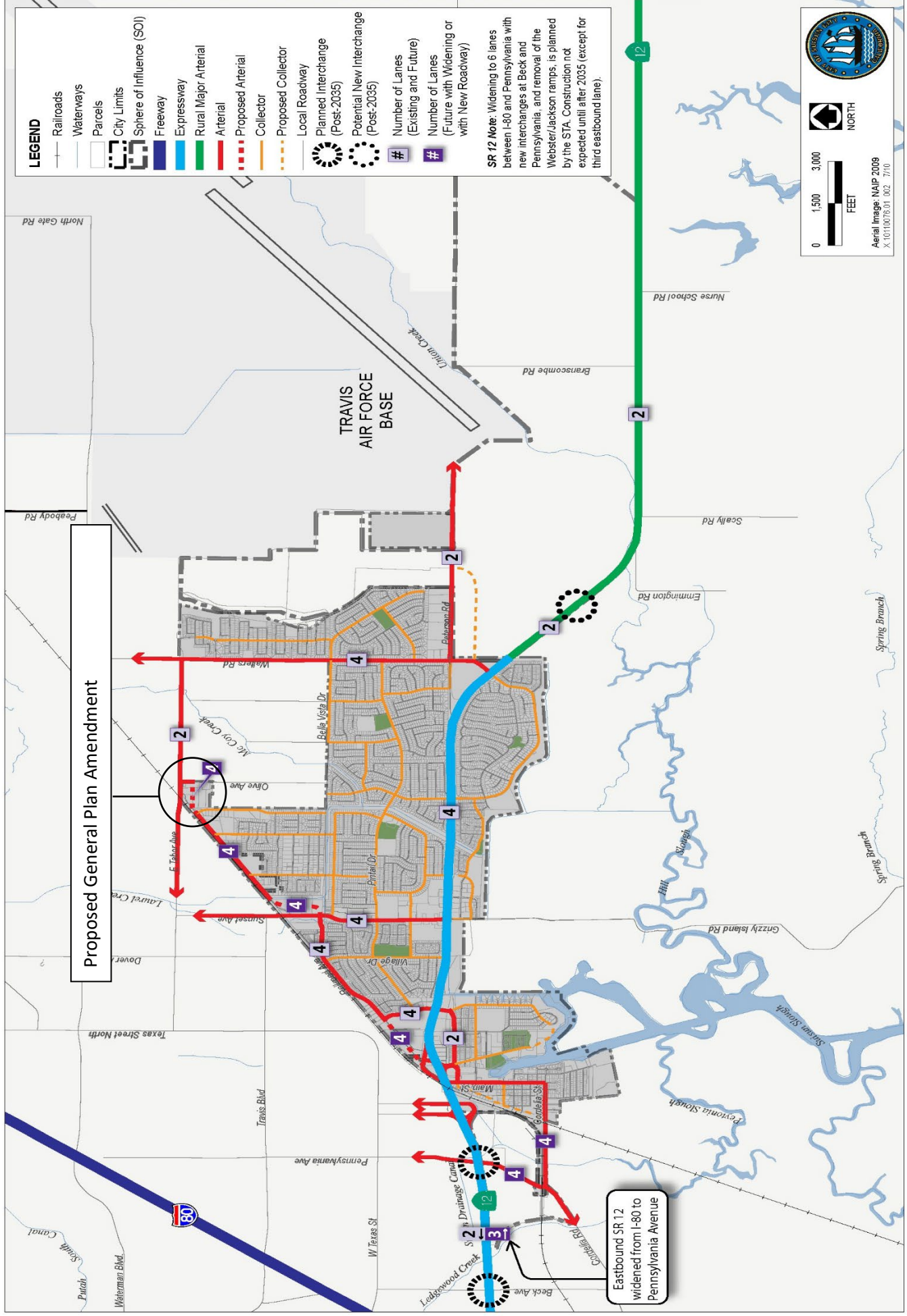
PASSED AND ADOPTED by a Regular Meeting of said City Council of the City of Suisun City duly held on Tuesday, the 1st of April 2025, by the following vote:

AYES:	Councilmembers:	_____
NOES:	Councilmembers:	_____
ABSENT:	Councilmembers:	_____
ABSTAIN:	Councilmembers:	_____

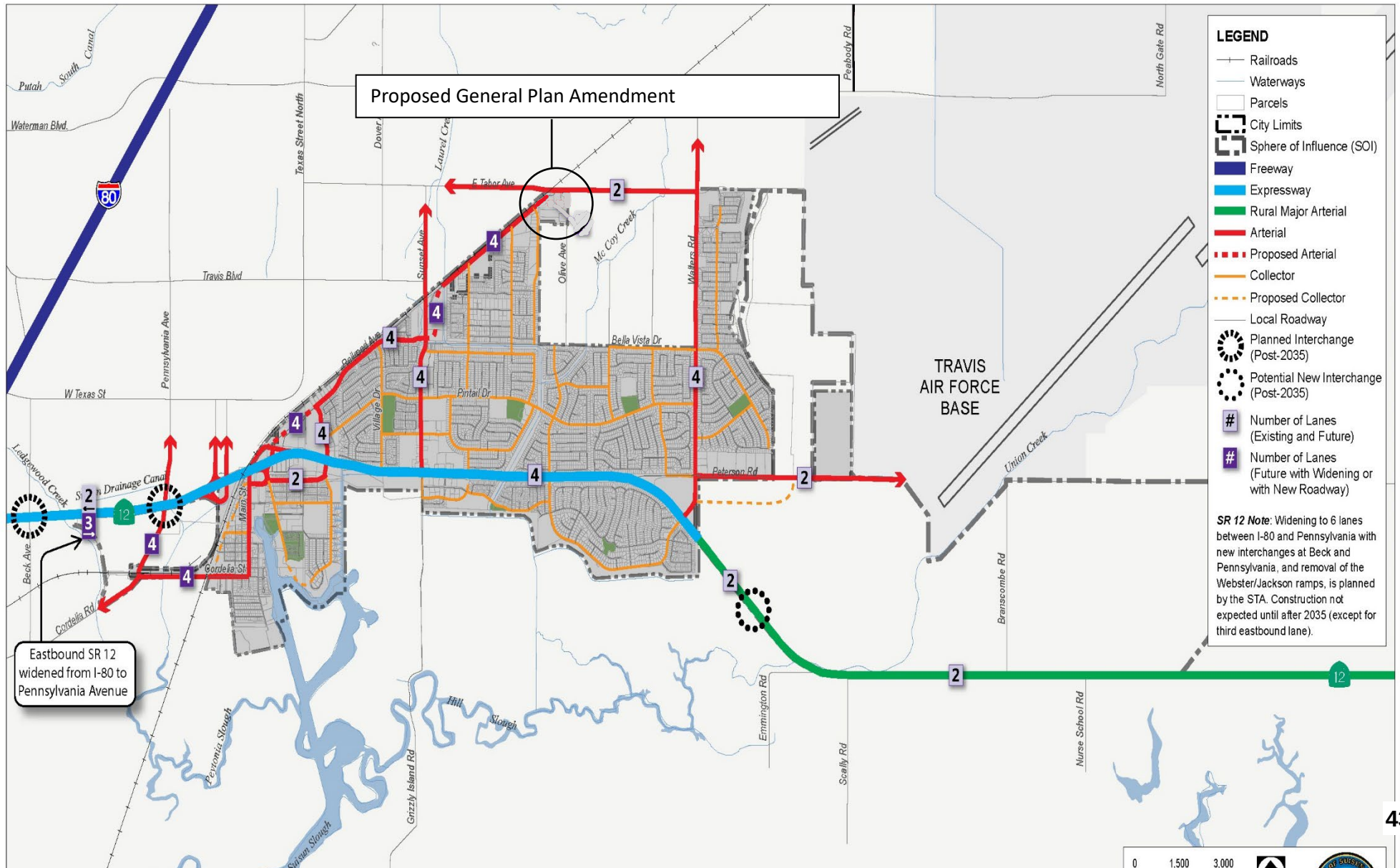
WITNESS my hand and the seal of the City of Suisun City this 1st day of April 2025.

Anita Skinner
City Clerk

GENERAL PLAN 2035 – VEHICULAR TRANSPORTATION DIAGRAM (CURRENT CONDITION)



GENERAL PLAN 2035 – VEHICULAR TRANSPORTATION DIAGRAM (PROPOSED CONDITION)



Railroad Avenue Realignment – Project Alternatives

Prepared for:
Suisun City

1/13/2025

WC24-4088

FEHR  PEERS

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Executive Summary

This report represents the traffic operations assessment of East Tabor Avenue regarding the Railroad Avenue Realignment Project in the City of Suisun City, California. This report includes a crash and origin-destination analysis, level of service assessment, and cost estimation for the four project alternatives.

Purpose

The purpose of this study is to assess traffic operations for alternative corridor improvement measures for East Tabor Avenue between Sunset Avenue and Olive Avenue. This report is a sequel to a 2020 study that evaluated the feasibility of eliminating the Railroad Avenue realignment at East Tabor Avenue and concluded that it would not cause internal inconsistencies with the City of Suisun City General Plan Transportation Element.

This operations analysis is provided for Existing, Near-Term, and Cumulative conditions that consider the existing street configuration, realignment, and alternative designs. The analysis also quantitatively evaluates the Olive Avenue extension south to Prosperity Lane along Emperor Drive alternative to determine how the extension would affect operations along Railroad Avenue, East Tabor Avenue, and Olive Avenue. A review of existing crash data is also provided to understand the primary and secondary crash factors and potential countermeasures that may be included in the alternative corridor improvement measures.

Study Findings

The following is a summary of key findings of the traffic operations and safety evaluation.

- All six study intersections currently operate at level of service (LOS) D or better conditions.
- The greatest concentration of crashes along East Tabor Avenue from 2019 to 2023 occurred at the side-street stop-controlled intersection of East Tabor Avenue and Railroad Avenue where a total of 18 crashes occurred over the five-year window. Ten of the 18 crashes involved left turn movements at the intersection.
- Under Cumulative conditions for the year 2040, four of the six study intersections would operate at LOS E or F conditions with existing street configuration and traffic controls. The forecast growth for 2040 in the Fairfield-Suisun City travel model that was applied to develop cumulative volumes is greater in the current model version than the prior version of the model that was applied for the 2020 study. This increase in forecast growth resulted in higher volumes for the 2040 forecast year at the study intersections.
- The following is a summary of the Cumulative analysis of traffic operations for the three East Tabor Avenue corridor improvement options.
 - **Option A: Realignment of Railroad Avenue and the resulting elimination of the East Tabor Avenue/Railroad Avenue intersection** would result in LOS E or F conditions at the remaining three intersections along East Tabor Avenue.



- **Option B:** Providing right-in and right-out only movements at the East Tabor Avenue/Railroad Avenue intersection by eliminating left turn movements would reduce crashes at the intersection but result in LOS F conditions at the intersections of East Tabor Avenue with Clay Bank Road and Sunset Avenue as left turn movements at Railroad Avenue would shift to these two locations.
- **Option C:** Installing traffic signals at the intersections of East Tabor Avenue with Railroad Avenue and Clay Bank Road would result in LOS F conditions at the East Tabor Avenue/Railroad Avenue intersection and at the East Tabor Avenue/Olive Avenue minor streets.
- Achieving LOS D or better conditions at the intersections along East Tabor Avenue would require widening from two to four lanes that is inconsistent with the Suisun City or Fairfield General Plan Circulation Elements that call for the road to be two lanes. From prior conversations with the California Public Utilities Commission (CPUC) and Union Pacific (UP) conducted by City of Suisun City staff, it is anticipated that they would oppose widening of East Tabor Avenue at the UP rail crossing located between Clay Bay Road and Railroad Avenue.
- There is currently no dedicated funding source for installation of traffic signals at the intersections of East Tabor Avenue with Railroad Avenue and Clay Bank Road. The City of Fairfield prioritizes the installation of a future signal at East Tabor Avenue and Clay Bank Road on the study corridor. From prior conversations with the CPUC and UP conducted by City of Suisun City staff, it is anticipated that they would oppose installation of traffic signals at both the intersections of East Tabor Avenue and Railroad Avenue due to the proximity of these intersections (i.e., particularly Railroad Avenue) to the adjacent UP rail crossing.
- An origin-destination evaluation of existing commute traffic using the segment of Railroad Avenue south of East Tabor was conducted to determine who uses the route and would be affected by the Option B Measure described above, indicates the following.
 - **Summary: Over 50 percent of the trips using Railroad Avenue in the study area are cut-through traffic, with only 15 percent of the trips traveling to and from the immediate neighborhood between Sunset Avenue and East Tabor Avenue.**
 - 38 percent of the trips along Railroad Avenue are destined for SR 12
 - 62 percent of the trips along Railroad Avenue are locally destined, broken down as follows:
 - 46 percent are local Suisun City trips
 - 16 percent are local non-Suisun City trips
 - Only 15 percent of the local trips travel to and from immediate neighborhoods connecting directly to Railroad Avenue between Sunset Avenue and East Tabor Avenue. The remaining 47 percent travel to and from other neighborhoods.



Study Recommendation

East Tabor Avenue between Sunset Avenue and Olive Avenue

Option B, which would provide right-in and right-out only movements at the East Tabor Avenue/ Railroad Avenue intersection and thereby eliminate all left turn movements, is the preferred measure for the following reasons.

- It provides the greatest safety benefit by eliminating the potential for left turn conflicts that were the cause of 56 percent of the 18 reported crashes at the intersection of East Tabor Avenue/Railroad Avenue between 2019 and 2023.
- Option B is a low-cost improvement (approximately \$250,000 to \$440,000) that could be implemented relatively quickly.
- There is currently no dedicated funding to install traffic signals at the existing stop-controlled intersections along East Tabor at Railroad Avenue or Clay Bank Road. The estimated cost of installing traffic signals at these two locations is \$10.9 million to \$41.4 million.
- Over 50 percent of the trips using Railroad Avenue in the study area are cut-through traffic, with only 15 percent of the trips traveling to and from the immediate neighborhood between Sunset Avenue and East Tabor Avenue.
- The City of Fairfield prioritizes the future installation of a traffic signal at the East Tabor Avenue/Clay Bank Road intersection over the East Tabor Avenue/Railroad Avenue intersection.
- Option A, the realignment of Railroad Avenue, would result in LOS E or F conditions at the remaining three intersections along East Tabor Avenue.
- Prior conversations with the CPUC and UP conducted by City of Suisun City staff indicate that they are likely to oppose Option C (traffic signals at both Clay Bank Road and Railroad Avenue) as well as the widening of East Tabor Avenue from two to four lanes. The widening of East Tabor Avenue is also inconsistent with the Suisun City or Fairfield General Plan Circulation Elements that call for the road to be two lanes.

While the intersection modification at East Tabor Avenue/Railroad Avenue is the preferred option based on consultation with City of Fairfield and City of Suisun City staff, East Tabor Avenue is under the jurisdiction of the City of Fairfield. Therefore, although the City of Suisun City is leading this study to assess roadway modifications along the border of the two cities, the City of Fairfield will need to initiate and approve any improvements to intersections along East Tabor Avenue within their jurisdiction.

Olive Avenue Extension south to Prosperity Lane along Emperor Drive Alternative

This project alternative would extend Olive Avenue further south to Prosperity Lane and connect to Emperor Drive. This would allow a new access point to SR 12 and deter vehicles from utilizing Railroad Avenue as a cut-through route. However, although Railroad Avenue/East Tabor Avenue would benefit from the safety measures taken (prohibited left turns), the extension would not improve the overall traffic operations and instead shift vehicles to the other study intersections along East Tabor Avenue and Emperor Drive.



1. Introduction

This report presents the traffic operations assessment of East Tabor Avenue regarding the Railroad Avenue Widening and Realignment Project in Suisun City. This report includes a LOS assessment, and intersection review and recommendations.

1.1 Project Alternatives

Suisun City's General Plan Vehicular Transportation Network proposes the widening and realignment of Railroad Avenue as follows:

1. Realigning Railroad Avenue from Sunset Avenue to the Laurel Creek Diversion Channel
 - a. Eliminating the Sunset Avenue/Railroad Avenue North intersection
2. Widening Railroad Avenue from the Laurel Creek Diversion Channel to Humphrey Drive
3. Realigning Railroad Avenue from Humphrey Drive to Olive Avenue
 - a. Eliminating the Railroad Avenue/East Tabor Avenue intersection
4. Widening Olive Avenue from East Tabor Avenue continuing southerly approximately 550 feet to the intersection of Olive Avenue and the proposed Railroad Avenue realignment
5. Widening of Sunset Avenue from New Railroad Avenue to the Union Pacific Railroad (UPRR) railroad tracks

Previous studies were conducted to evaluate the feasibility of removing the Railroad Avenue realignment from East Tabor Avenue to Olive Avenue from the General Plan (Improvement 3 in the list above). A 2020 study found that although the traffic operations would not operate acceptably in Cumulative conditions with the current network configuration and controls, other operation alternatives could improve operations along the corridor, and collision rates in the study area did not indicate a systemic safety problem associated with the roadway configuration that would be resolved or improved by removing the Railroad Avenue/East Tabor Avenue intersection and relocating Railroad Avenue to connect to Olive Avenue. Thus, it was concluded that the elimination of the Railroad Avenue realignment at East Tabor Avenue would not cause internal inconsistencies within the General Plan Transportation Element.

Because of the previous conclusions, this study included an operations analysis evaluating the East Tabor Avenue corridor that considered Existing conditions, the realignment, and alternative designs that could eliminate the proposed realignment.

1.1.1 Project Alternatives

In addition to the Railroad Avenue realignment network configuration, the following project alternatives were evaluated in this study:

No Realignment with Prohibited Lefts to/from Railroad Avenue – This project alternative would not include the realignment and instead would prohibit left-turning movements at the



Railroad Avenue/East Tabor Avenue intersection and only allow right-turning movements to and from Railroad Avenue.

No Realignment with Signals along East Tabor Avenue – This project alternative would not include the realignment and instead would install new traffic signals at intersections along East Tabor Avenue.

Olive Avenue Extension – This project alternative would not include the realignment and instead prohibit left turns at Railroad Avenue/East Tabor Avenue and would extend Olive Avenue further south to Prosperity Lane, continuing to Emperor Drive, to create another access point to Highway 12.



2. Analysis Approach

This section described the assumptions and methodologies utilized in the level of service analysis.

2.1 Level of Service (LOS) Analysis

2.1.1 Study Locations

Intersections are generally the critical capacity-controlling elements of suburban roadway networks. Therefore, the operations of critical intersections surrounding the project area are used as indicators of the adequacy of the vehicular circulation system. The following study intersections, also shown in **Figure 1**, were selected in coordination with the City of Suisun City and City of Fairfield staff as those most likely to be affected by the project alternatives, and thus warrant analysis:

1. Sunset Avenue/East Tabor Avenue
2. Clay Bank Road/East Tabor Avenue
3. Railroad Avenue/East Tabor Avenue
4. Olive Avenue/East Tabor Avenue
5. Emperor Drive/Pintail Drive
6. Emperor Drive/Highway 12 (SR 12)

2.1.2 Data Collection

Weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM and 6:00 PM) peak period intersection turning movement counts (vehicles, pedestrians, and bicycles) were collected in May and August 2024 on a clear day, when schools were in session. **Appendix A** includes a summary of the weekday count data. Signal timing data was collected by the City of Fairfield and Caltrans.

2.1.3 Study Scenarios

The following Study scenarios were evaluated for the weekday AM and PM peak hours:

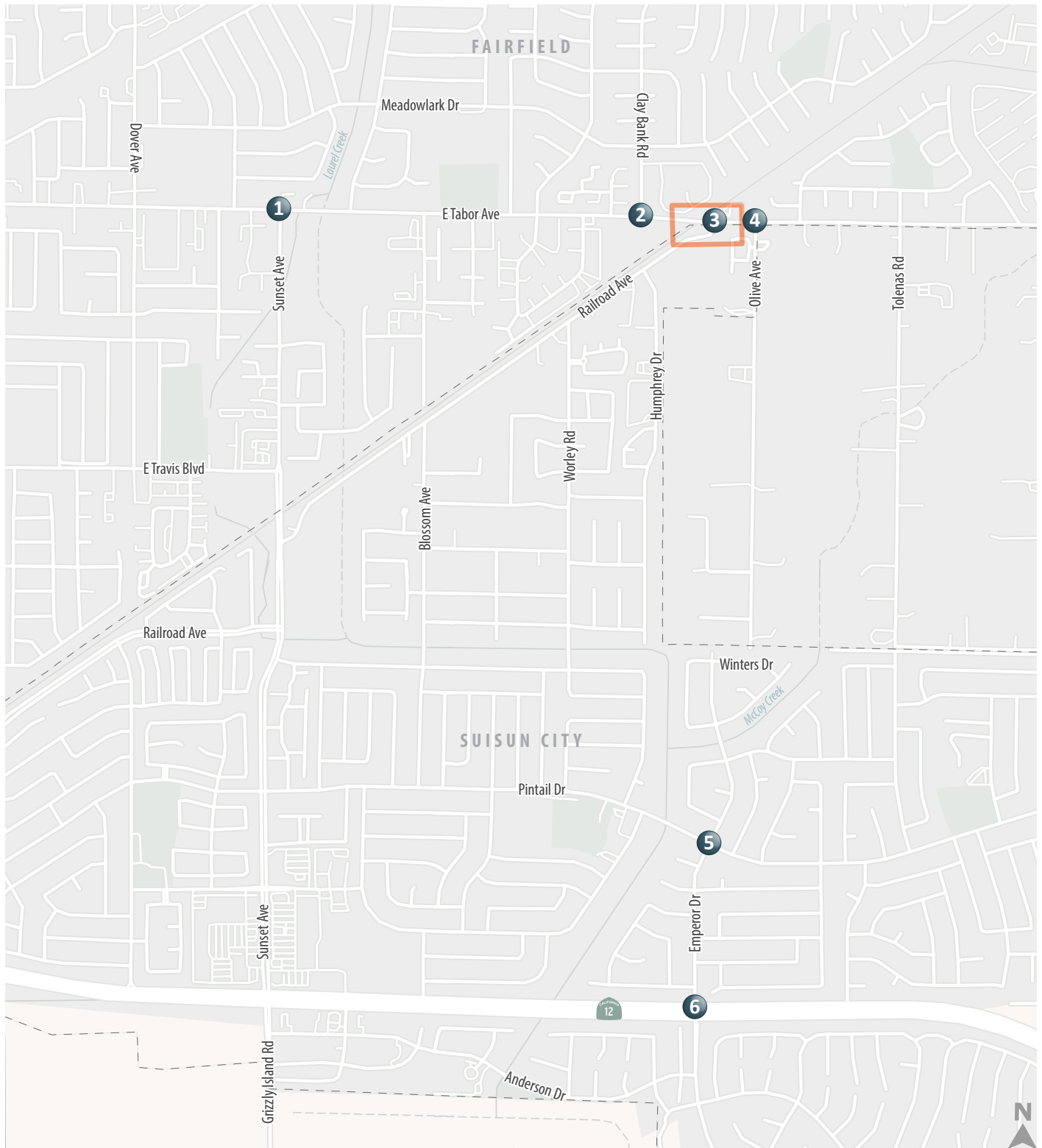
- Existing – Existing conditions based on traffic counts at the study intersections.
- Near-Term No Project – Forecasts for the near-term scenario are based on traffic growth trends from the Fairfield-Suisun City travel demand model and traffic generated from approved projects expected to be developed in the next 5 to 10 years.
- Near-Term with Realignment – Near-term conditions with Railroad Avenue realigned from Humphrey Avenue to Olive Avenue.
- Near-Term without Realignment and with Prohibited Left Turns at Railroad Avenue – Near-term conditions without Railroad Avenue realigned, with left turns prohibited at Railroad Avenue/East Tabor Avenue.
- Near-Term without Realignment and with Signals along East Tabor Avenue – Near-term conditions without Railroad Avenue realigned, with new traffic signals along East Tabor Avenue.



- Near-Term without Realignment and with Olive Extension – Near-term conditions without Railroad Avenue realigned, with left turns prohibited at Railroad Avenue/East Tabor Avenue and Olive Avenue extended further south to Prosperity Lane.
- Cumulative No Project – Forecasts for the cumulative scenario are based on traffic growth trends from the Fairfield-Suisun City travel demand model, based on land use assumptions described in the City of Suisun City and City of Fairfield General Plans.
- Cumulative with Realignment – Cumulative conditions with Railroad Avenue realigned from Humphrey Avenue to Olive Avenue.
- Cumulative without Realignment and with Prohibited Left Turns at Railroad Avenue – Cumulative conditions without Railroad Avenue realigned, with left turns prohibited at Railroad Avenue/East Tabor Avenue.
- Cumulative without Realignment and with Signals along East Tabor Avenue – Cumulative conditions without Railroad Avenue realigned, with new traffic signals along East Tabor Avenue.
- Cumulative without Realignment and with Olive Extension – Cumulative conditions without Railroad Avenue realigned, with left turns prohibited at Railroad Avenue/East Tabor Avenue and Olive Avenue extended further south to Prosperity Lane.

Figure 2 depicts each study scenario along East Tabor Avenue and the improvements indicated at each of the study intersections. **Figure 3** depicts the Olive Avenue extension scenario and its proposed improvements.





Area of Focus
 # Study Intersection



NO PROJECT



RAILROAD AVENUE REALIGNMENT



PROHIBITED LEFTS AT RAILROAD AVENUE



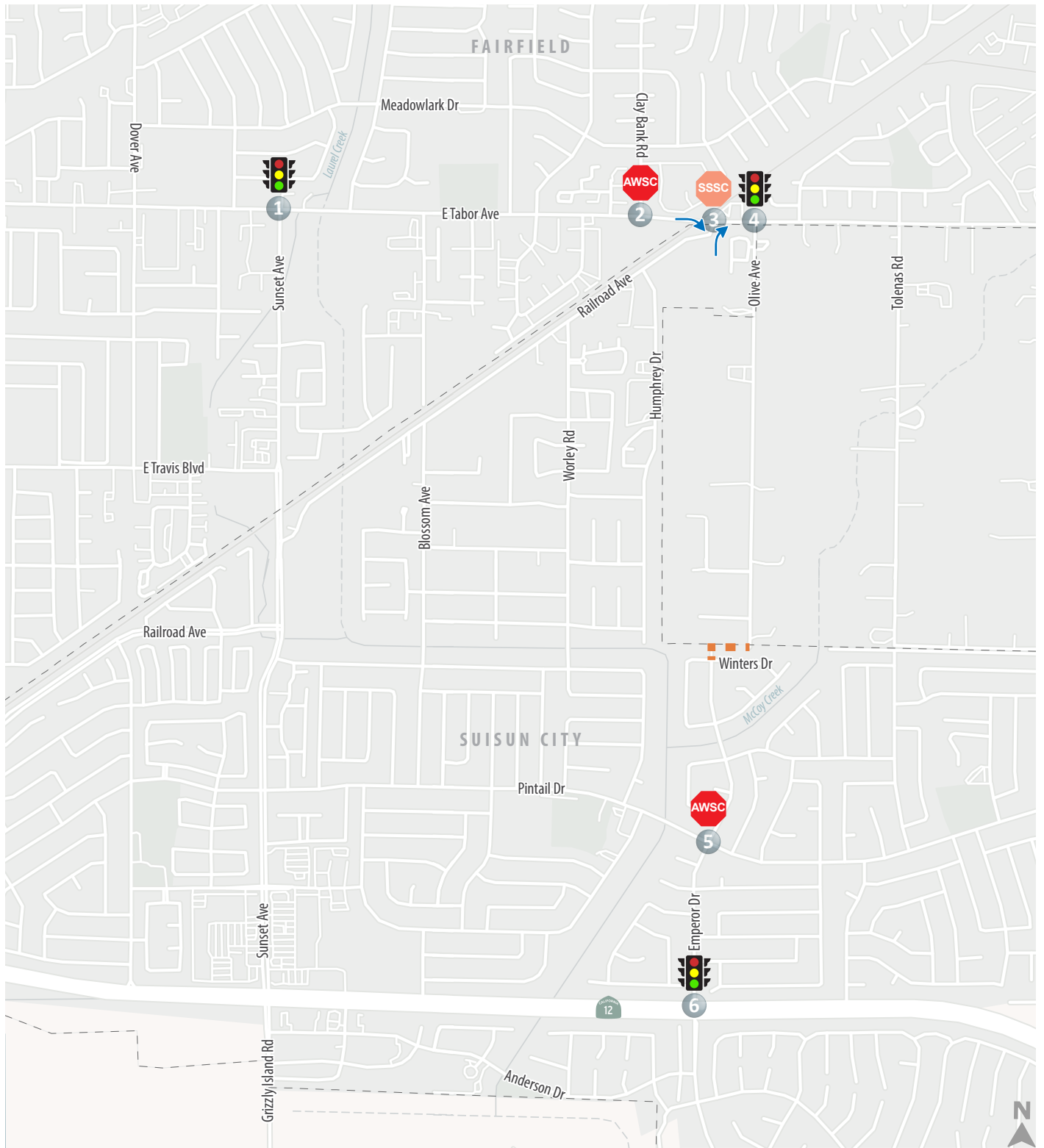
RAILROAD AVENUE SIGNALIZED



- # Study Intersection
- Signalized Intersection
- AWSC All Way Stop Controlled Intersection
- SSSC Side Street Stop Controlled Intersection (Free East-West Movements on Tabor)
- Proposed Realignment
- XXXXX Road Closure
- Right Turn Movements Only



Figure 2



- # Study Intersection
-  Signalized Intersection
-  All Way Stop Controlled Intersection
-  Side Street Stop Controlled Intersection (Free East-West Movements on Tabor)
- Proposed Extension
-  Right Turn Movements Only

Figure 3

Olive Avenue Extension Alternative

2.1.4 LOS Analysis Methodology

Synchro software, using methodologies from the *Highway Capacity Manual*, was used to perform this analysis. The analysis results are summarized in vehicle delay in seconds and LOS. LOS is a qualitative description of operations ranging from LOS A, when the roadway facility has excess capacity and vehicles experience little or no delay, to LOS F, where the volume of vehicles exceeds the capacity, resulting in long queues and excessive delays. The study intersections LOS were established based on traffic analysis using the Transportation Research Board (TRB) method in the *Highway Capacity Manual*, 6th Edition.

For signalized intersections, LOS is based on the average delay experienced by all vehicles passing through the intersection. This methodology uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the delay per vehicle. The delay per vehicle is a portion of the total delay attributed to the signal operations and includes initial deceleration, queue move up time, time stopped, and acceleration.

At unsignalized intersections, operations are defined by the average control delay per vehicle (measured in seconds) for each stop-controlled movement. This incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. For all-way stop-controlled intersections, the LOS is represented by the average control delay for the whole intersection. For side-street stop-controlled intersections, the average delay and worst-case approach delay and associated LOS are reported in this study. The average control delays and LOS designations for signalized and unsignalized intersections are summarized in **Table 1**.

Table 1: Intersection LOS and Average Control Delay

LOS	Signalized	Unsignalized
A	≤ 10.0	≤ 10.0
B	10.1 to 20.0	10.0 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	> 80.0	> 50.0

Source: *Highway Capacity Manual*, 6th Edition.

2.1.5 City LOS Guidelines

The *Suisun City General Plan* and the *City of Fairfield General Plan Update* were referenced to determine the criteria against which effects should be evaluated as part of the operations analysis.

The City of Fairfield's guidelines set a performance target of LOS D during the peak hours for intersections and roadway segments within the Planning Area. Any intersections or segments that fall below this standard require evaluation for potential improvements unless exempted.



Per the City of Fairfield's guidelines, the following intersections and locations are exempted from the LOS standards:

- Roadways included as part of the Route of Regional Significance
- Heart of Fairfield area
- Areas within one-quarter mile radius of schools
- Suisun Valley Road and Business Center Drive intersection

The City of Suisun City's guidelines state the transportation system must maintain LOS E or better during peak travel periods.

2.1.5.1 LOS Thresholds

Table 2 below depicts the jurisdictions in which each study intersection falls under and their LOS threshold.

Table 2: Study Intersections LOS Threshold by Jurisdiction

Intersection	Jurisdiction(s)	LOS Threshold
1. Sunset Avenue/East Tabor Avenue	City of Fairfield	- ¹
2. Clay Bank Road/East Tabor Avenue	City of Fairfield	D
3. Railroad Avenue/East Tabor Avenue	City of Fairfield	D
4. Olive Avenue/East Tabor Avenue	City of Fairfield	D
5. Emperor Drive/Pintail Drive	City of Suisun City	E
6. Emperor Drive/SR 12	City of Suisun City/Caltrans	E

Notes:

1. Intersection is within one-quarter mile radius of a school; therefore, it is exempt from the LOS standard.

Source: Fehr & Peers, January 2025.



3. Existing Conditions

This section describes the existing multimodal transportation system in the study area, including the crash history and travel behavior along the East Tabor Avenue corridor, as well as existing operating conditions at the study intersections.

3.1 Collision Analysis

Crash data was obtained from SafeTREC’s Transportation Injury Mapping System (TIMS) for a five-year period up to the most recent full year of data available. TIMS is a platform that provides access to California crash data, the Statewide Integrated Traffic Records System (SWITRS), that has been geo-coded by SafeTREC¹. Only crashes resulting in an injury or fatality are included in the TIMS database.

An analysis of crash data from 2019 to 2023 indicates several concerning safety trends near our study intersections. Firstly, there has been an increase in the number of crashes within the study area, despite traffic volumes remaining relatively stable. Secondly, crashes are predominantly occurring during peak hours when traffic is heaviest along the corridor. These peak hours coincide with school commute times, resulting in higher volumes of child pedestrians.

The primary causes of crashes along the corridor include right-of-way violations, unsafe speeds, and driving under the influence (DUI). The East Tabor Avenue and Railroad Avenue intersection has the highest concentration of crashes along the corridor. Broadside crashes are particularly prevalent at this intersection, occurring at twice the citywide rate. The predominant crash movements at this location involve westbound left turns (WBL) and eastbound through movements (EBT), as well as northbound left turns (NBL) and eastbound through movements (EBT).

The greatest concentration of crashes along East Tabor Avenue from 2019 to 2023 occurred at the side-street stop-controlled intersection of East Tabor Avenue and Railroad Avenue where a total of 18 crashes occurred over the five-year window. Ten of the 18 crashes involved left turn movements at the intersection. **Table 3** below summarizes the collisions that occurred along the corridor between 2019 to 2023.

Table 3: Summary of Collision Types

Intersection	Number of Collisions	Primary Collision Type
1. Sunset Avenue/East Tabor Avenue	9	Rear-End

¹ SafeTREC, founded in 2000, is a part of University of California, Berkeley, affiliated with the School of Public Health and the Institute of Transportation Studies, with additional partnerships with the Department of City and Regional Planning, Public Policy, and Transportation Engineering.

Intersection	Number of Collisions	Primary Collision Type
2. Clay Bank Road/East Tabor Avenue	9	Rear-End (5)
3. Railroad Avenue/East Tabor Avenue	18	Broadside (13)
4. Olive Avenue/East Tabor Avenue	3	Broadside (2)

Source: Fehr & Peers, December 2024.

3.2 Travel Behavior

StreetLight is a transportation data vendor that is one of the early pioneers of using Big Data analytics for a range of mobility data. They anonymously mine and analyze GPS-sourced data from connected vehicles and mobile devices. StreetLight provides a range of data including traffic counts, corridor origin-destination data, and travel characteristics for selected areas.

An analysis utilizing StreetLight data was conducted to ascertain the percentage of traffic volume within the project site during peak hours attributable to school traffic patterns. The following schools were included in the analysis:

- Cleo Gordon Elementary School
- Grange Middle School
- Tolenas Academy of Music and Media

During the AM and PM school peak periods, traffic associated with the three nearby schools accounted for 23% and 27% of the total traffic volumes along the East Tabor Avenue corridor, respectively. Due to staggered bus schedules in the afternoon, only traffic from Grange Middle School falls within our PM (4:00 to 6:00 PM) peak hour. Therefore, the PM peak hour traffic volume from Grange Middle School constitutes 8% of the total traffic volume along the study corridor.

An origin-destination evaluation of existing commute traffic using the segment of Railroad Avenue south of East Tabor was conducted to determine who uses the route and would be affected by implementation of right-in, right-out movements only at the intersection of East Tabor Avenue and Railroad Avenue, indicates the following.

- **Summary: Over 50 percent of the trips using Railroad Avenue in the study area are cut-through traffic, with only 15 percent of the trips traveling to and from the immediate neighborhood between Sunset Avenue and East Tabor Avenue.**
- 38 percent of the trips along Railroad Avenue are destined for SR 12
- 62 percent of the trips along Railroad Avenue are locally destined, broken down as follows:
 - 46 percent are local Suisun City trips

- 16 percent are local non-Suisun City trips
- Only 15 percent of the local trips travel to and from immediate neighborhoods connecting directly to Railroad Avenue between Sunset Avenue and East Tabor Avenue. The remaining 47 percent travel to and from other neighborhoods.

3.3 Existing Intersection Operations

Existing intersection lane configurations and peak hour turning movement volumes were used to calculate the intersection LOS and queues during the weekday AM and PM peak hours. For each study intersection, the 60-minute period with the highest traffic volumes during each two-hour count period was identified as the respective peak hour of traffic. **Table 4** presents the existing LOS analysis results using the analysis methodology described previously. Detailed calculation sheets are provided in **Appendix B**.

Table 4: Existing Conditions LOS Results Summary

Intersection	Control ¹	Peak Hour ²	Existing No Project	
			Delay ³	LOS ⁴
1. Sunset Avenue/East Tabor Avenue	Signal	AM	20	B
		PM	23	C
2. Clay Bank Road/East Tabor Avenue	AWSC	AM	11	B
		PM	<10	A
3. Railroad Avenue/East Tabor Avenue	SSSC	AM	12 (25)	B (C)
		PM	14 (28)	B (D)
4. Olive Avenue/East Tabor Avenue	SSSC	AM	<10 (22)	A (C)
		PM	<10 (11)	A (B)
5. Emperor Drive/Pintail Drive	AWSC	AM	<10	A
		PM	<10	A
6. Emperor Drive/SR-12	Signal	AM	31	C
		PM	31	C

Notes:

1. Traffic control type (SSSC = Side-Street Stop-Controlled; AWSC = All-Way Stop-Controlled; Signal = Signalized).
2. AM = Weekday morning peak hour, PM = weekday evening peak hour.
3. Whole intersection average delay reported for signalized intersections and all-way stop-controlled intersections. Side-street stop-controlled delay presented as Whole Intersection Average Delay (Worst Approach Delay). Delay calculated per HCM 6th Edition methodologies.
4. LOS designation per HCM 6th Edition.

Source: Fehr & Peers, December 2024.

Under existing conditions, all intersections operate at LOS D or better during the AM and PM peak hours. Therefore, all intersections operate at an acceptable LOS under Existing no Project peak hour condition.

3.4 Vehicle Queues

Although all intersections currently operate within the City's standards of LOS D or better, there can be periodic vehicle spillback and delays for some individual movements. **Table C-1** in **Appendix C** presents the AM and PM peak hour 95th percentile queues for the project study intersections where vehicles queues may occasionally exceed the vehicle storage length. These queues are indicative of maximum design queues occurring during the peak traffic period.

4. Near-Term Conditions

This section discusses the Near-Term traffic conditions with and without the project alternatives. The Near-Term conditions analysis considers approved projects within the study area that are expected to be constructed and occupied in the next 5 to 10 years.

4.1 Near-Term Forecasts

To assess future growth with planned development in the City of Suisun City and the City of Fairfield, several sources of data were reviewed, including the Fairfield-Suisun City travel model, and traffic growth trends as described in Suisun City's and Fairfield's General Plans. Traffic forecasts within the immediate study area were reviewed to ensure that known developments were adequately reflected in the forecasts. Minor adjustments were made to the forecasts to balance traffic volumes between closely spaced intersections in the study area. Approved projects expected to be constructed and occupied in the study area in the Near-Term scenario and growth rates from the regional model were applied to reflect expected increases in traffic.

4.2 Near-Term Operations Analysis and Vehicle Queues

As shown in **Table 5**, many of the intersections in each Near-Term scenario operate at an unsatisfactory level that exceeds the LOS thresholds of the two cities.

Table C-2 in **Appendix C** presents AM and PM peak hour 95th percentile queues for movements where vehicle queues may occasionally exceed the vehicle storage length in the Near-Term and Near-Term plus Project conditions. These queues are indicative of maximum design queues occurring during the period of peak traffic.

Table 5: Near-Term Conditions LOS Results Summary

Intersection	Control ¹	Peak Hour ²	Near-Term No Project		Near-Term with Realignment		Near-Term with Prohibited Lefts		Near-Term with Signals		Near-Term with Olive Extension	
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴
1. Sunset Avenue/East Tabor Avenue ⁵	Signal	AM	40	D	28	C	126	F	40	D	44	D
		PM	44	D	29	C	59	E	48	D	48	D
2. Clay Bank Road/East Tabor Avenue	AWSC ⁶	AM	18	C	23	C	117	F	14	B	34	D
		PM	33	D	104	F	73	F	11	B	100	F
3. Railroad Avenue/East Tabor Avenue	SSSC ⁶	AM	62 (> 120)	F (F)	7	7	45 (86)	E (F)	27	C	11 (16)	B (C)
		PM	62 (> 120)	F (F)	7	7	< 10 (10)	A (A)	83	F	32 (53)	D (F)
4. Olive Avenue/East Tabor Avenue	SSSC ⁸	AM	< 10 (27)	A (D)	61	F	87 (> 120)	F (F)	30 (> 120)	D (F)	35	D
		PM	< 10 (15)	A (C)	67	F	< 10 (22)	A (C)	< 10 (34)	A (D)	93	F
5. Emperor Drive/Pintail Drive	AWSC	AM	< 10	A	9	9	9	9	9	9	17	C
		PM	< 10	A	9	9	9	9	9	9	17	C
6. Emperor Drive/SR 12 ⁵	Signal	AM	98	F	9	9	9	9	9	9	111	F
		PM	115	F	9	9	9	9	9	9	106	F

Notes:

1. Traffic control type (SSSC = Side-Street Stop-Controlled; Signal = Signalized).
2. AM = Weekday morning peak hour, PM = weekday evening peak hour.
3. Whole intersection average delay reported for signalized intersections. Side-street stop-controlled delay presented as Whole Intersection Average Delay (Worst Approach Delay). Delay calculated per HCM 6th Edition methodologies.
4. LOS designation per HCM 6th Edition.
5. Signal timings were optimized in all project scenarios.
6. Intersection traffic control type is signalized in the Near-Term with signals scenario.
7. Intersection does not exist in the Near-Term with realignment scenario.
8. Intersection traffic control type is signalized in the Near-Term realignment scenario and Olive Avenue extension scenario.
9. Delay and LOS results are not impacted by any of the project scenarios that occur solely along East Tabor Avenue.

Bold text indicates unacceptable operations.

Source: Fehr & Peers, December 2024.

5. Cumulative Conditions

This section discusses Cumulative traffic conditions with and without the project alternatives. The future conditions analysis considers development within the City of Suisun City and City of Fairfield as described in the General Plans.

5.1 Cumulative Traffic Forecasts

To assess future growth with planned development in the City of Suisun City and the City of Fairfield, several sources of data were reviewed, including the Fairfield-Suisun City travel model, and traffic growth trends as described in Suisun City's and Fairfield's General Plans. Traffic forecasts within the immediate study area were reviewed to ensure that known developments were adequately reflected in the forecasts. Minor adjustments were made to the forecasts to balance traffic volumes between closely spaced intersections in the study area. The resulting cumulative forecasts are representative of conditions in the year 2040.

5.2 Cumulative Operations Analysis and Vehicle Queues

As shown in **Table 6**, many of the intersections in each Cumulative scenario operate at an unsatisfactory level outside of the cities' LOS threshold.

Table C-3 in **Appendix C** presents AM and PM peak hour 95th percentile queues for movements where vehicle queues may occasionally exceed the vehicle storage length in the Cumulative and Cumulative plus Project conditions. These queues are indicative of maximum design queues occurring during the period of peak traffic.

Table 6: Cumulative Conditions LOS Results Summary

Intersection	Control ¹	Peak Hour ²	Cumulative No Project		Cumulative with Realignment		Cumulative with Prohibited Lefts		Cumulative with Signals		Cumulative with Olive Extension	
			Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴	Delay ³	LOS ⁴
1. Sunset Avenue/East Tabor Avenue ⁵	Signal	AM	60	E	45	D	> 120	F	78	E	53	D
		PM	49	D	59	E	> 120	F	47	D	66	E
2. Clay Bank Road/East Tabor Avenue	AWSC ⁶	AM	79	F	88	F	> 120	F	13	B	78	F
		PM	60	F	> 120	F	107	F	27	C	> 120	F
3. Railroad Avenue/East Tabor Avenue	SSSC ⁶	AM	58 (> 120)	F (F)	7	7	36 (79)	E (F)	32	C	13 (22)	B (C)
		PM	54 (> 120)	F (F)	7	7	17 (18)	C (C)	116	F	59 (113)	F (F)
4. Olive Avenue/East Tabor Avenue	SSSC ⁸	AM	< 10 (19)	A (C)	89	F	103 (> 120)	F (F)	29 (> 120)	D (F)	42	E
		PM	< 10 (19)	A (C)	> 120	F	11 (108)	B (F)	19 (> 120)	C (F)	> 120	F
5. Emperor Drive/Pintail Drive	AWSC	AM	< 10	A	9	9	9	9	9	9	44	E
		PM	< 10	A	9	9	9	9	9	9	59	F
6. Emperor Drive/SR 12 ⁵	Signal	AM	109	F	9	9	9	9	9	9	110	F
		PM	> 120	F	9	9	9	9	9	9	> 120	F

Notes:

1. Traffic control type (SSSC = Side-Street Stop-Controlled; Signal = Signalized).
2. AM = Weekday morning peak hour, PM = weekday evening peak hour.
3. Whole intersection average delay reported for signalized intersections. Side-street stop-controlled delay presented as Whole Intersection Average Delay (Worst Approach Delay). Delay calculated per HCM 6th Edition methodologies.
4. LOS designation per HCM 6th Edition.
5. Signal timings were optimized in all project scenarios.
6. Intersection traffic control type is signalized in the Cumulative with signals scenario.
7. Intersection does not exist in the Cumulative with realignment scenario.
8. Intersection traffic control type is signalized in the Cumulative realignment scenario and Olive Avenue extension scenario.
9. Delay and LOS results are not impacted by any of the project scenarios that occur solely along East Tabor Avenue.

Bold text indicates unacceptable operations.

Source: Fehr & Peers, January 2025.

6. Cost Estimate

The following section discusses the improvement measures and cost estimate ranges for each project alternative.

6.1 Project Alternatives Improvement Measures

Table 7 represents the improvement measures that were identified for each project alternative. Note that these are high-level improvement measures that were identified and should not serve as the only basis for deciding the full extent of the design and/or construction of each improvement. Further investigation and analysis should be conducted to determine the extent of design and construction necessary.

Table 7: Project Alternatives Improvement Measures

Project Alternative	Int. #	Improvement Measure
Railroad Avenue Realignment	1	Re-program traffic signal
	3	Realignment: Construct new two-lane roadway with concrete median and sidewalks. Optional new traffic signal at Olive Avenue pending further traffic studies.
		Intersection Closure: Construct new concrete sidewalk, restripe roadway, and install appropriate signage to indicate intersection closure.
	4	Install new traffic signal and construct a northbound right turn pocket.
Prohibited Lefts at Railroad Avenue	1	Re-program traffic signal
	3	Construct raised curb extensions and concrete median with mountable curb and install appropriate signage indicating no left turns at the intersection.
Railroad Avenue Signalized	1	Re-program traffic signal
	2	Install new traffic signal
	3	Install new traffic signal and widen Railroad Avenue into a four-lane-roadway.
Olive Avenue Extension	1	Re-program traffic signal
	3	Construct raised curb extensions and concrete median with mountable curb and install appropriate signage indicating no left turns at the intersection.
	4	Install new traffic signal and construct a northbound right turn pocket.
	6	Re-program traffic signal

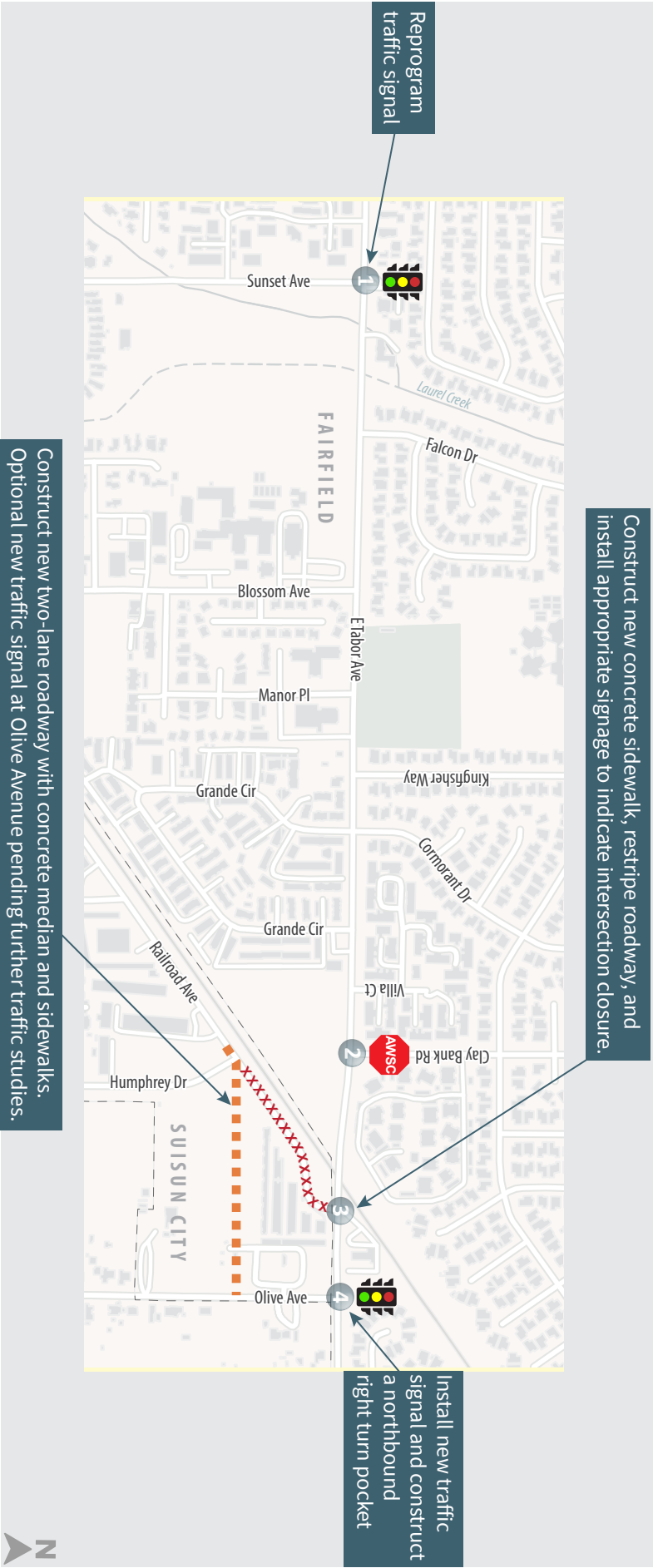
Source: Fehr & Peers, December 2024.

Figures 4 through 7 depict the location of each improvement measure for each project alternative and its overall cost range.

This project alternative would cost approximately \$4.6M–\$9.4M

Notes:

- 1. These cost estimates are based on construction costs from similar projects in Northern and Southern California based on 2022 to 2024 cost data.
- 2. These cost estimates include an allowance for planning, engineering, environmental clearance, construction-related soft costs (such as mobilization and traffic control), construction management inspection, and contingency.
- 3. These cost estimates do not include any costs related to relocation or reconstruction of underground utilities that may or may not be present in the project vicinity or impacts to and potential right-of-way acquisition.



- # Study Intersection
- Signalized Intersection
- AWSC All Way Stop Controlled Intersection
- Proposed Realignment
- Road Closure

Figure 4

Railroad Avenue Realignment Project Alternative — Improvements and Cost Estimate

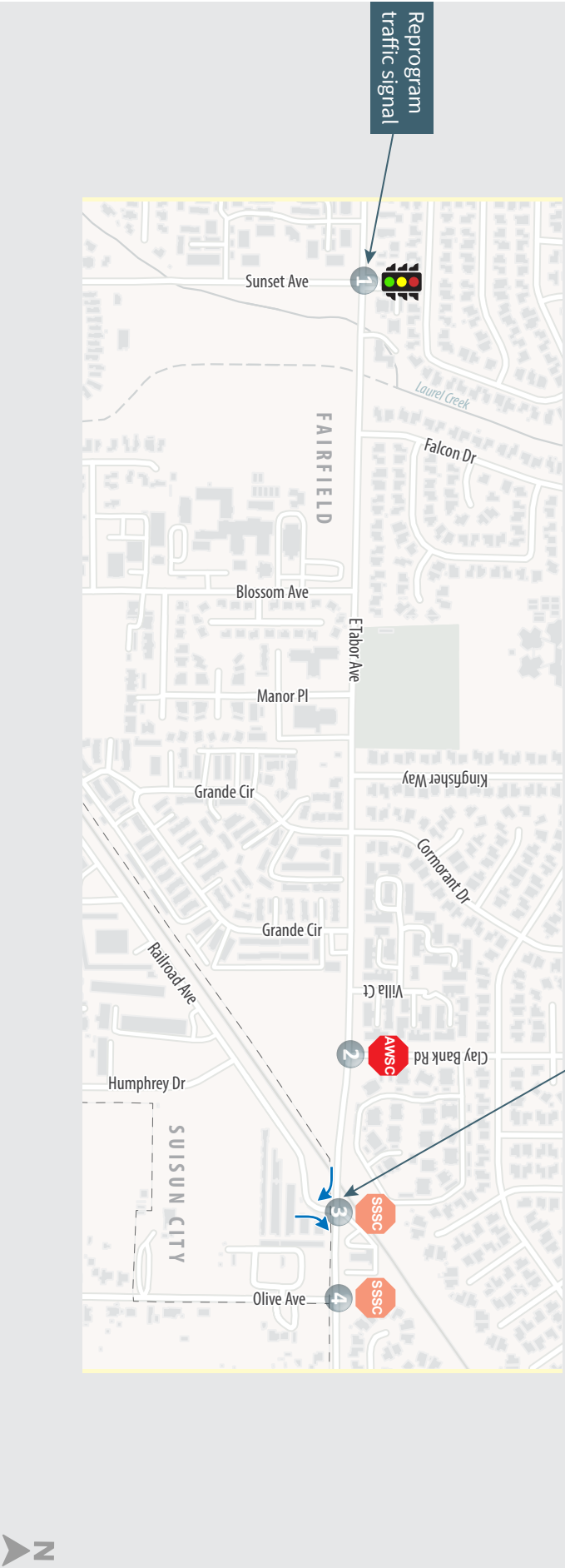


This project alternative would cost approximately \$250K–\$440K

Notes:

- 1. These cost estimates are based on construction costs from similar projects in Northern and Southern California based on 2022 to 2024 cost data.
- 2. These cost estimates include an allowance for planning, engineering, environmental clearance, construction-related soft costs (such as mobilization and traffic control), construction management inspection, and contingency.
- 3. These cost estimates do not include any costs related to relocation or reconstruction of underground utilities that may or may not be present in the project vicinity or impacts to and potential right-of-way acquisition.

Construct raised curb extensions and concrete median with mountable curb and install appropriate signage indicating no left turns at the intersection.



- # Study Intersection
- Signalized Intersection
- AWSC All Way Stop Controlled Intersection
- SSSC Side Street Stop Controlled Intersection (Free East-West Movements on Tabor)

Right Turn Movements Only

Figure 5

Prohibited Lefts at Railroad Avenue Project Alternative — Improvements and Cost Estimate



This project alternative would cost approximately \$10.9M–\$41.4M

Notes:

- 1. These cost estimates are based on construction costs from similar projects in Northern and Southern California based on 2022 to 2024 cost data.
- 2. These cost estimates include an allowance for planning, engineering, environmental clearance, construction-related soft costs (such as mobilization and traffic control), construction management inspection, and contingency.
- 3. These cost estimates do not include any costs related to relocation or reconstruction of underground utilities that may or may not be present in the project vicinity or impacts to and potential right-of-way acquisition.

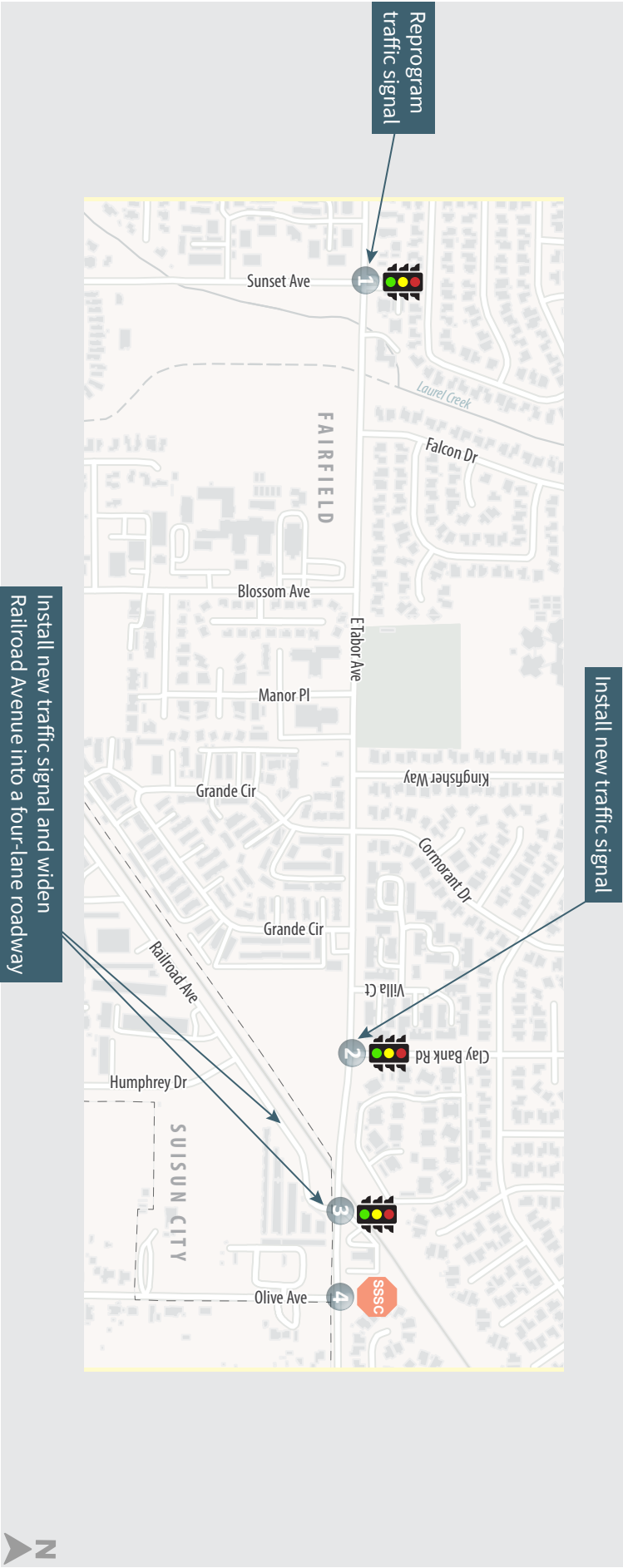


Figure 6

Railroad Avenue Signalized Project Alternative — Improvements and Cost Estimate





This project alternative would cost approximately \$1.7M–\$2.5M

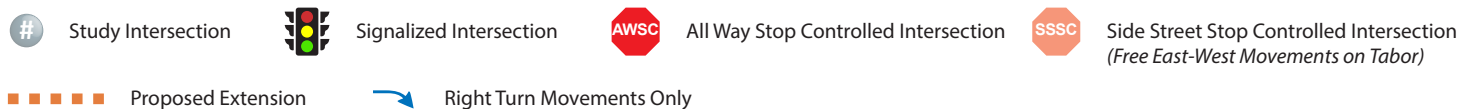


Figure 7
Olive Avenue Extension Project Alternative —
Improvements and Cost Estimate

6.2 Project Alternatives Cost Estimates

Table 8 represents the approximate cost estimates for each project alternative that were calculated based on the improvement measure previously identified in **Table 7**.

Table 8: Project Alternative Cost Estimates Summary

Project Alternative	Cost Minimum	Cost Maximum
Railroad Avenue Realignment	\$ 4,600,000	\$ 9,400,000
Prohibited Lefts at Railroad Avenue	\$ 250,000	\$ 440,000
Railroad Avenue Signalized	\$ 10,900,000	\$ 41,400,000
Olive Avenue Extension	\$ 1,700,000	\$ 2,500,000

Notes:

1. These cost estimates are based on construction costs from similar projects in Northern and Southern California based on 2022 to 2024 cost data.
2. These cost estimates include an allowance for planning, engineering, environmental clearance, construction-related soft costs (such as mobilization, traffic control), construction management inspection, and contingency.
3. These cost estimates do not include any costs related to relocation or reconstruction of underground utilities that may or may not be present in the project vicinity or impacts to and potential right-of-way acquisition.

Source: Fehr & Peers, December 2024.

Overall, various improvements must be made with each study alternative with cost estimates ranging from \$250,000 to \$41,400,000. The most cost-effective alternative that requires the least number of improvements is the right-in/right-out scenario where left turns would be prohibited to and from Railroad Avenue along E Tabor Avenue (Intersection 3 in our study area).

7. Findings and Recommendations

The following section describes the study findings and recommendations.

Study Findings

The following is a summary of key findings of the traffic operations and safety evaluation.

- All six study intersections currently operate at level of service (LOS) D or better conditions.
- The greatest concentration of crashes along East Tabor Avenue from 2019 to 2023 occurred at the side-street stop-controlled intersection of East Tabor Avenue and Railroad Avenue where a total of 18 crashes occurred over the five-year window. Ten of the 18 crashes involved left turn movements at the intersection.
- Under Cumulative conditions for the year 2040, four of the six study intersections would operate at LOS E or F conditions with existing street configuration and traffic controls. The forecast growth for 2040 in the Fairfield-Suisun City travel model that was applied to develop cumulative volumes is greater in the current model version than the prior version of the model that was applied for the 2020 study. This increase in forecast growth resulted in higher volumes for the 2040 forecast year at the study intersections.
- The following is a summary of the Cumulative analysis of traffic operations for the three East Tabor Avenue corridor improvement options.
 - **Option A:** Realignment of Railroad Avenue and the resulting elimination of the East Tabor Avenue/Railroad Avenue intersection would result in LOS E or F conditions at the remaining three intersections along East Tabor Avenue.
 - **Option B:** Providing right-in and right-out only movements at the East Tabor Avenue/Railroad Avenue intersection by eliminating left turn movements would reduce crashes at the intersection but result in LOS F conditions at the intersections of East Tabor Avenue with Clay Bank Road and Sunset Avenue as left turn movements at Railroad Avenue would shift to these two locations.
 - **Option C:** Installing traffic signals at the intersections of East Tabor Avenue with Railroad Avenue and Clay Bank Road would result in LOS F conditions at the East Tabor Avenue/Railroad Avenue intersection and at the East Tabor Avenue/Olive Avenue minor streets.
- Achieving LOS D or better conditions at the intersections along East Tabor Avenue would require widening from two to four lanes that is inconsistent with the Suisun City or Fairfield General Plan Circulation Elements that call for the road to be two lanes. From prior conversations with the California Public Utilities Commission (CPUC) and Union Pacific (UP) conducted by City of Suisun City staff, it is anticipated that they would oppose widening of East Tabor Avenue at the UP rail crossing located between Clay Bay Road and Railroad Avenue.

- There is currently no dedicated funding source for installation of traffic signals at the intersections of East Tabor Avenue with Railroad Avenue and Clay Bank Road. The City of Fairfield prioritizes the installation of a future signal at East Tabor Avenue and Clay Bank Road on the study corridor. From prior conversations with the CPUC and UP conducted by City of Suisun City staff, it is anticipated that they would oppose installation of traffic signals at both the intersections of East Tabor Avenue and Railroad Avenue due to the proximity of these intersections (i.e., particularly Railroad Avenue) to the adjacent UP rail crossing.
- An origin-destination evaluation of existing commute traffic using the segment of Railroad Avenue south of East Tabor was conducted to determine who uses the route and would be affected by the Option B Measure described above, indicates the following.
 - **Summary: Over 50 percent of the trips using Railroad Avenue in the study area are cut-through traffic, with only 15 percent of the trips traveling to and from the immediate neighborhood between Sunset Avenue and East Tabor Avenue.**
 - 38 percent of the trips along Railroad Avenue are destined for SR 12
 - 62 percent of the trips along Railroad Avenue are locally destined, broken down as follows:
 - 46 percent are local Suisun City trips
 - 16 percent are local non-Suisun City trips
 - Only 15 percent of the local trips travel to and from immediate neighborhoods connecting directly to Railroad Avenue between Sunset Avenue and East Tabor Avenue. The remaining 47 percent travel to and from other neighborhoods.

Study Recommendation

East Tabor Avenue between Sunset Avenue and Olive Avenue

Option B, which would provide right-in and right-out only movements at the East Tabor Avenue/ Railroad Avenue intersection and thereby eliminate all left turn movements, is the preferred measure for the following reasons.

- It provides the greatest safety benefit by eliminating the potential for left turn conflicts that were the cause of 56 percent of the 18 reported crashes at the intersection of East Tabor Avenue/Railroad Avenue between 2019 and 2023.
- Option B is a low-cost improvement (approximately \$250,000 to \$440,000) that could be implemented relatively quickly.
- There is currently no dedicated funding to install traffic signals at the existing stop-controlled intersections along East Tabor at Railroad Avenue or Clay Bank Road. The estimated cost of installing traffic signals at these two locations is \$10.9 million to 41.4 million.
- Over 50 percent of the trips using Railroad Avenue in the study area are cut-through traffic, with only 15 percent of the trips traveling to and from the immediate neighborhood between Sunset Avenue and East Tabor Avenue.
- The City of Fairfield prioritizes the future installation of a traffic signal at the East Tabor Avenue/Clay Bank Road intersection over the East Tabor Avenue/Railroad Avenue intersection.

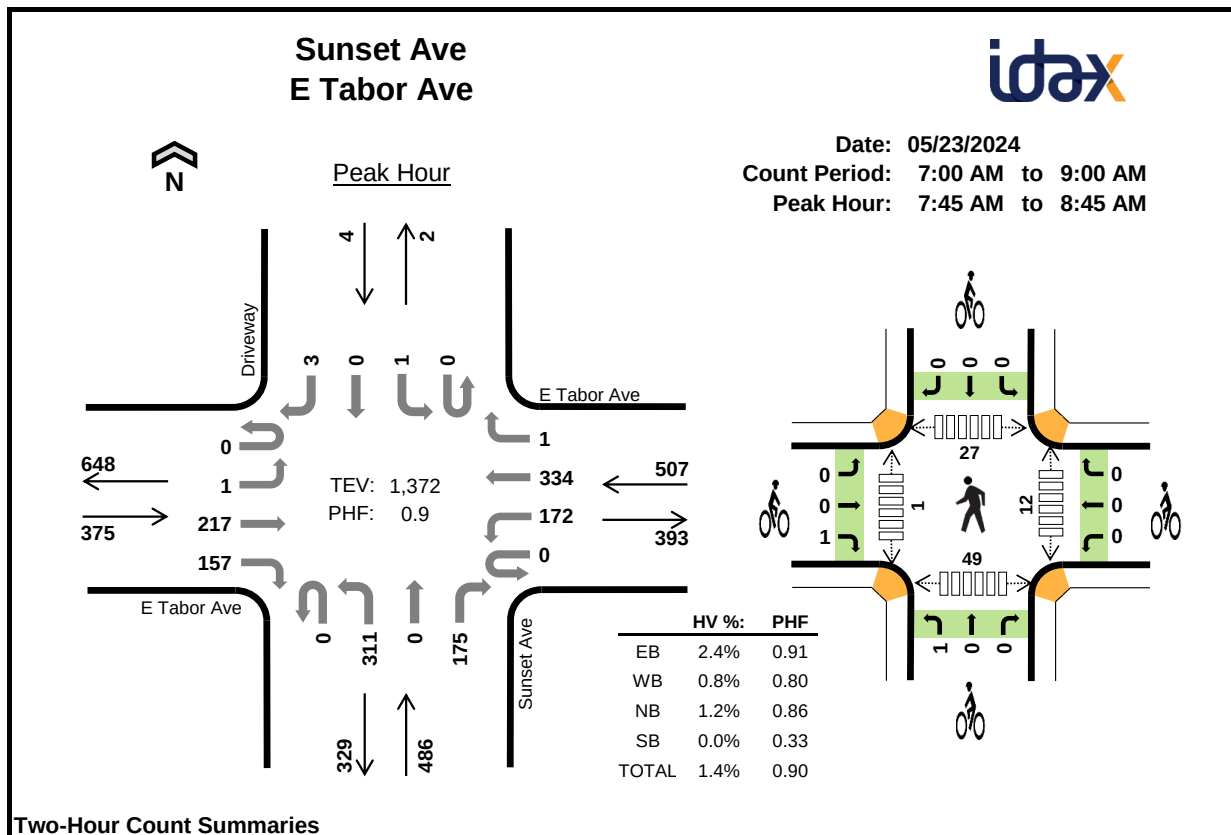
- Option A, the realignment of Railroad Avenue, would result in LOS E or F conditions at the remaining three intersections along East Tabor Avenue.
- Prior conversations with the CPUC and UP conducted by City of Suisun City staff indicate that they are likely to oppose Option C (traffic signals at both Clay Bank Road and Railroad Avenue) as well as the widening of East Tabor Avenue from two to four lanes. The widening of East Tabor Avenue is also inconsistent with the Suisun City or Fairfield General Plan Circulation Elements that call for the road to be two lanes.

While the intersection modification at East Tabor Avenue/Railroad Avenue is the preferred option based on consultation with City of Fairfield and City of Suisun City staff, East Tabor Avenue is under the jurisdiction of the City of Fairfield. Therefore, although the City of Suisun City is leading this study to assess roadway modifications along the border of the two cities, the City of Fairfield will need to initiate and approve any improvements to intersections along East Tabor Avenue within their jurisdiction.

Olive Avenue Extension south to Prosperity Lane along Emperor Drive Alternative

This project alternative would extend Olive Avenue further south to Prosperity Lane and connect to Emperor Drive. This would allow a new access point to SR 12 and deter vehicles from utilizing Railroad Avenue as a cut-through route. However, although Railroad Avenue/East Tabor Avenue would benefit from the safety measures taken (prohibited left turns), the extension would not improve the overall traffic operations and instead shift vehicles to the other study intersections along East Tabor Avenue and Emperor Drive.

Appendix A: Counts



Interval Start		E Tabor Ave				E Tabor Ave				Sunset Ave				Driveway				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	11	18	0	29	30	0	0	54	0	23	0	0	0	0	165	0
7:15 AM		0	0	10	25	0	41	38	0	0	71	0	33	0	0	0	0	218	0
7:30 AM		0	0	36	30	0	53	67	0	0	70	0	37	0	0	1	0	294	0
7:45 AM		0	0	58	45	0	45	91	0	0	92	0	50	0	1	0	0	382	1,059
8:00 AM		0	1	51	37	0	47	112	0	0	94	0	31	0	0	0	3	376	1,270
8:15 AM		0	0	43	42	0	47	53	1	0	62	0	39	0	0	0	0	287	1,339
8:30 AM		0	0	65	33	0	33	78	0	0	63	0	55	0	0	0	0	327	1,372
8:45 AM		0	0	76	34	0	49	71	0	0	69	2	46	0	0	0	1	348	1,338
Count Total		0	1	350	264	0	344	540	1	0	575	2	314	0	1	1	4	2,397	0
Peak Hour	All	0	1	217	157	0	172	334	1	0	311	0	175	0	1	0	3	1,372	0
	HV	0	0	6	3	0	1	3	0	0	1	0	5	0	0	0	0	19	0
	HV%	-	0%	3%	2%	-	1%	1%	0%	-	0%	-	3%	-	0%	-	0%	1%	0

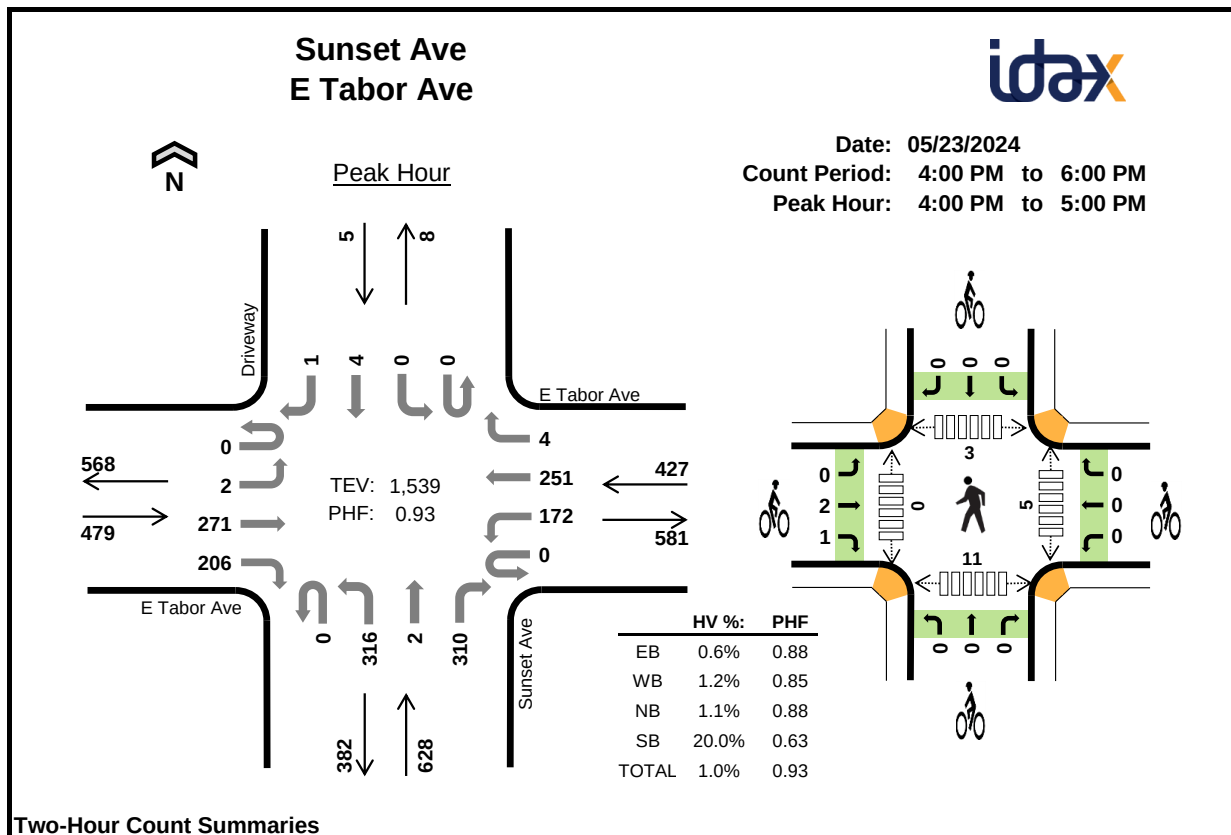
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	2	3	0	7	1	0	0	0	1	2	0	1	2	5
7:15 AM	1	1	3	0	5	0	0	1	0	1	1	0	3	2	6
7:30 AM	1	2	4	0	7	0	0	0	0	0	1	0	0	6	7
7:45 AM	1	1	2	0	4	1	0	0	0	1	3	0	6	11	20
8:00 AM	3	0	1	0	4	0	0	0	0	0	3	1	8	7	19
8:15 AM	2	1	1	0	4	0	0	0	0	0	2	0	5	10	17
8:30 AM	3	2	2	0	7	0	0	1	0	1	4	0	8	21	33
8:45 AM	2	2	0	0	4	0	0	0	0	0	6	0	9	14	29
Count Total	15	11	16	0	42	2	0	2	0	4	22	1	40	73	136
Peak Hour	9	4	6	0	19	1	0	1	0	2	12	1	27	49	89

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Tabor Ave				E Tabor Ave				Sunset Ave				Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	2	0	1	1	0	0	2	0	1	0	0	0	0	7	0
7:15 AM	0	0	0	1	0	1	0	0	0	2	0	1	0	0	0	0	5	0
7:30 AM	0	0	1	0	0	2	0	0	0	3	0	1	0	0	0	0	7	0
7:45 AM	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	4	23
8:00 AM	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	4	20
8:15 AM	0	0	1	1	0	0	1	0	0	1	0	0	0	0	0	0	4	19
8:30 AM	0	0	2	1	0	1	1	0	0	0	0	2	0	0	0	0	7	19
8:45 AM	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	4	19
Count Total	0	0	8	7	0	6	5	0	0	8	0	8	0	0	0	0	42	0
Peak Hour	0	0	6	3	0	1	3	0	0	1	0	5	0	0	0	0	19	0

Two-Hour Count Summaries - Bikes																	
Interval Start	E Tabor Ave			E Tabor Ave			Sunset Ave			Driveway			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0			
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	3			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	2			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Count Total	0	0	2	0	0	0	1	0	1	0	0	0	4	0			
Peak Hour	0	0	1	0	0	0	1	0	0	0	0	0	2	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start		E Tabor Ave				E Tabor Ave				Sunset Ave				Driveway				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	2	64	48	0	49	75	2	0	82	0	75	0	0	2	0	399	0
4:15 PM		0	0	60	50	0	43	54	1	0	73	1	71	0	0	1	1	355	0
4:30 PM		0	0	72	64	0	38	60	0	0	97	0	81	0	0	0	0	412	0
4:45 PM		0	0	75	44	0	42	62	1	0	64	1	83	0	0	1	0	373	1,539
5:00 PM		0	0	61	59	0	26	51	1	0	70	0	80	0	0	2	0	350	1,490
5:15 PM		0	1	64	43	0	57	64	0	0	74	0	81	0	0	0	2	386	1,521
5:30 PM		0	0	65	61	0	46	65	1	0	77	0	82	0	0	1	0	398	1,507
5:45 PM		0	0	63	45	0	37	63	0	0	75	1	83	0	0	1	2	370	1,504
Count Total		0	3	524	414	0	338	494	6	0	612	3	636	0	0	8	5	3,043	0
Peak Hour	All	0	2	271	206	0	172	251	4	0	316	2	310	0	0	4	1	1,539	0
	HV	0	0	1	2	0	1	3	1	0	2	0	5	0	0	0	1	16	0
	HV%	-	0%	0%	1%	-	1%	1%	25%	-	1%	0%	2%	-	-	0%	100%	1%	0

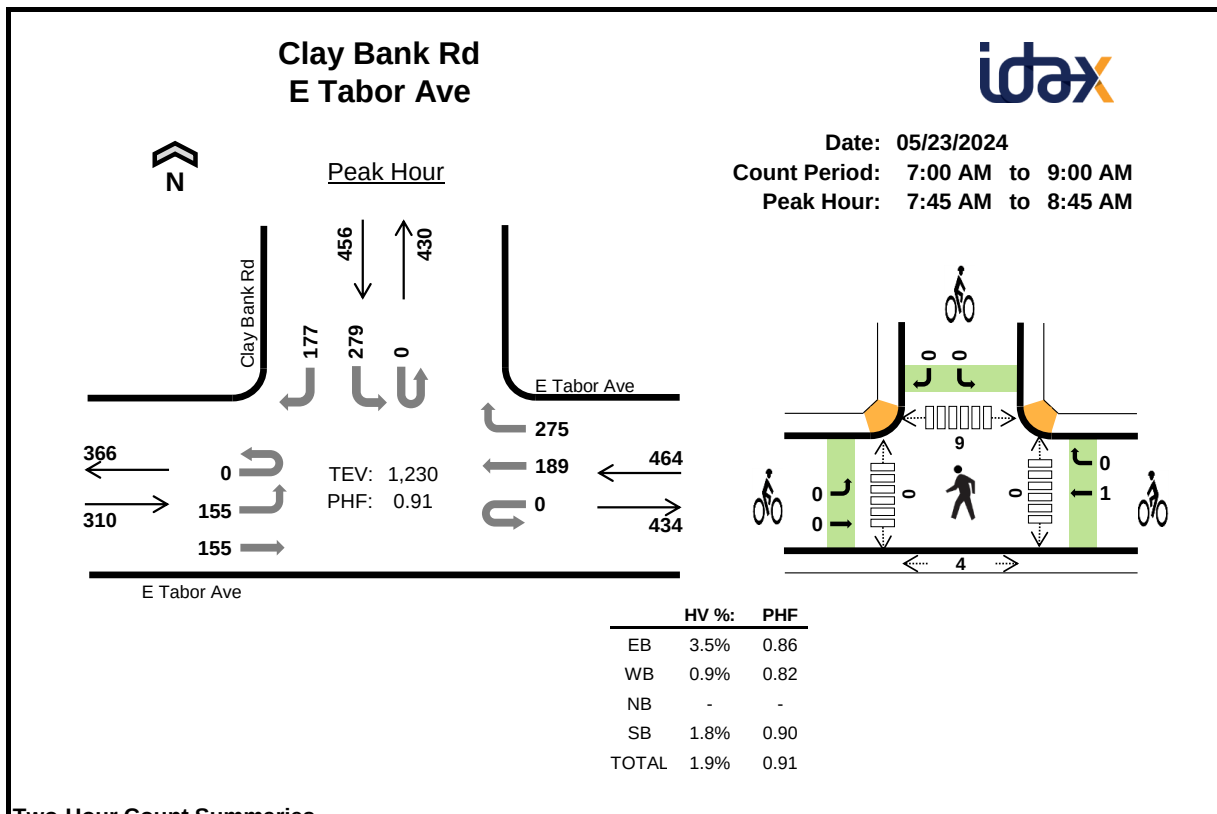
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	2	0	4	2	0	0	0	2	5	0	2	5	12
4:15 PM	2	2	2	1	7	1	0	0	0	1	0	0	0	3	3
4:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	1	1	2
4:45 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	2	2
5:00 PM	1	2	1	0	4	0	0	0	0	0	1	0	1	2	4
5:15 PM	1	0	1	0	2	1	0	0	0	1	1	0	1	2	4
5:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	1	3
5:45 PM	0	1	0	0	1	1	0	1	0	2	2	0	2	2	6
Count Total	5	8	9	1	23	5	1	1	0	7	10	0	8	18	36
Peak Hour	3	5	7	1	16	3	0	0	0	3	5	0	3	11	19

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Tabor Ave				E Tabor Ave				Sunset Ave				Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	4	0
4:15 PM	0	0	1	1	0	0	1	1	0	1	0	1	0	0	0	1	7	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3	16
5:00 PM	0	0	1	0	0	2	0	0	0	1	0	0	0	0	0	0	4	16
5:15 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	11
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
Count Total	0	0	2	3	0	4	3	1	0	4	0	5	0	0	0	1	23	0
Peak Hour	0	0	1	2	0	1	3	1	0	2	0	5	0	0	0	1	16	0

Two-Hour Count Summaries - Bikes																		
Interval Start	E Tabor Ave			E Tabor Ave			Sunset Ave			Driveway			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	2	0				
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1				
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	2				
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	2	4				
Count Total	0	3	2	1	0	0	1	0	0	0	0	0	7	0				
Peak Hour	0	2	1	0	0	0	0	0	0	0	0	0	3	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start		E Tabor Ave				E Tabor Ave				N/A				Clay Bank Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	22	20	0	0	0	18	40	0	0	0	0	0	36	0	12	148	0
7:15 AM		0	20	24	0	0	0	29	45	0	0	0	0	0	37	0	22	177	0
7:30 AM		0	37	31	0	0	0	43	70	0	0	0	0	0	56	0	38	275	0
7:45 AM		0	48	42	0	0	0	54	72	0	0	0	0	0	72	0	33	321	921
8:00 AM		0	31	40	0	0	0	55	86	0	0	0	0	0	85	0	41	338	1,111
8:15 AM		0	39	25	0	0	0	37	66	0	0	0	0	0	56	0	50	273	1,207
8:30 AM		0	37	48	0	0	0	43	51	0	0	0	0	0	66	0	53	298	1,230
8:45 AM		0	50	34	0	0	0	35	37	0	0	0	0	0	44	0	50	250	1,159
Count Total		0	284	264	0	0	0	314	467	0	0	0	0	0	452	0	299	2,080	0
Peak Hour	All	0	155	155	0	0	0	189	275	0	0	0	0	0	279	0	177	1,230	0
	HV	0	7	4	0	0	0	2	2	0	0	0	0	0	3	0	5	23	0
	HV%	-	5%	3%	-	-	-	1%	1%	-	-	-	-	-	1%	-	3%	2%	0

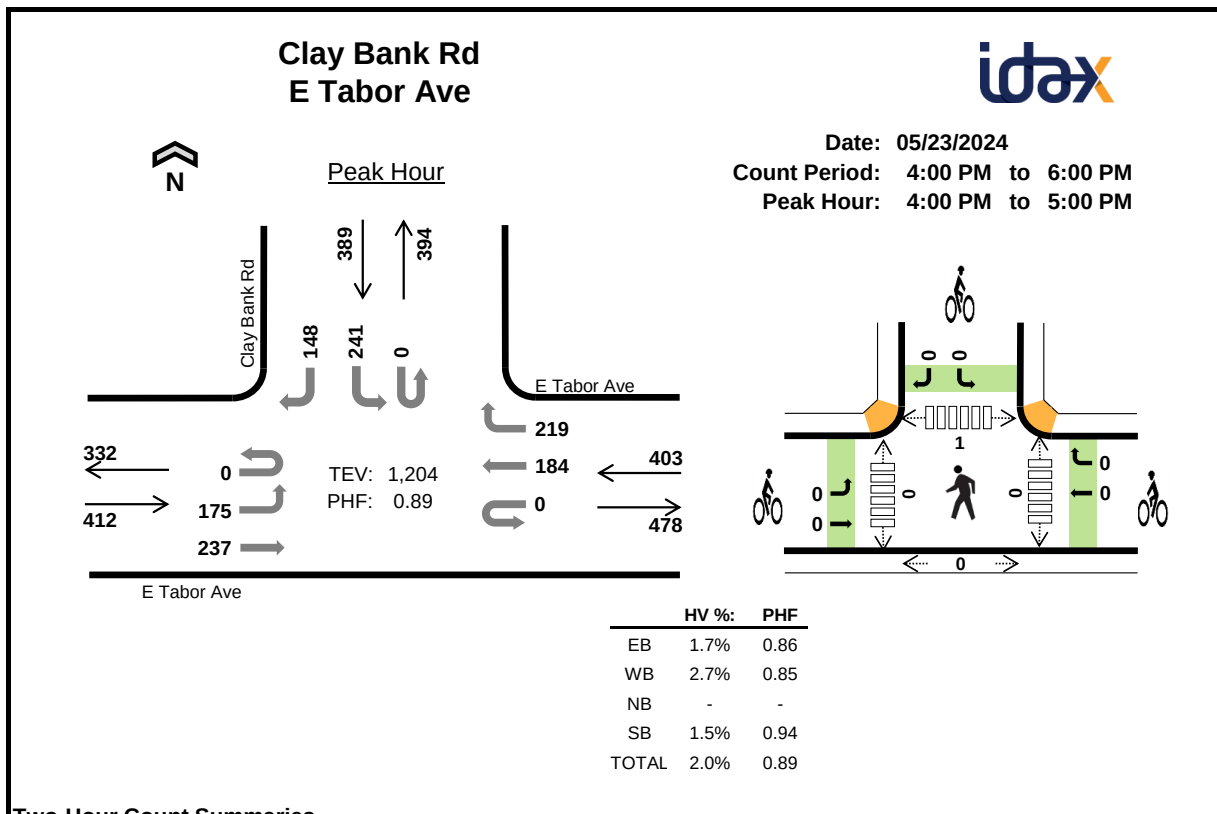
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	3	0	1	6	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	6	7	13
7:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	5	1	6
7:45 AM	4	0	0	1	5	0	0	0	0	0	0	0	7	0	7
8:00 AM	2	1	0	0	3	0	1	0	0	1	0	0	2	0	2
8:15 AM	2	1	0	4	7	0	0	0	0	0	0	0	0	3	3
8:30 AM	3	2	0	3	8	0	0	0	0	0	0	0	0	1	1
8:45 AM	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0
Count Total	14	11	0	12	37	0	1	0	0	1	0	0	20	12	32
Peak Hr	11	4	0	8	23	0	1	0	0	1	0	0	9	4	13

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	E Tabor Ave				E Tabor Ave				N/A				Clay Bank Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	2	0	0	0	1	2	0	0	0	0	0	0	0	0	1	6	0
7:15 AM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
7:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	16
8:00 AM	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	13
8:15 AM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	3	7	17
8:30 AM	0	2	1	0	0	0	1	1	0	0	0	0	0	0	2	0	1	8	23
8:45 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	3	21
Count Total	0	7	7	0	0	0	4	7	0	0	0	0	0	0	4	0	8	37	0
Peak Hour	0	7	4	0	0	0	2	2	0	0	0	0	0	0	3	0	5	23	0

Two-Hour Count Summaries - Bikes																			
Interval Start	E Tabor Ave			E Tabor Ave			N/A			Clay Bank Rd						15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start		E Tabor Ave				E Tabor Ave				N/A				Clay Bank Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	54	66	0	0	0	54	64	0	0	0	0	0	61	0	38	337	0
4:15 PM		0	39	48	0	0	0	39	61	0	0	0	0	0	52	0	38	277	0
4:30 PM		0	41	59	0	0	0	42	40	0	0	0	0	0	64	0	32	278	0
4:45 PM		0	41	64	0	0	0	49	54	0	0	0	0	0	64	0	40	312	1,204
5:00 PM		0	56	50	0	0	0	41	44	0	0	0	0	0	57	0	35	283	1,150
5:15 PM		0	53	51	0	0	0	37	44	0	0	0	0	0	49	0	46	280	1,153
5:30 PM		0	50	52	0	0	0	49	50	0	0	0	0	0	58	0	43	302	1,177
5:45 PM		0	40	42	0	0	0	49	39	0	0	0	0	0	48	0	22	240	1,105
Count Total		0	374	432	0	0	0	360	396	0	0	0	0	0	453	0	294	2,309	0
Peak Hour	All	0	175	237	0	0	0	184	219	0	0	0	0	0	241	0	148	1,204	0
	HV	0	6	1	0	0	0	4	7	0	0	0	0	0	3	0	3	24	0
	HV%	-	3%	0%	-	-	-	2%	3%	-	-	-	-	-	1%	-	2%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	3	0	3	9	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	2	0	2	5	0	0	0	0	0	0	0	1	0	1
4:30 PM	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	8	14	0	9	31	0	0	0	0	0	0	0	1	1	2
Peak Hr	7	11	0	6	24	0	0	0	0	0	0	0	1	0	1

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Tabor Ave				E Tabor Ave				N/A				Clay Bank Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	0	0	0	0	0	3	0	0	0	0	0	1	0	2	9	0
4:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	0	1	0	1	5	0
4:30 PM	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	0	4	0
4:45 PM	0	1	1	0	0	0	3	1	0	0	0	0	0	0	0	0	6	24
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	18
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
5:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3	12
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
Count Total	0	7	1	0	0	0	7	7	0	0	0	0	0	3	0	6	31	0
Peak Hour	0	6	1	0	0	0	4	7	0	0	0	0	0	3	0	3	24	0

Two-Hour Count Summaries - Bikes																		
Interval Start	E Tabor Ave			E Tabor Ave			N/A			Clay Bank Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Railroad Ave E Tabor Ave

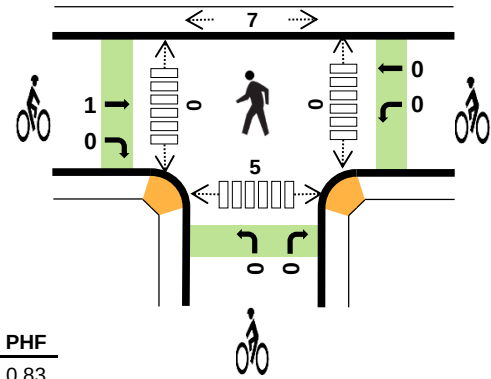
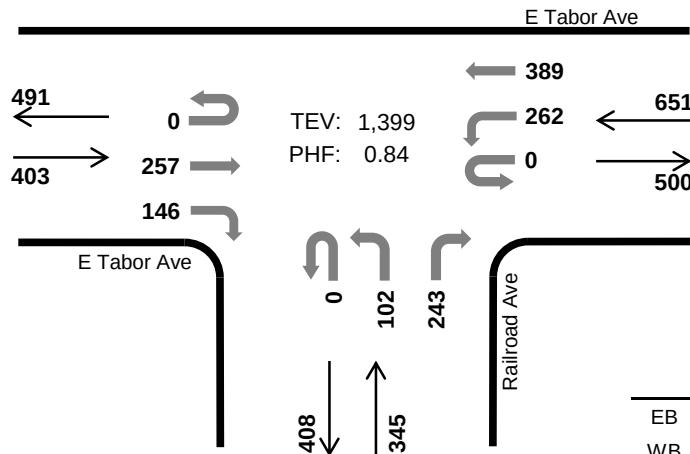


Peak Hour

Date: 05/23/2024

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	1.2%	0.83
WB	0.9%	0.79
NB	0.9%	0.85
SB	-	-
TOTAL	1.0%	0.84

Two-Hour Count Summaries

Interval Start		E Tabor Ave				E Tabor Ave				Railroad Ave				N/A				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	26	29	0	41	44	0	0	13	0	32	0	0	0	0	185	0
7:15 AM		0	0	37	30	0	41	62	0	0	14	0	54	0	0	0	0	238	0
7:30 AM		0	0	63	23	0	59	89	0	0	22	0	61	0	0	0	0	317	0
7:45 AM		0	0	76	37	0	83	103	0	0	22	0	79	0	0	0	0	400	1,140
8:00 AM		0	0	75	46	0	80	126	0	0	25	0	64	0	0	0	0	416	1,371
8:15 AM		0	0	43	40	0	40	71	0	0	33	0	39	0	0	0	0	266	1,399
8:30 AM		0	0	51	58	0	44	54	0	0	26	0	36	0	0	0	0	269	1,351
8:45 AM		0	0	46	35	0	58	52	0	0	25	0	40	0	0	0	0	256	1,207
Count Total		0	0	417	298	0	446	601	0	0	180	0	405	0	0	0	0	2,347	0
Peak Hour	All	0	0	257	146	0	262	389	0	0	102	0	243	0	0	0	0	1,399	0
	HV	0	0	2	3	0	2	4	0	0	0	0	3	0	0	0	0	14	0
	HV%	-	-	1%	2%	-	1%	1%	-	-	0%	-	1%	-	-	-	-	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	2	0	0	4	1	0	0	0	1	0	0	0	0	0
7:15 AM	0	2	2	0	4	0	1	0	0	1	0	0	6	6	12
7:30 AM	0	0	1	0	1	1	0	0	0	1	0	0	5	1	6
7:45 AM	1	2	0	0	3	0	0	0	0	0	0	0	2	4	6
8:00 AM	1	3	1	0	5	0	0	0	0	0	0	0	0	0	0
8:15 AM	3	1	1	0	5	0	0	0	0	0	0	0	0	0	0
8:30 AM	3	2	1	0	6	0	0	0	0	0	0	0	1	1	2
8:45 AM	2	2	1	0	5	0	0	0	0	0	0	0	1	1	2
Count Total	12	14	7	0	33	2	1	0	0	3	0	0	15	13	28
Peak Hr	5	6	3	0	14	1	0	0	0	1	0	0	7	5	12

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Tabor Ave				E Tabor Ave				Railroad Ave				N/A				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	4	0
7:15 AM	0	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	4	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:45 AM	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3	12
8:00 AM	0	0	0	1	0	2	1	0	0	0	0	1	0	0	0	0	5	13
8:15 AM	0	0	2	1	0	0	1	0	0	0	0	1	0	0	0	0	5	14
8:30 AM	0	0	1	2	0	1	1	0	0	1	0	0	0	0	0	0	6	19
8:45 AM	0	0	0	2	0	2	0	0	0	1	0	0	0	0	0	0	5	21
Count Total	0	0	4	8	0	5	9	0	0	3	0	4	0	0	0	0	33	0
Peak Hour	0	0	2	3	0	2	4	0	0	0	0	3	0	0	0	0	14	0

Two-Hour Count Summaries - Bikes

Interval Start	E Tabor Ave			E Tabor Ave			Railroad Ave			N/A			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	2	0	0	1	0	0	0	0	0	0	0	3	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Railroad Ave E Tabor Ave

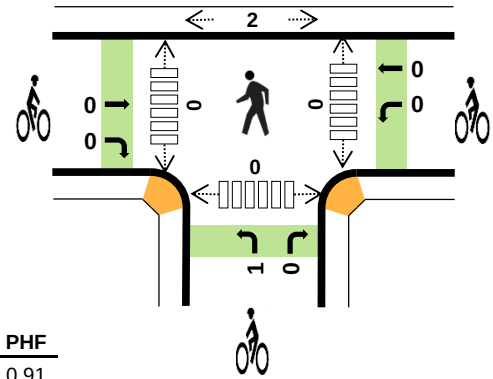
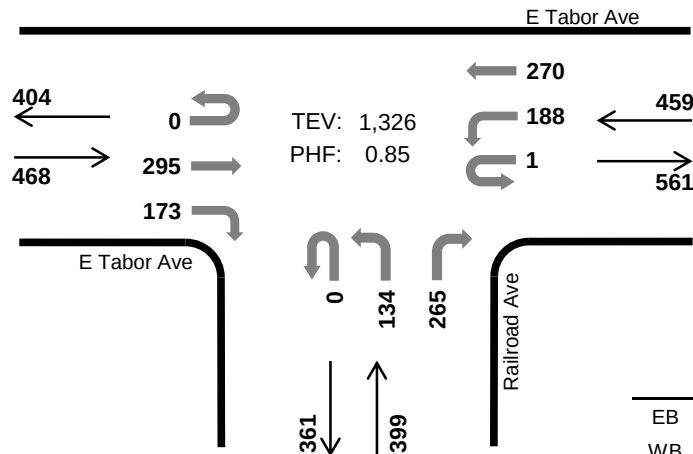


Peak Hour

Date: 05/23/2024

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.6%	0.91
WB	1.7%	0.77
NB	1.3%	0.85
SB	-	-
TOTAL	1.2%	0.85

Two-Hour Count Summaries

Interval Start		E Tabor Ave				E Tabor Ave				Railroad Ave				N/A				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	80	45	0	59	90	0	0	36	0	82	0	0	0	0	392	0
4:15 PM		0	0	61	33	1	44	57	0	0	36	0	65	0	0	0	0	297	0
4:30 PM		0	0	75	53	0	48	62	0	0	28	0	65	0	0	0	0	331	0
4:45 PM		0	0	79	42	0	37	61	0	0	34	0	53	0	0	0	0	306	1,326
5:00 PM		0	0	67	40	0	51	54	0	0	40	0	67	0	0	0	0	319	1,253
5:15 PM		0	0	63	42	0	37	48	0	0	28	0	73	0	0	0	0	291	1,247
5:30 PM		0	0	77	36	0	42	68	0	0	30	0	57	0	0	0	0	310	1,226
5:45 PM		0	0	56	35	0	39	58	0	0	25	0	69	0	0	0	0	282	1,202
Count Total		0	0	558	326	1	357	498	0	0	257	0	531	0	0	0	0	2,528	0
Peak Hour	All	0	0	295	173	1	188	270	0	0	134	0	265	0	0	0	0	1,326	0
	HV	0	0	2	1	0	1	7	0	0	3	0	2	0	0	0	0	16	0
	HV%	-	-	1%	1%	0%	1%	3%	-	-	2%	-	1%	-	-	-	-	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1
4:30 PM	1	3	2	0	6	0	0	1	0	1	0	0	1	0	1
4:45 PM	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	4	13	5	0	22	0	1	1	0	2	0	0	2	0	2
Peak Hr	3	8	5	0	16	0	0	1	0	1	0	0	2	0	2

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Tabor Ave				E Tabor Ave				Railroad Ave				N/A				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	2	0	0	1	0	0	0	0	0	0	4	0
4:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0
4:30 PM	0	0	1	0	0	1	2	0	0	1	0	1	0	0	0	0	6	0
4:45 PM	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	4	16
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
5:30 PM	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	5	9
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	6
Count Total	0	0	3	1	0	2	11	0	0	3	0	2	0	0	0	0	22	0
Peak Hour	0	0	2	1	0	1	7	0	0	3	0	2	0	0	0	0	16	0

Two-Hour Count Summaries - Bikes

Interval Start	E Tabor Ave			E Tabor Ave			Railroad Ave			N/A			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	1	0	1	0	0	0	0	0	2	0
Peak Hour	0	0	0	0	0	0	1	0	0	0	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Olive Ave E Tabor Ave

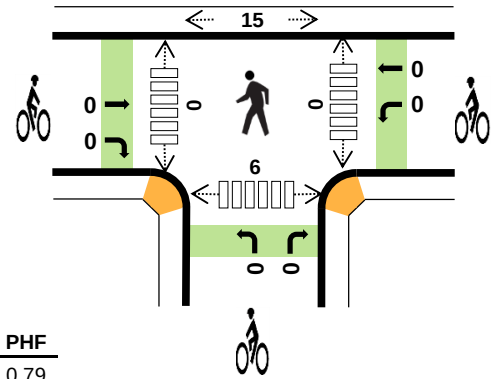
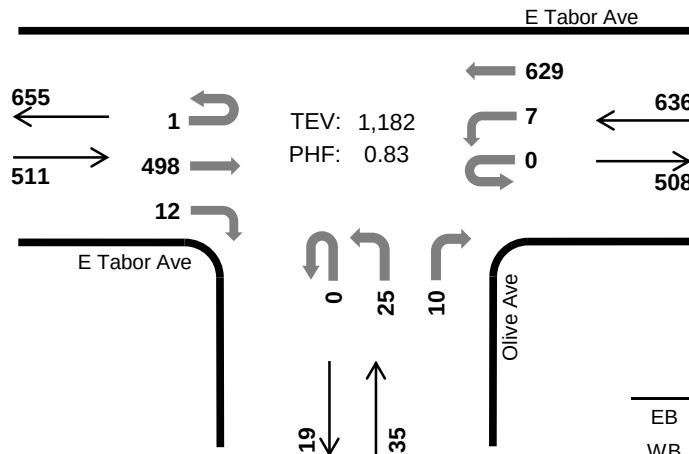


Peak Hour

Date: 05/23/2024

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	1.4%	0.79
WB	0.9%	0.76
NB	2.9%	0.73
SB	-	-
TOTAL	1.2%	0.83

Two-Hour Count Summaries

Interval Start	E Tabor Ave Eastbound				E Tabor Ave Westbound				Olive Ave Northbound				N/A Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	49	2	0	0	83	0	0	4	0	1	0	0	0	0	139	0
7:15 AM	0	0	89	1	0	0	98	0	0	3	0	4	0	0	0	0	195	0
7:30 AM	0	0	118	3	0	1	141	0	0	9	0	2	0	0	0	0	274	0
7:45 AM	0	0	160	2	0	1	178	0	0	6	0	6	0	0	0	0	353	961
8:00 AM	0	0	139	2	0	5	203	0	0	6	0	2	0	0	0	0	357	1,179
8:15 AM	1	0	81	5	0	0	107	0	0	4	0	0	0	0	0	0	198	1,182
8:30 AM	0	0	78	7	0	0	89	0	0	4	0	0	0	0	0	0	178	1,086
8:45 AM	1	0	74	11	0	2	104	0	0	5	0	0	0	0	0	0	197	930
Count Total	2	0	788	33	0	9	1,003	0	0	41	0	15	0	0	0	0	1,891	0
Peak Hour	All	1	0	498	12	0	7	629	0	0	25	0	10	0	0	0	1,182	0
	HV	0	0	6	1	0	0	6	0	0	1	0	0	0	0	0	14	0
	HV%	0%	-	1%	8%	-	0%	1%	-	-	4%	-	0%	-	-	-	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	2	2	4
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	4	4
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	7	5	12
7:45 AM	2	1	1	0	4	0	0	0	0	0	0	0	7	0	7
8:00 AM	1	3	0	0	4	0	0	0	0	0	0	0	1	1	2
8:15 AM	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	1	3
8:45 AM	0	2	1	0	3	0	0	0	0	0	0	0	0	1	1
Count Total	8	12	2	0	22	0	0	0	0	0	0	0	19	14	33
Peak Hr	7	6	1	0	14	0	0	0	0	0	0	0	15	6	21

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Tabor Ave				E Tabor Ave				Olive Ave				N/A				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	1	1	0	0	1	0	0	1	0	0	0	0	0	0	4	9
8:00 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	11
8:15 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	14
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	14
8:45 AM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3	13
Count Total	0	0	7	1	0	0	12	0	0	2	0	0	0	0	0	0	22	0
Peak Hour	0	0	6	1	0	0	6	0	0	1	0	0	0	0	0	0	14	0

Two-Hour Count Summaries - Bikes

Interval Start	E Tabor Ave			E Tabor Ave			Olive Ave			N/A			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Olive Ave E Tabor Ave

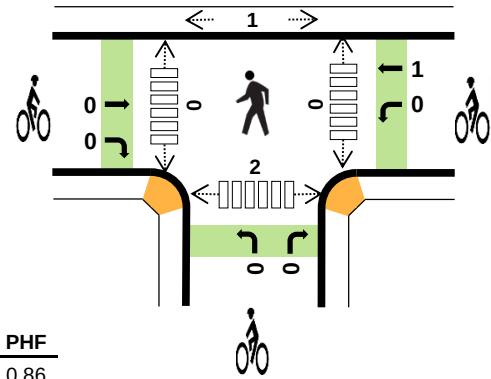
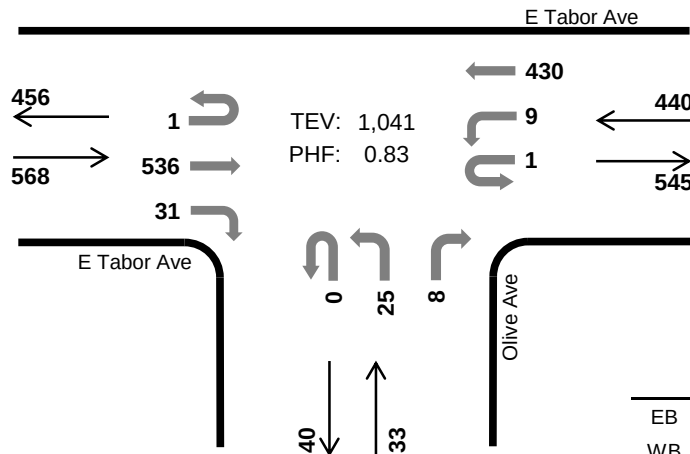


Peak Hour

Date: 05/23/2024

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.7%	0.86
WB	1.8%	0.77
NB	0.0%	0.83
SB	-	-
TOTAL	1.2%	0.83

Two-Hour Count Summaries

Interval Start	E Tabor Ave Eastbound				E Tabor Ave Westbound				Olive Ave Northbound				N/A Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	153	12	0	2	141	0	0	6	0	0	0	0	0	0	314	0
4:15 PM	0	0	124	7	0	3	96	0	0	6	0	2	0	0	0	0	238	0
4:30 PM	0	0	131	3	0	1	103	0	0	5	0	4	0	0	0	0	247	0
4:45 PM	1	0	128	9	1	3	90	0	0	8	0	2	0	0	0	0	242	1,041
5:00 PM	0	0	119	8	0	2	96	0	0	3	0	3	0	0	0	0	231	958
5:15 PM	0	0	125	12	0	2	87	0	0	5	0	2	0	0	0	0	233	953
5:30 PM	0	0	129	6	0	2	109	0	0	4	0	1	0	0	0	0	251	957
5:45 PM	0	0	120	3	0	0	91	0	0	4	0	2	0	0	0	0	220	935
Count Total	1	0	1,029	60	1	15	813	0	0	41	0	16	0	0	0	0	1,976	0
Peak Hour	All	1	0	536	31	1	9	430	0	0	25	0	8	0	0	0	1,041	0
	HV	0	0	4	0	0	1	7	0	0	0	0	0	0	0	0	12	0
	HV%	0%	-	1%	0%	0%	11%	2%	-	-	0%	-	0%	-	-	-	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	1	1
4:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	2	0	0	4	0	0	0	0	0	0	0	1	1	2
5:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	5	14	0	0	19	0	1	0	0	1	0	0	1	2	3
Peak Hr	4	8	0	0	12	0	1	0	0	1	0	0	1	2	3

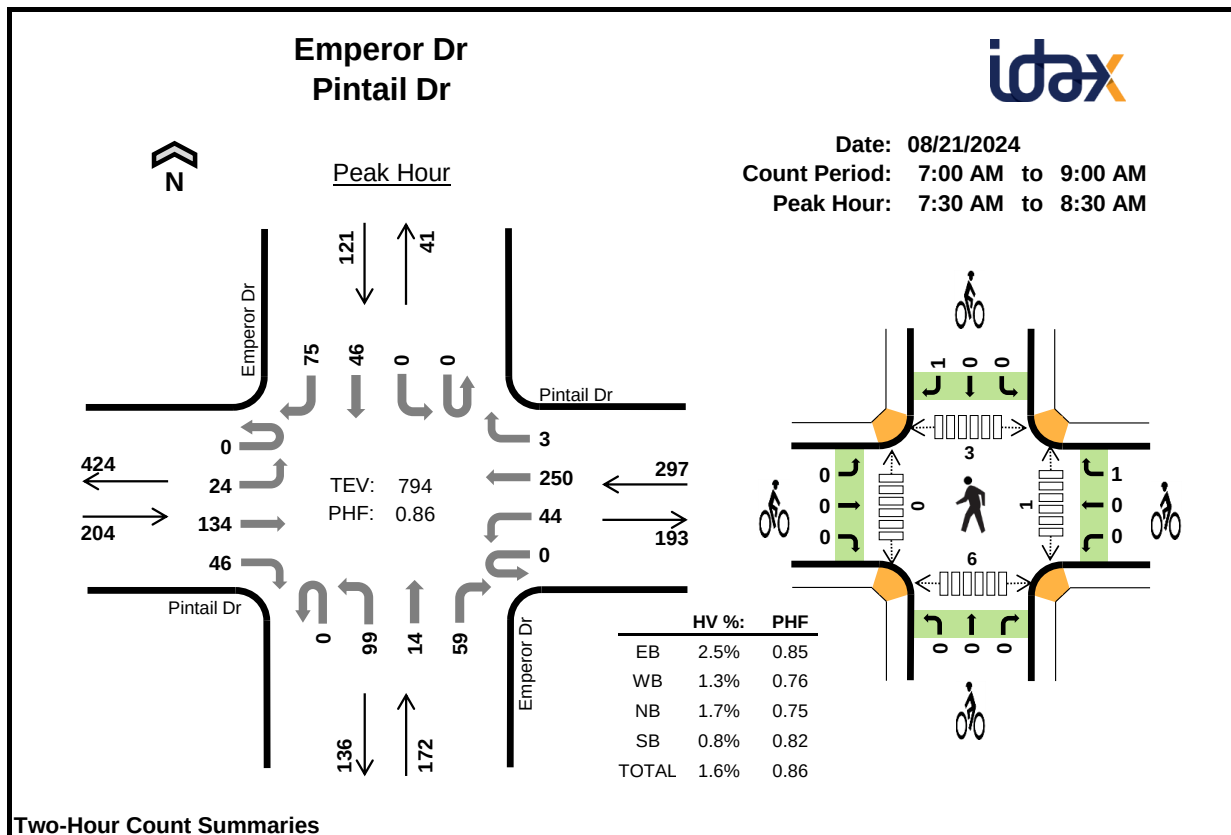
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Tabor Ave				E Tabor Ave				Olive Ave				N/A				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	0
4:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	12
5:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	11
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	10
5:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	10
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
Count Total	0	0	5	0	0	1	13	0	0	0	0	0	0	0	0	0	19	0
Peak Hour	0	0	4	0	0	1	7	0	0	0	0	0	0	0	0	0	12	0

Two-Hour Count Summaries - Bikes

Interval Start	E Tabor Ave			E Tabor Ave			Olive Ave			N/A			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	1	0	0	0	0	0	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start		Pintail Dr				Pintail Dr				Emperor Dr				Emperor Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	18	3	0	10	18	0	0	12	2	8	0	0	7	7	86	0
7:15 AM		0	4	25	11	0	14	39	0	0	9	3	12	0	1	11	6	135	0
7:30 AM		0	4	31	7	0	15	53	1	0	14	2	12	0	0	17	17	173	0
7:45 AM		0	8	40	12	0	10	75	0	0	28	4	25	0	0	12	18	232	626
8:00 AM		0	5	29	10	0	13	83	2	0	36	4	8	0	0	12	25	227	767
8:15 AM		0	7	34	17	0	6	39	0	0	21	4	14	0	0	5	15	162	794
8:30 AM		0	7	26	18	0	5	39	0	0	17	9	12	0	0	10	14	157	778
8:45 AM		0	9	32	13	0	6	42	1	0	12	12	18	0	2	5	12	164	710
Count Total		0	45	235	91	0	79	388	4	0	149	40	109	0	3	79	114	1,336	0
Peak Hour	All	0	24	134	46	0	44	250	3	0	99	14	59	0	0	46	75	794	0
	HV	0	1	4	0	0	0	4	0	0	2	0	1	0	0	0	1	13	0
	HV%	-	4%	3%	0%	-	0%	2%	0%	-	2%	0%	2%	-	-	0%	1%	2%	0

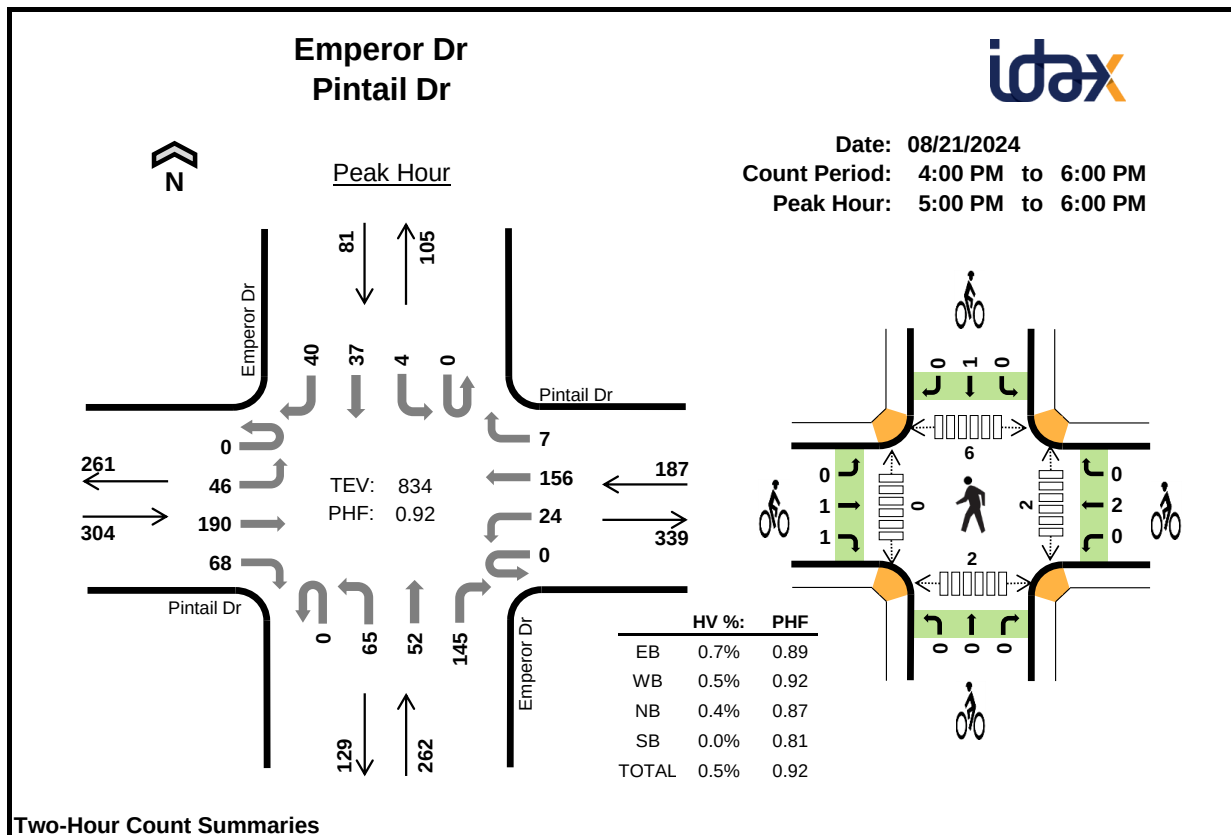
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	2	1	0	5	0	0	0	0	0	0	0	2	2	4
7:30 AM	3	0	0	0	3	0	0	0	0	0	0	0	2	2	4
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1
8:00 AM	1	3	2	1	7	0	1	0	0	1	0	0	0	0	0
8:15 AM	0	1	1	0	2	0	0	0	1	1	1	0	1	3	5
8:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1
8:45 AM	2	3	0	0	5	0	0	0	0	0	0	0	0	1	1
Count Total	11	10	6	1	28	0	1	0	1	2	1	0	6	9	16
Peak Hour	5	4	3	1	13	0	1	0	1	2	1	0	3	6	10

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Pintail Dr				Pintail Dr				Emperor Dr				Emperor Dr				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0
7:15 AM	0	0	0	2	0	0	2	0	0	0	1	0	0	0	0	0	0	5	0
7:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
8:00 AM	0	0	1	0	0	0	3	0	0	0	1	0	1	0	0	0	1	7	16
8:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	13
8:30 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	12
8:45 AM	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	16
Count Total	0	3	5	3	0	0	10	0	0	5	0	1	0	0	0	1	0	28	0
Peak Hour	0	1	4	0	0	0	4	0	0	2	0	1	0	0	0	1	0	13	0

Two-Hour Count Summaries - Bikes																			
Interval Start	Pintail Dr			Pintail Dr			Emperor Dr			Emperor Dr			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0
Peak Hour	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start		Pintail Dr				Pintail Dr				Emperor Dr				Emperor Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	13	53	16	0	4	30	1	0	6	15	30	0	0	10	8	186	0
4:15 PM		0	8	55	12	0	11	39	0	0	13	10	37	0	0	7	8	200	0
4:30 PM		0	10	45	16	0	9	28	1	0	8	18	36	0	2	6	7	186	0
4:45 PM		0	6	53	11	0	10	37	1	0	15	12	20	0	0	7	8	180	752
5:00 PM		0	9	51	16	0	5	44	2	0	19	14	42	0	2	9	4	217	783
5:15 PM		0	14	42	14	0	8	41	2	0	9	14	29	0	1	11	13	198	781
5:30 PM		0	10	50	13	0	6	29	2	0	22	8	31	0	0	6	16	193	788
5:45 PM		0	13	47	25	0	5	42	1	0	15	16	43	0	1	11	7	226	834
Count Total		0	83	396	123	0	58	290	10	0	107	107	268	0	6	67	71	1,586	0
Peak Hour	All	0	46	190	68	0	24	156	7	0	65	52	145	0	4	37	40	834	0
	HV	0	0	1	1	0	0	1	0	0	1	0	0	0	0	0	0	4	0
	HV%	-	0%	1%	1%	-	0%	1%	0%	-	2%	0%	0%	-	0%	0%	0%	0%	0

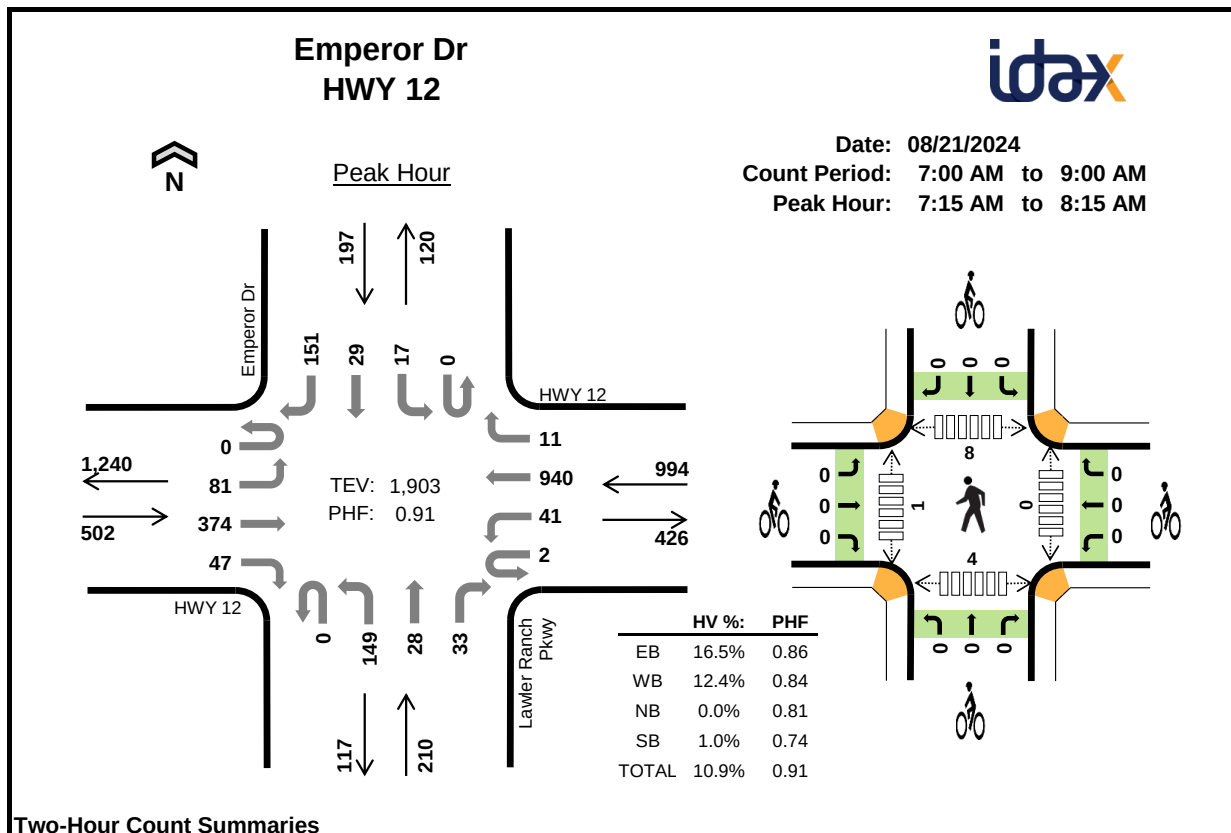
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	2	2
4:15 PM	1	0	0	1	2	1	0	0	0	1	0	0	0	1	1
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	5	0	0	0	5	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	1	0	0	1	1	0	0	0	1	2	0	1	0	3
5:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	1	1	2
5:30 PM	1	0	1	0	2	0	1	0	1	2	0	0	1	1	2
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	3	0	3
Count Total	10	1	2	1	14	3	2	0	1	6	2	0	7	5	14
Peak Hour	2	1	1	0	4	2	2	0	1	5	2	0	6	2	10

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Pintail Dr				Pintail Dr				Emperor Dr				Emperor Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:45 PM	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5	10
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	9
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
5:30 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	9
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	0	6	4	0	0	1	0	0	2	0	0	0	0	0	1	14	0
Peak Hour	0	0	1	1	0	0	1	0	0	1	0	0	0	0	0	0	4	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Pintail Dr			Pintail Dr			Emperor Dr			Emperor Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	2			
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	2			
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	4			
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	5			
Count Total	0	1	2	0	2	0	0	0	0	0	1	0	6	0			
Peak Hour	0	1	1	0	2	0	0	0	0	0	1	0	5	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start		HWY 12				HWY 12				Lawler Ranch Pkwy				Emperor Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	11	91	6	0	4	215	7	0	46	1	3	0	0	1	30	415	0
7:15 AM		0	13	105	10	0	6	289	1	0	28	3	1	0	4	4	31	495	0
7:30 AM		0	18	104	13	1	17	249	2	0	40	5	5	0	6	9	52	521	0
7:45 AM		0	33	47	13	0	10	211	3	0	44	11	8	0	3	8	33	424	1,855
8:00 AM		0	17	118	11	1	8	191	5	0	37	9	19	0	4	8	35	463	1,903
8:15 AM		0	30	128	24	0	2	179	2	0	27	6	4	0	3	1	24	430	1,838
8:30 AM		2	33	124	23	0	2	187	4	0	32	2	2	0	1	3	27	442	1,759
8:45 AM		1	43	118	24	0	3	184	3	0	19	2	3	0	5	4	19	428	1,763
Count Total		3	198	835	124	2	52	1,705	27	0	273	39	45	0	26	38	251	3,618	0
Peak Hour	All	0	81	374	47	2	41	940	11	0	149	28	33	0	17	29	151	1,903	0
	HV	0	2	79	2	0	2	121	0	0	0	0	0	0	1	0	1	208	0
	HV%	-	2%	21%	4%	0%	5%	13%	0%	-	0%	0%	0%	-	6%	0%	1%	11%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	17	31	2	0	50	0	0	0	0	0	0	0	1	0	1
7:15 AM	17	26	0	1	44	0	0	0	0	0	0	0	0	0	0
7:30 AM	16	29	0	0	45	0	0	0	0	0	0	1	1	0	2
7:45 AM	22	33	0	0	55	0	0	0	0	0	0	0	6	4	10
8:00 AM	28	35	0	1	64	0	0	0	0	0	0	0	1	0	1
8:15 AM	15	29	1	0	45	0	0	0	0	0	0	0	1	0	1
8:30 AM	29	30	0	1	60	0	0	0	0	0	0	1	0	0	1
8:45 AM	24	30	0	0	54	0	0	0	0	0	0	0	0	0	0
Count Total	168	243	3	3	417	0	0	0	0	0	0	2	10	4	16
Peak Hour	83	123	0	2	208	0	0	0	0	0	0	1	8	4	13

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	HWY 12				HWY 12				Lawler Ranch Pkwy				Emperor Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	17	0	0	1	30	0	0	0	1	1	0	0	0	0	50	0
7:15 AM	0	0	17	0	0	0	26	0	0	0	0	0	0	0	0	1	44	0
7:30 AM	0	0	16	0	0	1	28	0	0	0	0	0	0	0	0	0	45	0
7:45 AM	0	1	20	1	0	0	33	0	0	0	0	0	0	0	0	0	55	194
8:00 AM	0	1	26	1	0	1	34	0	0	0	0	0	0	1	0	0	64	208
8:15 AM	0	0	15	0	0	0	29	0	0	0	1	0	0	0	0	0	45	209
8:30 AM	0	0	29	0	0	0	30	0	0	0	0	0	0	1	0	0	60	224
8:45 AM	0	1	23	0	0	0	30	0	0	0	0	0	0	0	0	0	54	223
Count Total	0	3	163	2	0	3	240	0	0	0	2	1	0	2	0	1	417	0
Peak Hour	0	2	79	2	0	2	121	0	0	0	0	0	0	1	0	1	208	0

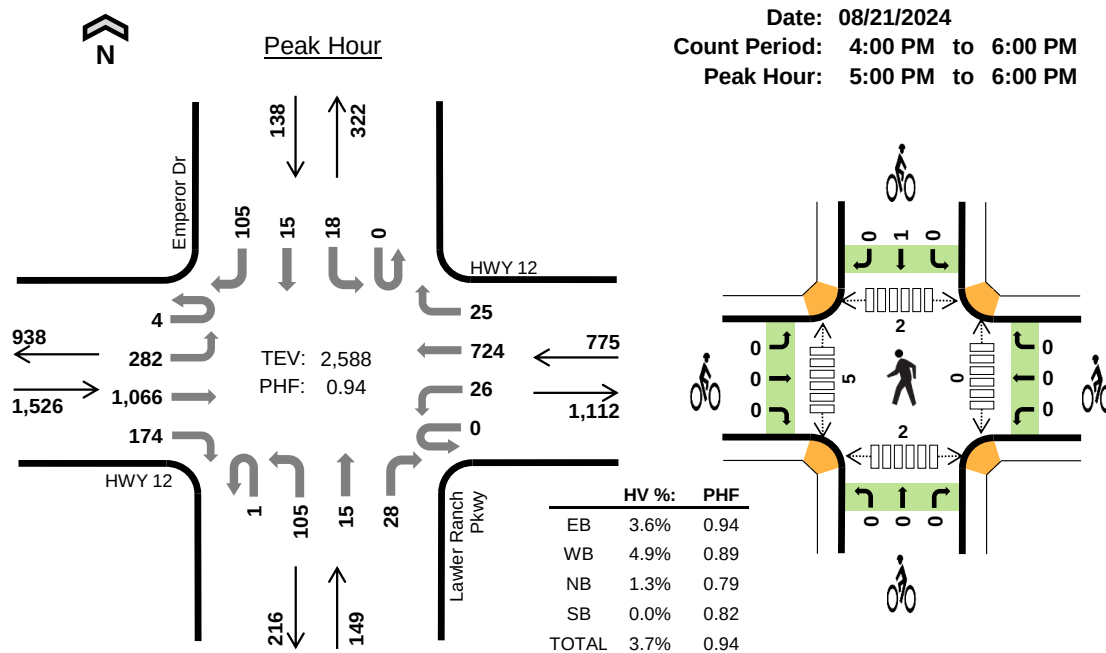
Two-Hour Count Summaries - Bikes																	
Interval Start	HWY 12			HWY 12			Lawler Ranch Pkwy			Emperor Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Date: 08/21/2024

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 5:00 PM to 6:00 PM



Two-Hour Count Summaries

Interval Start		HWY 12				HWY 12				Lawler Ranch Pkwy				Emperor Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	54	256	34	0	6	192	8	0	19	2	1	0	2	2	29	605	0
4:15 PM		2	67	227	30	0	10	176	6	0	14	4	4	0	3	2	16	561	0
4:30 PM		0	54	268	32	0	7	162	6	0	16	3	5	0	7	4	25	589	0
4:45 PM		1	50	219	33	0	14	173	8	1	23	5	5	0	3	6	27	568	2,323
5:00 PM		1	72	283	52	0	10	199	9	0	24	8	4	0	4	3	20	689	2,407
5:15 PM		0	66	266	29	0	2	184	7	0	34	2	11	0	3	3	31	638	2,484
5:30 PM		2	70	288	46	0	6	162	7	1	30	2	7	0	6	3	23	653	2,548
5:45 PM		1	74	229	47	0	8	179	2	0	17	3	6	0	5	6	31	608	2,588
Count Total		7	507	2,036	303	0	63	1,427	53	2	177	29	43	0	33	29	202	4,911	0
Peak Hour	All	4	282	1,066	174	0	26	724	25	1	105	15	28	0	18	15	105	2,588	0
	HV	0	2	53	0	0	0	38	0	0	2	0	0	0	0	0	0	95	0
	HV%	0%	1%	5%	0%	-	0%	5%	0%	0%	2%	0%	0%	-	0%	0%	0%	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	20	20	0	0	40	0	0	0	0	0	0	0	0	0	0
4:15 PM	17	12	0	1	30	0	0	0	0	0	0	0	0	0	0
4:30 PM	17	12	0	0	29	0	0	0	0	0	0	0	0	0	0
4:45 PM	10	5	0	1	16	0	0	0	0	0	2	0	0	0	2
5:00 PM	16	11	2	0	29	0	0	0	0	0	0	0	0	0	0
5:15 PM	14	13	0	0	27	0	0	0	0	0	0	3	0	2	5
5:30 PM	17	6	0	0	23	0	0	0	1	1	0	2	0	0	2
5:45 PM	8	8	0	0	16	0	0	0	0	0	0	0	2	0	2
Count Total	119	87	2	2	210	0	0	0	1	1	2	5	2	2	11
Peak Hour	55	38	2	0	95	0	0	0	1	1	0	5	2	2	9

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	HWY 12				HWY 12				Lawler Ranch Pkwy				Emperor Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	19	1	0	0	20	0	0	0	0	0	0	0	0	0	40	0
4:15 PM	0	0	17	0	0	0	12	0	0	0	0	0	0	0	0	1	30	0
4:30 PM	0	1	16	0	0	0	12	0	0	0	0	0	0	0	0	0	29	0
4:45 PM	0	0	10	0	0	0	5	0	0	0	0	0	0	0	0	1	16	115
5:00 PM	0	0	16	0	0	0	11	0	0	2	0	0	0	0	0	0	29	104
5:15 PM	0	0	14	0	0	0	13	0	0	0	0	0	0	0	0	0	27	101
5:30 PM	0	1	16	0	0	0	6	0	0	0	0	0	0	0	0	0	23	95
5:45 PM	0	1	7	0	0	0	8	0	0	0	0	0	0	0	0	0	16	95
Count Total	0	3	115	1	0	0	87	0	0	2	0	0	0	0	0	2	210	0
Peak Hour	0	2	53	0	0	0	38	0	0	2	0	0	0	0	0	0	95	0

Two-Hour Count Summaries - Bikes																	
Interval Start	HWY 12			HWY 12			Lawler Ranch Pkwy			Emperor Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	1	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Appendix B: LOS Calculation Sheets

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

Railroad Ave Realignment
Existing Condition
AM Peak Hour

Intersection 1

Sunset Avenue/E Tabor Avenue

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	318	336	105.5%	19.7	2.7	B
	Through						
	Right Turn	157	160	102.0%	6.4	1.7	A
	Subtotal	475	496	104.4%	15.4	2.0	B
SB	Left Turn	1	1	90.0%	10.6	23.0	B
	Through	1	1	50.0%	8.6	18.4	A
	Right Turn	3	4	123.3%	8.5	15.2	A
	Subtotal	5	5	102.0%	22.2	22.3	C
EB	Left Turn	1	1	70.0%	0.0	0.0	A
	Through	199	210	105.3%	32.5	13.5	C
	Right Turn	154	157	101.9%	24.0	14.5	C
	Subtotal	354	367	103.7%	28.9	13.7	C
WB	Left Turn	192	192	100.2%	29.1	3.1	C
	Through	334	350	104.6%	10.5	1.4	B
	Right Turn	1	2	180.0%	5.6	5.3	A
	Subtotal	527	544	103.1%	17.3	1.5	B
Total		1,361	1,412	103.7%	19.8	3.5	B

Intersection 2

Clay Bank Road/E Tabor Avenue

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						
	Right Turn						
	Subtotal						
SB	Left Turn	269	279	103.9%	11.6	3.3	B
	Through						
	Right Turn	162	165	102.0%	5.1	1.4	A
	Subtotal	431	445	103.2%	9.2	2.5	A
EB	Left Turn	155	164	105.7%	10.5	1.1	B
	Through	149	157	105.6%	11.5	1.8	B
	Right Turn						
	Subtotal	304	321	105.6%	11.0	1.3	B
WB	Left Turn						
	Through	200	214	106.9%	15.2	2.6	C
	Right Turn	294	306	104.0%	9.6	2.4	A
	Subtotal	494	520	105.2%	12.0	2.4	B
Total		1,229	1,285	104.6%	10.8	1.8	B

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

Railroad Ave Realignment
Existing Condition
AM Peak Hour

Intersection 3

Railroad Avenue/E Tabor Avenue

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	102	104	102.2%	79.0	35.3	F
	Through						
	Right Turn	243	259	106.6%	8.8	3.6	A
	Subtotal	345	363	105.3%	24.5	9.6	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	268	277	103.5%	6.0	1.0	A
	Right Turn	150	159	105.9%	5.6	1.0	A
	Subtotal	418	436	104.3%	5.9	1.0	A
WB	Left Turn	262	267	101.8%	12.1	5.7	B
	Through	392	412	105.2%	7.3	2.9	A
	Right Turn						
	Subtotal	654	679	103.8%	9.1	3.9	A
Total		1,417	1,478	104.3%	11.7	3.1	B

Intersection 4

Olive Avenue/E Tabor Avenue

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	25	27	109.2%	26.7	7.9	D
	Through						
	Right Turn	10	12	115.0%	8.0	7.1	A
	Subtotal	35	39	110.9%	21.8	7.2	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	499	519	104.1%	2.0	0.3	A
	Right Turn	12	14	115.8%	1.7	0.3	A
	Subtotal	511	533	104.3%	2.0	0.2	A
WB	Left Turn	7	7	102.9%	3.8	2.0	A
	Through	629	649	103.2%	1.9	0.6	A
	Right Turn						
	Subtotal	636	656	103.2%	1.9	0.6	A
Total		1,182	1,228	103.9%	2.6	0.5	A

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

Railroad Ave Realignment
Existing Condition
AM Peak Hour

Intersection 5

Emperor Drive/Pintail Drive

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	87	85	97.6%	7.4	1.7	A
	Through	13	25	193.1%	5.1	1.8	A
	Right Turn	57	58	102.3%	5.4	1.9	A
	Subtotal	157	168	107.2%	6.4	1.4	A
SB	Left Turn	1	0	20.0%	0.0	0.0	A
	Through	52	50	95.4%	7.0	1.0	A
	Right Turn	66	70	105.3%	4.9	1.1	A
	Subtotal	119	119	100.3%	5.7	1.0	A
EB	Left Turn	21	20	96.2%	6.7	1.5	A
	Through	125	124	99.4%	6.4	0.4	A
	Right Turn	40	41	103.0%	4.5	0.6	A
	Subtotal	186	186	99.8%	6.1	0.4	A
WB	Left Turn	52	53	101.9%	7.7	1.8	A
	Through	250	257	102.7%	8.2	1.3	A
	Right Turn	3	4	120.0%	2.8	2.6	A
	Subtotal	305	313	102.7%	8.1	1.3	A
Total		767	787	102.6%	7.0	0.9	A

Intersection 6

Emperor Drive/Highway 12

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	149	151	101.1%	27.0	3.7	C
	Through	28	28	98.6%	33.6	15.1	C
	Right Turn	33	36	107.9%	5.6	2.0	A
	Subtotal	210	214	101.8%	24.0	4.0	C
SB	Left Turn	17	16	95.9%	27.7	12.4	C
	Through	29	44	152.4%	23.2	7.4	C
	Right Turn	151	150	99.5%	14.7	4.2	B
	Subtotal	197	211	107.0%	17.5	3.8	B
EB	Left Turn	81	84	103.2%	34.2	6.7	C
	Through	374	379	101.2%	20.0	3.5	C
	Right Turn	47	48	101.3%	3.4	1.0	A
	Subtotal	502	510	101.5%	21.0	3.0	C
WB	Left Turn	43	42	98.4%	47.8	13.1	D
	Through	940	959	102.1%	40.7	8.0	D
	Right Turn	11	13	115.5%	8.3	6.1	A
	Subtotal	994	1,014	102.0%	40.7	7.9	D
Total		1,903	1,949	102.4%	31.3	4.5	C

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

Railroad Ave Realignment
Existing Condition
PM Peak Hour

Intersection 1

Sunset Avenue/E Tabor Avenue

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	316	315	99.7%	17.5	2.0	B
	Through	2	2	85.0%	3.0	9.4	A
	Right Turn	310	311	100.2%	7.5	1.1	A
	Subtotal	628	627	99.9%	12.6	1.3	B
SB	Left Turn						
	Through	4	3	82.5%	20.3	22.9	C
	Right Turn	1	2	180.0%	1.7	3.0	A
	Subtotal	5	5	102.0%	16.5	18.8	B
EB	Left Turn	2	2	100.0%	24.4	33.3	C
	Through	271	265	97.9%	44.3	28.4	D
	Right Turn	206	207	100.7%	36.9	29.3	D
	Subtotal	479	475	99.1%	41.1	28.4	D
WB	Left Turn	172	176	102.4%	26.4	3.7	C
	Through	251	252	100.3%	10.1	1.6	B
	Right Turn	4	4	87.5%	4.2	8.1	A
	Subtotal	427	432	101.1%	17.0	2.0	B
Total		1,539	1,539	100.0%	23.1	9.9	C

Intersection 2

Clay Bank Road/E Tabor Avenue

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						
	Right Turn						
	Subtotal						
SB	Left Turn	241	234	97.0%	7.9	1.2	A
	Through						
	Right Turn	148	147	99.4%	4.3	1.0	A
	Subtotal	389	381	97.9%	6.5	1.0	A
EB	Left Turn	175	170	97.0%	9.4	1.2	A
	Through	237	235	99.3%	10.9	1.2	B
	Right Turn						
	Subtotal	412	405	98.3%	10.3	1.0	B
WB	Left Turn						
	Through	184	188	101.9%	14.1	1.5	B
	Right Turn	219	220	100.3%	9.1	1.4	A
	Subtotal	403	407	101.0%	11.5	1.2	B
Total		1,204	1,193	99.1%	9.6	0.8	A

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

Railroad Ave Realignment
Existing Condition
PM Peak Hour

Intersection 3

Railroad Avenue/E Tabor Avenue

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	134	134	99.8%	66.4	29.2	F
	Through						
	Right Turn	265	265	99.8%	7.8	3.5	A
	Subtotal	399	398	99.8%	28.2	12.1	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	295	285	96.7%	9.6	1.9	A
	Right Turn	183	183	99.9%	9.3	1.7	A
	Subtotal	478	468	97.9%	9.5	1.9	A
WB	Left Turn	189	192	101.7%	8.3	2.7	A
	Through	269	274	102.0%	5.7	2.3	A
	Right Turn						
	Subtotal	458	467	101.9%	6.8	2.5	A
Total		1,335	1,333	99.9%	14.1	4.3	B

Intersection 4

Olive Avenue/E Tabor Avenue

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	25	23	93.6%	13.1	5.1	B
	Through						
	Right Turn	8	9	113.8%	5.7	4.9	A
	Subtotal	33	33	98.5%	11.1	4.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	529	520	98.3%	2.1	0.4	A
	Right Turn	31	31	99.7%	1.5	0.4	A
	Subtotal	560	551	98.4%	2.0	0.4	A
WB	Left Turn	10	9	87.0%	2.6	2.3	A
	Through	433	442	102.0%	0.9	0.2	A
	Right Turn						
	Subtotal	443	451	101.7%	0.9	0.3	A
Total		1,036	1,034	99.8%	1.8	0.3	A

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

Railroad Ave Realignment
Existing Condition
PM Peak Hour

Intersection 5

Emperor Drive/Pintail Drive

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	65	63	97.4%	10.3	1.8	B
	Through	52	57	109.0%	10.4	2.6	B
	Right Turn	145	154	106.4%	8.9	1.8	A
	Subtotal	262	274	104.7%	9.5	1.7	A
SB	Left Turn	4	4	87.5%	3.3	3.4	A
	Through	37	37	101.1%	6.4	1.1	A
	Right Turn	40	40	100.3%	3.2	0.5	A
	Subtotal	81	81	100.0%	4.6	0.9	A
EB	Left Turn	46	46	100.0%	6.1	1.2	A
	Through	190	191	100.7%	7.2	1.2	A
	Right Turn	68	68	100.3%	4.8	1.1	A
	Subtotal	304	306	100.5%	6.5	0.8	A
WB	Left Turn	24	24	100.4%	5.9	1.1	A
	Through	156	160	102.3%	6.5	0.7	A
	Right Turn	7	7	105.7%	2.8	1.9	A
	Subtotal	187	191	102.2%	6.3	0.7	A
Total		834	852	102.1%	7.3	0.8	A

Intersection 6

Emperor Drive/Highway 12

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	106	106	99.7%	34.3	6.5	C
	Through	15	16	108.0%	29.3	19.4	C
	Right Turn	28	26	93.6%	9.9	5.8	A
	Subtotal	149	148	99.4%	30.8	6.1	C
SB	Left Turn	18	17	96.1%	22.0	10.7	C
	Through	15	18	122.7%	21.7	10.5	C
	Right Turn	105	105	100.3%	10.7	2.7	B
	Subtotal	138	141	102.2%	13.7	3.5	B
EB	Left Turn	286	294	102.9%	37.4	6.0	D
	Through	1,066	1,060	99.4%	26.0	3.3	C
	Right Turn	174	170	97.6%	6.5	1.5	A
	Subtotal	1,526	1,524	99.9%	26.1	3.4	C
WB	Left Turn	26	23	88.8%	46.6	17.9	D
	Through	724	728	100.5%	44.3	15.5	D
	Right Turn	25	27	107.6%	11.6	10.3	B
	Subtotal	775	778	100.4%	43.2	14.9	D
Total		2,588	2,591	100.1%	30.7	6.4	C

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

Railroad Ave Realignment
Near Term No Project
AM Peak Hour

Intersection 1

Sunset Ave/E Tabor Avenue

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	330	328	99.3%	19.6	2.1	B
	Through						
	Right Turn	170	167	98.3%	6.7	1.2	A
	Subtotal	500	495	98.9%	15.1	1.8	B
SB	Left Turn	10	9	89.0%	19.3	12.8	B
	Through	10	12	115.0%	37.3	12.1	D
	Right Turn	10	9	91.0%	7.5	4.5	A
	Subtotal	30	30	98.3%	24.3	8.2	C
EB	Left Turn	10	9	93.0%	79.7	42.6	E
	Through	210	214	101.8%	91.1	32.7	F
	Right Turn	250	253	101.1%	83.0	30.9	F
	Subtotal	470	476	101.2%	86.8	31.4	F
WB	Left Turn	290	279	96.2%	33.6	6.7	C
	Through	410	406	99.0%	12.9	2.0	B
	Right Turn	10	10	98.0%	7.8	7.5	A
	Subtotal	710	695	97.9%	21.3	4.3	C
Total		1,710	1,695	99.1%	38.3	10.2	D

Intersection 2

Clay Bank Road/E Tabor Avenue

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						
	Right Turn						
	Subtotal						
SB	Left Turn	430	429	99.9%	34.0	16.4	D
	Through						
	Right Turn	270	274	101.4%	8.9	2.3	A
	Subtotal	700	703	100.5%	24.4	11.1	C
EB	Left Turn	180	177	98.1%	13.8	3.1	B
	Through	160	166	103.8%	13.2	1.7	B
	Right Turn						
	Subtotal	340	343	100.8%	13.5	2.1	B
WB	Left Turn						
	Through	250	229	91.7%	15.9	2.4	C
	Right Turn	360	331	92.1%	7.6	0.8	A
	Subtotal	610	561	91.9%	11.0	1.0	B
Total		1,650	1,607	97.4%	17.6	5.0	C

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

Railroad Ave Realignment
Near Term No Project
AM Peak Hour

Intersection 3 Railroad Avenue/E Tabor Avenue Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	170	114	66.9%	382.2	78.7	F
	Through						
	Right Turn	260	183	70.3%	299.8	67.4	F
	Subtotal	430	297	69.0%	329.6	69.0	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	330	338	102.5%	6.1	0.9	A
	Right Turn	260	260	99.8%	6.2	0.9	A
	Subtotal	590	598	101.3%	6.1	0.9	A
WB	Left Turn	300	308	102.8%	17.4	5.6	C
	Through	440	443	100.6%	10.3	3.6	B
	Right Turn						
	Subtotal	740	751	101.5%	13.2	4.4	B
Total		1,760	1,646	93.5%	61.7	3.1	F

Intersection 4 Olive Avenue/E Tabor Avenue Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	60	57	95.3%	31.3	13.1	D
	Through						
	Right Turn	20	20	101.5%	14.1	10.1	B
	Subtotal	80	78	96.9%	26.9	12.7	D
SB	Left Turn	20	20	102.0%	14.1	5.2	B
	Through						
	Right Turn	10	11	108.0%	7.7	6.8	A
	Subtotal	30	31	104.0%	12.6	5.1	B
EB	Left Turn	10	8	81.0%	5.5	5.2	A
	Through	540	472	87.4%	2.0	0.2	A
	Right Turn	40	37	91.8%	1.5	0.3	A
	Subtotal	590	517	87.6%	2.0	0.2	A
WB	Left Turn	10	10	95.0%	4.3	2.9	A
	Through	670	682	101.8%	2.4	1.2	A
	Right Turn						
	Subtotal	680	691	101.7%	2.5	1.2	A
Total		1,380	1,317	95.4%	4.2	1.5	A

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

Railroad Ave Realignment
Near Term No Project
AM Peak Hour

Intersection 5

Emperor Drive/Pintail Drive

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	100	93	93.4%	8.2	1.0	A
	Through	20	30	149.5%	5.6	3.0	A
	Right Turn	60	61	101.0%	6.6	1.1	A
	Subtotal	180	184	102.2%	7.4	0.8	A
SB	Left Turn	10	9	92.0%	5.7	5.0	A
	Through	60	64	106.8%	7.7	1.3	A
	Right Turn	70	70	99.4%	5.0	0.7	A
	Subtotal	140	143	102.1%	6.4	0.9	A
EB	Left Turn	30	29	96.7%	6.1	1.5	A
	Through	130	135	103.8%	7.4	1.2	A
	Right Turn	70	72	102.9%	4.8	0.9	A
	Subtotal	230	236	102.6%	6.6	1.0	A
WB	Left Turn	60	59	98.8%	9.1	1.8	A
	Through	300	297	99.0%	9.9	2.1	A
	Right Turn	10	10	104.0%	7.3	7.0	A
	Subtotal	370	367	99.1%	9.8	2.0	A
Total		920	929	101.0%	8.0	1.0	A

Intersection 6

Emperor Drive/CA-12

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	150	150	100.1%	34.9	6.5	C
	Through	30	35	117.7%	41.4	12.4	D
	Right Turn	50	48	95.8%	8.2	2.0	A
	Subtotal	230	233	101.5%	30.8	5.5	C
SB	Left Turn	50	50	100.0%	36.2	7.8	D
	Through	30	41	137.7%	24.2	6.7	C
	Right Turn	160	163	101.7%	20.6	3.9	C
	Subtotal	240	254	105.8%	24.2	2.9	C
EB	Left Turn	90	85	94.3%	38.2	5.3	D
	Through	840	842	100.2%	25.6	3.1	C
	Right Turn	50	48	96.6%	5.5	1.1	A
	Subtotal	980	975	99.5%	25.8	3.0	C
WB	Left Turn	60	52	86.2%	177.2	47.2	F
	Through	1,340	1,234	92.1%	175.9	51.9	F
	Right Turn	20	18	90.5%	155.2	67.1	F
	Subtotal	1,420	1,304	91.8%	175.6	51.6	F
Total		2,870	2,766	96.4%	98.0	24.0	F

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

Railroad Ave Realignment
Near Term No Project
PM Peak Hour

Intersection 1 **Sunset Ave/E Tabor Avenue** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	400	405	101.1%	21.1	3.0	C
	Through	10	10	98.0%	20.3	9.9	C
	Right Turn	460	468	101.8%	12.9	1.1	B
	Subtotal	870	883	101.4%	16.7	1.5	B
SB	Left Turn						
	Through	10	9	89.0%	29.5	19.9	C
	Right Turn	10	10	95.0%	9.2	4.7	A
	Subtotal	20	18	92.0%	20.6	11.4	C
EB	Left Turn	10	9	90.0%	114.0	60.3	F
	Through	290	274	94.4%	121.9	24.7	F
	Right Turn	230	211	91.9%	118.8	22.8	F
	Subtotal	530	494	93.2%	120.4	23.4	F
WB	Left Turn	190	172	90.3%	31.3	3.6	C
	Through	300	268	89.4%	14.0	2.8	B
	Right Turn	10	9	90.0%	9.8	6.3	A
	Subtotal	500	449	89.8%	20.6	2.2	C
Total		1,920	1,844	96.0%	44.0	5.9	D

Intersection 2 **Clay Bank Road/E Tabor Avenue** **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						
	Right Turn						
	Subtotal						
SB	Left Turn	410	417	101.6%	77.9	49.6	F
	Through						
	Right Turn	180	182	101.2%	21.7	50.9	C
	Subtotal	590	599	101.5%	61.8	48.8	F
EB	Left Turn	230	233	101.4%	20.1	8.2	C
	Through	330	322	97.5%	23.6	13.3	C
	Right Turn						
	Subtotal	560	555	99.1%	22.4	11.5	C
WB	Left Turn						
	Through	250	196	78.3%	15.6	1.4	C
	Right Turn	430	326	75.8%	7.8	0.7	A
	Subtotal	680	522	76.7%	10.7	0.9	B
Total		1,830	1,676	91.6%	33.2	17.6	D

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

Railroad Ave Realignment
Near Term No Project
PM Peak Hour

Intersection 3 Railroad Avenue/E Tabor Avenue Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	290	123	42.3%	424.5	89.2	F
	Through						
	Right Turn	280	116	41.4%	370.7	82.7	F
	Subtotal	570	239	41.9%	397.9	84.3	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	380	375	98.6%	10.3	0.5	B
	Right Turn	360	363	100.8%	10.6	0.5	B
	Subtotal	740	738	99.7%	10.5	0.5	B
WB	Left Turn	200	192	95.9%	23.8	6.7	C
	Through	390	402	103.0%	13.7	5.6	B
	Right Turn						
	Subtotal	590	594	100.6%	16.8	5.8	C
Total		1,900	1,570	82.6%	62.2	7.1	F

Intersection 4 Olive Avenue/E Tabor Avenue Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	70	68	96.4%	16.5	4.7	C
	Through						
	Right Turn	10	11	109.0%	5.7	3.4	A
	Subtotal	80	78	98.0%	15.3	4.2	C
SB	Left Turn	10	9	90.0%	10.3	5.9	B
	Through						
	Right Turn	10	9	93.0%	3.4	2.9	A
	Subtotal	20	18	91.5%	9.3	6.3	A
EB	Left Turn	10	7	68.0%	4.7	2.7	A
	Through	570	424	74.4%	2.1	0.4	A
	Right Turn	80	59	73.4%	1.4	0.3	A
	Subtotal	660	490	74.2%	2.0	0.4	A
WB	Left Turn	20	19	97.0%	4.1	2.3	A
	Through	510	517	101.4%	1.7	1.1	A
	Right Turn						
	Subtotal	530	537	101.2%	1.7	1.1	A
Total		1,290	1,123	87.0%	3.0	0.8	A

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

Railroad Ave Realignment
Near Term No Project
PM Peak Hour

Intersection 5

Emperor Drive/Pintail Drive

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	100	91	90.7%	12.1	1.9	B
	Through	60	68	112.5%	12.4	3.1	B
	Right Turn	150	138	91.7%	11.2	2.5	B
	Subtotal	310	296	95.4%	11.7	2.0	B
SB	Left Turn	10	9	93.0%	5.1	2.2	A
	Through	40	40	101.0%	6.5	1.0	A
	Right Turn	40	39	98.3%	4.1	0.5	A
	Subtotal	90	89	98.9%	5.4	0.7	A
EB	Left Turn	50	51	101.0%	9.7	2.5	A
	Through	240	248	103.2%	10.6	2.4	B
	Right Turn	90	90	99.6%	8.2	1.9	A
	Subtotal	380	388	102.0%	10.0	2.0	A
WB	Left Turn	30	27	88.3%	7.0	1.4	A
	Through	180	177	98.4%	6.8	0.7	A
	Right Turn	10	10	101.0%	5.4	1.4	A
	Subtotal	220	214	97.1%	6.7	0.6	A
Total		1,000	986	98.6%	9.4	1.2	A

Intersection 6

Emperor Drive/CA-12

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	110	110	100.4%	42.4	6.5	D
	Through	20	18	92.0%	52.5	22.7	D
	Right Turn	50	54	107.8%	16.8	6.6	B
	Subtotal	180	183	101.5%	36.4	7.8	D
SB	Left Turn	30	31	103.3%	34.1	9.5	C
	Through	20	20	101.0%	36.6	11.1	D
	Right Turn	110	109	98.6%	20.2	6.3	C
	Subtotal	160	160	99.8%	25.6	5.0	C
EB	Left Turn	290	270	93.0%	107.5	37.5	F
	Through	1,560	1,533	98.2%	112.5	47.0	F
	Right Turn	180	179	99.4%	86.9	47.7	F
	Subtotal	2,030	1,981	97.6%	109.7	45.5	F
WB	Left Turn	50	49	97.4%	150.7	67.1	F
	Through	1,170	1,143	97.7%	148.8	74.9	F
	Right Turn	70	71	101.0%	114.7	70.9	F
	Subtotal	1,290	1,263	97.9%	147.0	74.3	F
Total		3,660	3,586	98.0%	114.5	38.1	F

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

Railroad Ave Realignment
Near Term w/ Realignment
AM Peak Hour

Intersection 1

Sunset Ave/E Tabor Avenue

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	330	322	97.5%	31.7	4.5	C
	Through						
	Right Turn	170	172	101.4%	7.2	2.0	A
	Subtotal	500	494	98.8%	23.2	3.5	C
SB	Left Turn	10	9	89.0%	40.5	10.5	D
	Through	10	11	110.0%	30.2	15.4	C
	Right Turn	10	9	89.0%	13.2	14.3	B
	Subtotal	30	29	96.0%	32.3	7.8	C
EB	Left Turn	10	10	95.0%	48.3	31.9	D
	Through	210	221	105.4%	45.5	20.5	D
	Right Turn	250	258	103.1%	35.6	16.9	D
	Subtotal	470	489	103.9%	40.6	18.6	D
WB	Left Turn	290	288	99.3%	36.1	6.0	D
	Through	410	426	103.9%	12.9	2.3	B
	Right Turn	10	11	105.0%	9.9	8.1	A
	Subtotal	710	724	102.0%	22.1	3.0	C
Total		1,710	1,736	101.5%	27.8	6.1	C

Intersection 2

Clay Bank Road/E Tabor Avenue

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						
	Right Turn						
	Subtotal						
SB	Left Turn	430	421	98.0%	43.1	18.3	E
	Through						
	Right Turn	270	272	100.8%	9.3	4.5	A
	Subtotal	700	693	99.0%	30.1	11.7	D
EB	Left Turn	180	185	102.7%	15.1	2.6	C
	Through	160	169	105.4%	14.8	4.4	B
	Right Turn						
	Subtotal	340	354	104.0%	15.1	2.8	C
WB	Left Turn						
	Through	250	257	102.8%	28.9	13.9	D
	Right Turn	360	368	102.2%	14.5	4.8	B
	Subtotal	610	625	102.4%	20.6	8.1	C
Total		1,650	1,672	101.3%	23.4	6.9	C

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

Railroad Ave Realignment
Near Term w/ Realignment
AM Peak Hour

Intersection 4

Olive Avenue/E Tabor Avenue

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	230	233	101.3%	37.0	4.7	E
	Through						
	Right Turn	280	283	101.2%	12.3	2.5	B
	Subtotal	510	516	101.2%	23.5	3.8	C
SB	Left Turn	20	21	102.5%	51.4	17.5	F
	Through						
	Right Turn	10	10	96.0%	21.6	13.8	C
	Subtotal	30	30	100.3%	42.9	13.2	E
EB	Left Turn	10	10	99.0%	56.4	19.8	F
	Through	280	280	99.9%	62.3	10.3	F
	Right Turn	300	302	100.8%	55.8	11.7	F
	Subtotal	590	592	100.3%	58.8	10.8	F
WB	Left Turn	310	307	99.0%	116.9	47.7	F
	Through	370	379	102.3%	66.8	42.2	F
	Right Turn						
	Subtotal	680	685	100.8%	91.3	44.7	F
Total		1,810	1,824	100.8%	60.6	18.1	F

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

Railroad Ave Realignment
Near Term w/ Realignment
PM Peak Hour

Intersection 1

Sunset Ave/E Tabor Avenue

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	400	402	100.5%	26.2	3.2	C
	Through	10	11	107.0%	20.7	15.9	C
	Right Turn	460	458	99.5%	12.7	2.3	B
	Subtotal	870	871	100.1%	19.0	2.2	B
SB	Left Turn						
	Through	10	11	107.0%	29.1	17.6	C
	Right Turn	10	12	117.0%	10.2	5.6	B
	Subtotal	20	22	112.0%	21.6	12.7	C
EB	Left Turn	10	8	82.0%	38.2	31.4	D
	Through	290	291	100.5%	53.3	26.1	D
	Right Turn	230	234	101.6%	47.3	27.4	D
	Subtotal	530	533	100.6%	50.6	26.7	D
WB	Left Turn	190	180	94.9%	33.5	5.6	C
	Through	300	293	97.6%	10.9	1.6	B
	Right Turn	10	10	95.0%	6.5	6.7	A
	Subtotal	500	483	96.5%	18.8	2.8	B
Total		1,920	1,909	99.4%	28.5	8.5	C

Intersection 2

Clay Bank Road/E Tabor Avenue

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						
	Right Turn						
	Subtotal						
SB	Left Turn	410	364	88.8%	247.8	20.3	F
	Through						
	Right Turn	180	155	86.3%	200.3	38.0	F
	Subtotal	590	519	88.0%	234.4	21.6	F
EB	Left Turn	230	223	96.8%	86.9	41.0	F
	Through	330	317	96.0%	106.8	50.4	F
	Right Turn						
	Subtotal	560	540	96.3%	98.5	46.5	F
WB	Left Turn						
	Through	250	257	102.8%	18.7	2.8	C
	Right Turn	430	442	102.8%	11.9	2.7	B
	Subtotal	680	699	102.8%	14.5	1.5	B
Total		1,830	1,758	96.1%	103.7	17.6	F

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

Railroad Ave Realignment
Near Term w/ Realignment
PM Peak Hour

Intersection 4

Olive Avenue/E Tabor Avenue

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	360	362	100.5%	92.5	55.2	F
	Through						
	Right Turn	290	294	101.2%	63.2	54.2	F
	Subtotal	650	655	100.8%	79.9	55.6	F
SB	Left Turn	10	11	111.0%	45.9	17.6	E
	Through						
	Right Turn	10	13	126.0%	9.1	3.3	A
	Subtotal	20	24	118.5%	23.6	5.8	C
EB	Left Turn	10	9	85.0%	70.5	25.4	F
	Through	290	266	91.8%	75.0	2.9	F
	Right Turn	440	385	87.5%	65.8	5.0	F
	Subtotal	740	660	89.1%	69.6	3.8	F
WB	Left Turn	220	221	100.6%	78.2	22.4	F
	Through	310	328	105.7%	29.0	15.2	D
	Right Turn						
	Subtotal	530	549	103.6%	48.9	18.0	E
Total		1,940	1,888	97.3%	66.6	19.6	F

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

Railroad Ave Realignment
Near Term RIRO
AM Peak Hour

Intersection 1

Sunset Ave/E Tabor Avenue

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	430	437	101.7%	34.3	3.1	C
	Through						
	Right Turn	220	214	97.5%	6.8	1.6	A
	Subtotal	650	652	100.3%	25.1	3.1	C
SB	Left Turn	10	8	83.0%	57.1	18.9	E
	Through	10	9	90.0%	52.6	29.4	D
	Right Turn	10	12	115.0%	18.3	16.0	B
	Subtotal	30	29	96.0%	42.5	13.7	D
EB	Left Turn	10	11	112.0%	117.7	48.7	F
	Through	210	208	99.0%	116.5	40.3	F
	Right Turn	250	248	99.2%	107.1	38.3	F
	Subtotal	470	467	99.4%	111.4	38.7	F
WB	Left Turn	590	402	68.1%	252.4	19.1	F
	Through	350	240	68.5%	220.9	10.0	F
	Right Turn	10	6	63.0%	173.7	106.6	F
	Subtotal	950	648	68.2%	240.9	13.5	F
Total		2,100	1,796	85.5%	126.0	12.4	F

Intersection 2

Clay Bank Road/E Tabor Avenue

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						
	Right Turn						
	Subtotal						
SB	Left Turn	430	405	94.1%	168.1	71.3	F
	Through						
	Right Turn	270	252	93.1%	145.7	64.9	F
	Subtotal	700	656	93.7%	160.5	66.4	F
EB	Left Turn	180	174	96.8%	17.5	3.6	C
	Through	160	160	99.8%	13.8	1.6	B
	Right Turn						
	Subtotal	340	334	98.2%	15.9	2.4	C
WB	Left Turn						
	Through	490	395	80.5%	168.8	24.8	F
	Right Turn	270	224	82.8%	54.1	7.1	F
	Subtotal	760	618	81.3%	129.0	18.9	F
Total		1,800	1,608	89.4%	116.6	27.7	F

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

Railroad Ave Realignment
Near Term RIRO
AM Peak Hour

Intersection 3 Railroad Avenue/E Tabor Avenue 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	260	266	102.2%	6.7	1.4	A
	Subtotal	260	266	102.2%	6.7	1.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	330	316	95.6%	24.1	1.5	C
	Right Turn	260	253	97.2%	23.9	1.6	C
	Subtotal	590	568	96.3%	24.0	1.5	C
WB	Left Turn						
	Through	760	612	80.5%	85.5	17.1	F
	Right Turn						
	Subtotal	760	612	80.5%	85.5	17.1	F
Total		1,610	1,446	89.8%	44.5	3.7	E

Intersection 4 Olive Avenue/E Tabor Avenue Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	80	16	19.9%	842.9	104.8	F
	Through						
	Right Turn	20	4	20.5%	835.8	128.3	F
	Subtotal	100	20	20.0%	397.2	429.2	F
SB	Left Turn	20	11	55.0%	505.2	367.4	F
	Through						
	Right Turn	10	7	68.0%	515.7	352.3	F
	Subtotal	30	18	59.3%	149.5	184.0	F
EB	Left Turn	10	9	85.0%	16.0	12.0	C
	Through	540	527	97.7%	3.4	0.3	A
	Right Turn	40	40	99.3%	2.8	0.3	A
	Subtotal	590	576	97.6%	3.6	0.3	A
WB	Left Turn	10	10	103.0%	134.0	73.5	F
	Through	670	592	88.3%	176.5	62.9	F
	Right Turn						
	Subtotal	680	602	88.5%	176.4	62.6	F
Total		1,400	1,216	86.8%	87.3	21.8	F

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

Railroad Ave Realignment
Near Term RIRO
PM Peak Hour

Intersection 1

Sunset Ave/E Tabor Avenue

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	520	522	100.4%	57.1	15.1	E
	Through	10	11	111.0%	64.5	20.7	E
	Right Turn	600	601	100.1%	24.4	8.9	C
	Subtotal	1,130	1,134	100.3%	40.1	10.5	D
SB	Left Turn						
	Through	10	10	99.0%	60.0	24.4	E
	Right Turn	10	12	117.0%	13.1	10.1	B
	Subtotal	20	22	108.0%	35.2	14.9	D
EB	Left Turn	10	9	88.0%	116.1	50.0	F
	Through	290	263	90.6%	138.0	11.3	F
	Right Turn	230	206	89.6%	129.2	9.9	F
	Subtotal	530	478	90.1%	134.4	10.1	F
WB	Left Turn	390	386	99.0%	48.4	9.3	D
	Through	200	202	100.8%	18.2	3.1	B
	Right Turn	10	11	109.0%	13.9	9.6	B
	Subtotal	600	599	99.8%	37.9	7.8	D
Total		2,280	2,232	97.9%	59.4	6.5	E

Intersection 2

Clay Bank Road/E Tabor Avenue

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						
	Right Turn						
	Subtotal						
SB	Left Turn	410	392	95.7%	184.0	53.3	F
	Through						
	Right Turn	180	178	98.8%	128.0	93.5	F
	Subtotal	590	570	96.6%	166.9	64.5	F
EB	Left Turn	230	224	97.4%	24.0	6.6	C
	Through	330	319	96.6%	26.5	10.2	D
	Right Turn						
	Subtotal	560	543	96.9%	25.7	8.5	D
WB	Left Turn						
	Through	350	349	99.7%	46.5	23.1	E
	Right Turn	260	265	102.0%	6.8	2.6	A
	Subtotal	610	614	100.6%	29.2	14.0	D
Total		1,760	1,727	98.1%	72.6	23.1	F

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

Railroad Ave Realignment
Near Term RIRO
PM Peak Hour

Intersection 3

Railroad Avenue/E Tabor Avenue

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	280	275	98.3%	7.1	0.9	A
	Subtotal	280	275	98.3%	7.1	0.9	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	380	372	97.9%	10.0	1.0	A
	Right Turn	360	339	94.1%	9.8	1.2	A
	Subtotal	740	711	96.1%	9.9	1.1	A
WB	Left Turn						
	Through	610	615	100.8%	5.1	2.8	A
	Right Turn						
	Subtotal	610	615	100.8%	5.1	2.8	A
Total		1,630	1,601	98.2%	7.6	1.1	A

Intersection 4

Olive Avenue/E Tabor Avenue

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	90	92	102.7%	22.3	6.2	C
	Through						
	Right Turn	10	9	92.0%	13.8	15.1	B
	Subtotal	100	102	101.6%	22.0	6.2	C
SB	Left Turn	10	10	97.0%	11.9	7.0	B
	Through						
	Right Turn	10	9	93.0%	4.9	3.7	A
	Subtotal	20	19	95.0%	9.8	5.1	A
EB	Left Turn	10	8	80.0%	5.1	1.4	A
	Through	570	558	97.9%	2.7	0.4	A
	Right Turn	80	81	101.6%	1.8	0.3	A
	Subtotal	660	647	98.1%	2.6	0.3	A
WB	Left Turn	20	23	114.5%	4.6	1.6	A
	Through	510	513	100.5%	0.9	0.2	A
	Right Turn						
	Subtotal	530	536	101.1%	1.1	0.2	A
Total		1,310	1,303	99.5%	3.7	0.9	A

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

Railroad Ave Realignment
Near Term with Signals
AM Peak Hour

Intersection 1 **Sunset Ave/E Tabor Avenue** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	330	330	100.0%	20.5	1.5	C
	Through						
	Right Turn	170	171	100.6%	6.2	2.2	A
	Subtotal	500	501	100.2%	15.6	1.1	B
SB	Left Turn	10	9	88.0%	35.0	16.4	D
	Through	10	11	106.0%	39.0	14.4	D
	Right Turn	10	11	105.0%	15.4	14.4	B
	Subtotal	30	30	99.7%	32.8	6.9	C
EB	Left Turn	10	10	101.0%	82.5	33.6	F
	Through	210	216	102.8%	93.7	31.7	F
	Right Turn	250	251	100.4%	83.8	31.8	F
	Subtotal	470	477	101.5%	88.5	31.0	F
WB	Left Turn	290	284	97.9%	36.7	7.5	D
	Through	410	418	101.8%	14.8	2.0	B
	Right Turn	10	9	93.0%	13.2	7.7	B
	Subtotal	710	711	100.1%	24.0	4.2	C
Total		1,710	1,719	100.5%	39.8	9.7	D

Intersection 2 **Clay Bank Road/E Tabor Avenue** **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	430	432	100.3%	25.9	3.4	C
	Through						
	Right Turn	270	268	99.4%	6.0	1.6	A
	Subtotal	700	700	100.0%	18.1	2.2	B
EB	Left Turn	180	184	102.3%	20.8	2.8	C
	Through	160	163	101.6%	12.8	1.9	B
	Right Turn						
	Subtotal	340	347	101.9%	17.0	1.9	B
WB	Left Turn						
	Through	250	247	98.8%	12.2	2.2	B
	Right Turn	360	368	102.3%	5.6	0.8	A
	Subtotal	610	615	100.9%	8.2	1.2	A
Total		1,650	1,662	100.7%	14.3	1.5	B

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

Railroad Ave Realignment
Near Term with Signals
AM Peak Hour

Intersection 3 Railroad Avenue/E Tabor Avenue Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	170	168	98.6%	28.2	6.3	C
	Through						
	Right Turn	260	266	102.3%	6.9	1.3	A
	Subtotal	430	434	100.9%	15.5	3.4	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	330	332	100.6%	15.8	3.0	B
	Right Turn	260	266	102.2%	14.7	3.0	B
	Subtotal	590	598	101.3%	15.3	3.0	B
WB	Left Turn	300	304	101.4%	72.3	7.8	E
	Through	440	442	100.5%	21.9	4.3	C
	Right Turn						
	Subtotal	740	747	100.9%	42.4	5.9	D
Total		1,760	1,778	101.0%	26.8	3.1	C

Intersection 4 Olive Avenue/E Tabor Avenue Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	60	59	98.2%	278.4	182.6	F
	Through						
	Right Turn	20	17	87.0%	297.6	232.0	F
	Subtotal	80	76	95.4%	280.9	185.7	F
SB	Left Turn	20	19	94.5%	51.3	39.6	F
	Through						
	Right Turn	10	10	101.0%	115.2	72.6	F
	Subtotal	30	29	96.7%	71.1	53.3	F
EB	Left Turn	10	10	98.0%	11.1	5.6	B
	Through	540	543	100.6%	4.6	0.5	A
	Right Turn	40	41	101.3%	3.8	0.6	A
	Subtotal	590	593	100.6%	4.6	0.5	A
WB	Left Turn	10	11	112.0%	27.5	37.5	D
	Through	670	674	100.7%	31.2	35.3	D
	Right Turn						
	Subtotal	680	686	100.8%	31.1	35.3	D
Total		1,380	1,384	100.3%	29.5	18.6	D

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

Railroad Ave Realignment
Near Term with Signals
PM Peak Hour

Intersection 1 **Sunset Ave/E Tabor Avenue** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	400	420	105.1%	19.8	2.2	B
	Through	10	11	112.0%	13.4	11.2	B
	Right Turn	460	466	101.3%	10.8	1.6	B
	Subtotal	870	898	103.2%	15.1	1.2	B
SB	Left Turn						
	Through	10	10	96.0%	49.5	19.2	D
	Right Turn	10	10	102.0%	13.4	8.8	B
	Subtotal	20	20	99.0%	28.5	9.8	C
EB	Left Turn	10	8	81.0%	131.3	35.7	F
	Through	290	266	91.8%	133.2	10.4	F
	Right Turn	230	218	94.9%	125.1	10.2	F
	Subtotal	530	493	92.9%	129.4	9.5	F
WB	Left Turn	190	173	91.3%	32.6	4.2	C
	Through	300	282	94.1%	14.4	2.6	B
	Right Turn	10	10	101.0%	9.2	7.4	A
	Subtotal	500	466	93.2%	21.0	2.7	C
Total		1,920	1,876	97.7%	47.6	1.6	D

Intersection 2 **Clay Bank Road/E Tabor Avenue** **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	410	419	102.2%	17.8	3.3	B
	Through						
	Right Turn	180	183	101.7%	5.2	3.3	A
	Subtotal	590	602	102.1%	13.9	3.1	B
EB	Left Turn	230	220	95.6%	16.2	1.8	B
	Through	330	329	99.6%	11.1	1.6	B
	Right Turn						
	Subtotal	560	549	97.9%	13.2	1.0	B
WB	Left Turn						
	Through	250	207	82.9%	8.7	1.0	A
	Right Turn	430	348	80.8%	5.1	0.4	A
	Subtotal	680	555	81.6%	6.4	0.5	A
Total		1,830	1,705	93.2%	11.2	1.3	B

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

Railroad Ave Realignment
Near Term with Signals
PM Peak Hour

Intersection 3 Railroad Avenue/E Tabor Avenue Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	290	157	54.2%	332.6	31.8	F
	Through						
	Right Turn	280	155	55.5%	280.8	28.7	F
	Subtotal	570	313	54.9%	307.6	34.0	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	380	380	99.9%	38.7	7.4	D
	Right Turn	360	371	103.1%	36.6	7.5	D
	Subtotal	740	751	101.4%	37.7	7.4	D
WB	Left Turn	200	202	101.2%	59.8	14.3	E
	Through	390	398	102.1%	22.9	6.9	C
	Right Turn						
	Subtotal	590	600	101.8%	35.6	9.7	D
Total		1,900	1,664	87.6%	83.2	5.7	F

Intersection 4 Olive Avenue/E Tabor Avenue Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	70	68	97.4%	34.5	35.3	D
	Through						
	Right Turn	10	11	105.0%	32.3	49.6	D
	Subtotal	80	79	98.4%	33.8	35.8	D
SB	Left Turn	10	8	84.0%	17.5	12.3	C
	Through						
	Right Turn	10	10	99.0%	25.7	33.7	D
	Subtotal	20	18	91.5%	20.7	16.4	C
EB	Left Turn	10	9	85.0%	8.7	4.2	A
	Through	570	464	81.3%	6.5	1.5	A
	Right Turn	80	62	77.3%	5.6	1.6	A
	Subtotal	660	534	80.9%	6.4	1.6	A
WB	Left Turn	20	19	94.5%	4.6	2.9	A
	Through	510	523	102.6%	3.1	2.9	A
	Right Turn						
	Subtotal	530	542	102.3%	3.2	2.8	A
Total		1,290	1,173	90.9%	7.1	4.5	A

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

Railroad Ave Realignment
Near Term w/ Olive
AM Peak Hour

Intersection 1

Sunset Ave/E Tabor Avenue

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	370	377	102.0%	30.4	3.6	C
	Through						
	Right Turn	220	211	95.7%	8.5	1.5	A
	Subtotal	590	588	99.6%	22.5	2.4	C
SB	Left Turn	10	10	96.0%	47.5	27.1	D
	Through	10	11	106.0%	35.0	24.7	D
	Right Turn	10	11	106.0%	19.9	9.3	B
	Subtotal	30	31	102.7%	35.4	11.8	D
EB	Left Turn	10	11	109.0%	69.5	38.7	E
	Through	210	215	102.5%	67.3	21.8	E
	Right Turn	250	249	99.8%	55.4	20.7	E
	Subtotal	470	476	101.2%	61.2	20.9	E
WB	Left Turn	340	341	100.2%	69.3	31.8	E
	Through	420	432	102.9%	33.7	21.2	C
	Right Turn	10	12	119.0%	35.7	31.1	D
	Subtotal	770	785	101.9%	49.6	26.9	D
Total		1,860	1,879	101.0%	43.8	11.8	D

Intersection 2

Clay Bank Road/E Tabor Avenue

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						
	Right Turn						
	Subtotal						
SB	Left Turn	430	422	98.1%	64.4	59.1	F
	Through						
	Right Turn	270	270	99.9%	29.6	64.5	D
	Subtotal	700	691	98.8%	51.5	57.9	F
EB	Left Turn	180	176	97.7%	14.8	3.7	B
	Through	160	161	100.8%	13.0	3.7	B
	Right Turn						
	Subtotal	340	337	99.1%	14.1	3.3	B
WB	Left Turn						
	Through	310	327	105.6%	40.5	25.0	E
	Right Turn	280	285	101.6%	11.4	1.9	B
	Subtotal	590	612	103.7%	26.6	13.7	D
Total		1,630	1,640	100.6%	34.3	27.3	D

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

Railroad Ave Realignment
Near Term w/ Olive
AM Peak Hour

Intersection 3 Railroad Avenue/E Tabor Avenue 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	260	267	102.6%	16.1	8.4	C
	Subtotal	260	267	102.6%	16.1	8.4	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	330	331	100.3%	14.1	4.2	B
	Right Turn	260	265	102.0%	12.2	3.7	B
	Subtotal	590	596	101.0%	13.3	4.0	B
WB	Left Turn						
	Through	590	601	101.8%	5.4	2.4	A
	Right Turn						
	Subtotal	590	601	101.8%	5.4	2.4	A
Total		1,440	1,464	101.6%	10.6	3.5	B

Intersection 4 Olive Avenue/E Tabor Avenue Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	160	159	99.6%	35.9	5.6	E
	Through						
	Right Turn	30	33	109.7%	14.7	8.6	B
	Subtotal	190	192	101.2%	32.3	5.1	D
SB	Left Turn	20	20	99.0%	41.9	16.7	E
	Through						
	Right Turn	10	12	118.0%	21.1	24.8	C
	Subtotal	30	32	105.3%	35.2	18.5	E
EB	Left Turn	10	11	112.0%	51.3	29.0	F
	Through	540	536	99.2%	39.4	3.4	E
	Right Turn	40	39	98.0%	34.8	9.3	D
	Subtotal	590	586	99.4%	39.4	3.3	E
WB	Left Turn	260	264	101.4%	50.9	12.5	F
	Through	420	430	102.3%	19.8	7.1	C
	Right Turn						
	Subtotal	680	693	102.0%	32.3	9.2	D
Total		1,490	1,504	100.9%	34.8	4.3	D

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

Railroad Ave Realignment
Near Term w/ Olive
AM Peak Hour

Intersection 5

Emperor Drive/Pintail Drive

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	80	81	101.8%	12.8	2.8	B
	Through	70	80	114.4%	10.5	3.5	B
	Right Turn	50	49	97.8%	9.4	3.0	A
	Subtotal	200	210	105.2%	11.1	2.7	B
SB	Left Turn	10	10	96.0%	14.2	14.0	B
	Through	140	141	100.9%	22.3	8.5	C
	Right Turn	240	241	100.2%	19.7	9.0	C
	Subtotal	390	391	100.4%	20.6	8.6	C
EB	Left Turn	70	69	98.4%	10.4	2.8	B
	Through	130	134	103.4%	10.7	2.7	B
	Right Turn	70	74	106.3%	8.2	1.8	A
	Subtotal	270	278	102.9%	10.0	2.1	B
WB	Left Turn	60	60	99.5%	21.8	7.7	C
	Through	300	294	98.0%	22.6	8.2	C
	Right Turn	10	11	108.0%	21.4	18.5	C
	Subtotal	370	365	98.5%	22.5	7.8	C
Total		1,230	1,244	101.1%	17.4	5.1	C

Intersection 6

Emperor Drive/CA-12

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	150	153	102.3%	36.0	5.5	D
	Through	30	30	99.7%	38.5	12.7	D
	Right Turn	50	47	94.6%	10.8	4.1	B
	Subtotal	230	231	100.3%	31.8	4.4	C
SB	Left Turn	50	49	97.2%	31.5	10.6	C
	Through	40	61	152.5%	25.6	6.2	C
	Right Turn	230	234	101.7%	23.1	3.2	C
	Subtotal	320	344	107.3%	24.7	3.2	C
EB	Left Turn	100	100	100.0%	47.1	6.1	D
	Through	830	836	100.7%	27.4	3.6	C
	Right Turn	50	47	93.2%	5.2	1.0	A
	Subtotal	980	983	100.3%	28.5	3.1	C
WB	Left Turn	60	52	86.5%	204.7	35.6	F
	Through	1,330	1,219	91.7%	216.5	36.4	F
	Right Turn	30	31	101.7%	183.4	41.1	F
	Subtotal	1,420	1,302	91.7%	215.3	35.9	F
Total		2,950	2,859	96.9%	110.9	12.1	F

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

Railroad Ave Realignment
Near Term w/ Olive
PM Peak Hour

Intersection 1

Sunset Ave/E Tabor Avenue

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	360	353	98.1%	28.9	4.9	C
	Through	10	10	102.0%	30.0	20.2	C
	Right Turn	400	404	100.9%	12.7	2.7	B
	Subtotal	770	767	99.6%	20.6	3.1	C
SB	Left Turn						
	Through	10	11	113.0%	60.1	21.4	E
	Right Turn	10	11	109.0%	10.4	7.7	B
	Subtotal	20	22	111.0%	42.4	23.8	D
EB	Left Turn	10	9	93.0%	103.7	36.3	F
	Through	290	287	99.1%	107.2	18.3	F
	Right Turn	230	228	99.2%	98.5	19.1	F
	Subtotal	530	525	99.0%	103.6	18.5	F
WB	Left Turn	340	302	88.7%	45.7	15.6	D
	Through	350	314	89.7%	16.1	4.2	B
	Right Turn	10	10	96.0%	9.2	8.9	A
	Subtotal	700	625	89.3%	30.9	11.0	C
Total		2,020	1,939	96.0%	47.6	6.3	D

Intersection 2

Clay Bank Road/E Tabor Avenue

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						
	Right Turn						
	Subtotal						
SB	Left Turn	410	382	93.1%	170.5	65.1	F
	Through						
	Right Turn	180	169	93.9%	84.3	82.6	F
	Subtotal	590	551	93.4%	144.5	70.1	F
EB	Left Turn	230	223	97.0%	29.3	7.1	D
	Through	330	336	101.9%	33.0	12.8	D
	Right Turn						
	Subtotal	560	559	99.9%	31.8	10.5	D
WB	Left Turn						
	Through	450	393	87.4%	166.3	5.7	F
	Right Turn	330	299	90.5%	59.9	15.9	F
	Subtotal	780	692	88.7%	121.5	9.6	F
Total		1,930	1,802	93.4%	100.1	21.8	F

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

Railroad Ave Realignment
Near Term w/ Olive
PM Peak Hour

Intersection 3

Railroad Avenue/E Tabor Avenue

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	280	281	100.4%	27.9	26.3	D
	Subtotal	280	281	100.4%	27.9	26.3	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	380	373	98.2%	12.3	2.3	B
	Right Turn	360	357	99.2%	10.7	1.9	B
	Subtotal	740	730	98.7%	11.6	2.0	B
WB	Left Turn						
	Through	780	694	88.9%	53.1	13.0	F
	Right Turn						
	Subtotal	780	694	88.9%	53.1	13.0	F
Total		1,800	1,705	94.7%	31.7	6.2	D

Intersection 4

Olive Avenue/E Tabor Avenue

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	310	254	82.1%	283.8	90.5	F
	Through						
	Right Turn	190	187	98.6%	104.6	116.5	F
	Subtotal	500	442	88.4%	204.9	110.2	F
SB	Left Turn	10	10	95.0%	48.5	29.1	E
	Through						
	Right Turn	10	11	110.0%	19.7	13.4	C
	Subtotal	20	21	102.5%	31.7	14.2	D
EB	Left Turn	10	10	102.0%	57.1	32.6	F
	Through	570	550	96.6%	27.4	5.2	D
	Right Turn	80	80	99.8%	24.4	5.1	C
	Subtotal	660	640	97.0%	27.6	4.9	D
WB	Left Turn	70	71	101.4%	109.2	55.0	F
	Through	460	440	95.7%	100.8	56.0	F
	Right Turn						
	Subtotal	530	511	96.5%	102.0	55.1	F
Total		1,710	1,614	94.4%	93.1	29.0	F

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

Railroad Ave Realignment
Near Term w/ Olive
PM Peak Hour

Intersection 5

Emperor Drive/Pintail Drive

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	17	83.0%	20.6	8.3	C
	Through	360	325	90.2%	19.4	5.7	C
	Right Turn	130	114	87.5%	17.2	4.9	C
	Subtotal	510	455	89.2%	18.9	5.1	C
SB	Left Turn	10	11	105.0%	7.0	5.3	A
	Through	60	60	99.2%	7.9	1.1	A
	Right Turn	70	69	98.7%	5.0	0.7	A
	Subtotal	140	139	99.4%	6.5	0.9	A
EB	Left Turn	150	153	102.1%	20.7	11.6	C
	Through	240	242	100.8%	22.7	12.7	C
	Right Turn	90	95	105.9%	18.9	10.2	C
	Subtotal	480	490	102.1%	21.4	11.7	C
WB	Left Turn	30	29	96.7%	9.6	5.6	A
	Through	180	186	103.1%	9.7	2.5	A
	Right Turn	10	11	107.0%	5.5	2.6	A
	Subtotal	220	225	102.4%	9.5	2.8	A
Total		1,350	1,310	97.0%	17.0	5.3	C

Intersection 6

Emperor Drive/CA-12

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	110	106	96.5%	45.3	5.0	D
	Through	20	18	90.5%	44.7	17.8	D
	Right Turn	50	51	102.8%	17.2	6.4	B
	Subtotal	180	176	97.6%	37.9	4.8	D
SB	Left Turn	30	28	92.7%	42.3	12.5	D
	Through	20	24	118.0%	32.4	16.2	C
	Right Turn	130	134	103.4%	18.7	3.4	B
	Subtotal	180	186	103.2%	23.7	4.3	C
EB	Left Turn	400	326	81.5%	323.9	55.1	F
	Through	1,550	1,396	90.1%	87.3	24.2	F
	Right Turn	180	162	89.7%	55.7	21.8	E
	Subtotal	2,130	1,884	88.4%	126.6	22.4	F
WB	Left Turn	50	48	96.2%	97.9	45.7	F
	Through	1,160	1,157	99.7%	101.8	43.7	F
	Right Turn	160	165	103.1%	66.9	47.0	E
	Subtotal	1,370	1,370	100.0%	97.4	43.7	F
Total		3,860	3,615	93.6%	106.1	23.0	F

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

Railroad Ave Realignment
Cumulative No Project
AM Peak Hour

Intersection 1 Sunset Ave/E Tabor Avenue Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	330	330	100.0%	21.8	2.3	C
	Through						
	Right Turn	180	188	104.7%	6.2	1.5	A
	Subtotal	510	518	101.6%	16.3	1.9	B
SB	Left Turn	10	9	85.0%	36.5	20.0	D
	Through	10	10	95.0%	39.5	17.5	D
	Right Turn	10	11	113.0%	9.8	8.1	A
	Subtotal	30	29	97.7%	31.9	13.0	C
EB	Left Turn	10	7	74.0%	92.0	60.5	F
	Through	210	184	87.4%	128.2	9.9	F
	Right Turn	340	303	89.1%	120.1	13.1	F
	Subtotal	560	494	88.2%	123.1	11.3	F
WB	Left Turn	380	343	90.3%	66.9	37.3	E
	Through	550	521	94.8%	34.1	31.4	C
	Right Turn	10	9	90.0%	27.2	34.6	C
	Subtotal	940	874	92.9%	47.0	33.5	D
Total		2,040	1,915	93.9%	59.5	14.6	E

Intersection 2 Clay Bank Road/E Tabor Avenue 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						
	Right Turn						
	Subtotal						
SB	Left Turn	500	471	94.1%	156.9	28.8	F
	Through						
	Right Turn	440	415	94.3%	134.3	35.6	F
	Subtotal	940	885	94.2%	146.2	31.4	F
EB	Left Turn	210	199	94.9%	15.3	2.8	C
	Through	150	141	94.3%	12.2	1.0	B
	Right Turn						
	Subtotal	360	341	94.6%	14.0	1.8	B
WB	Left Turn						
	Through	290	249	85.8%	22.7	4.3	C
	Right Turn	400	348	87.0%	12.5	3.5	B
	Subtotal	690	597	86.5%	16.6	2.9	C
Total		1,990	1,823	91.6%	78.7	14.9	F

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

Railroad Ave Realignment
Cumulative No Project
AM Peak Hour

Intersection 3 Railroad Avenue/E Tabor Avenue 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	102	48.7%	411.3	48.7	F
	Through						
	Right Turn	310	153	49.2%	339.7	58.7	F
	Subtotal	520	255	49.0%	367.2	46.8	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	340	332	97.7%	5.8	1.1	A
	Right Turn	310	285	92.0%	5.9	1.1	A
	Subtotal	650	617	95.0%	5.8	1.1	A
WB	Left Turn	300	306	101.8%	17.2	1.6	C
	Through	480	489	101.9%	10.7	1.9	B
	Right Turn						
	Subtotal	780	795	101.9%	13.2	1.7	B
Total		1,950	1,667	85.5%	57.7	3.0	F

Intersection 4 Olive Avenue/E Tabor Avenue Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	60	62	103.0%	24.1	8.4	C
	Through						
	Right Turn	30	30	99.0%	10.2	5.6	B
	Subtotal	90	92	101.7%	19.2	5.8	C
SB	Left Turn	10	10	98.0%	15.0	8.3	B
	Through						
	Right Turn						
	Subtotal	10	10	98.0%	15.0	8.3	B
EB	Left Turn						
	Through	610	445	72.9%	2.0	0.3	A
	Right Turn	40	34	83.8%	1.3	0.2	A
	Subtotal	650	478	73.6%	2.0	0.2	A
WB	Left Turn	20	20	100.5%	4.6	2.2	A
	Through	720	730	101.4%	2.8	2.1	A
	Right Turn	10	11	109.0%	1.1	1.6	A
	Subtotal	750	761	101.5%	2.8	2.0	A
Total		1,500	1,341	89.4%	3.8	1.3	A

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

Railroad Ave Realignment
Cumulative No Project
AM Peak Hour

Intersection 5 Emperor Drive/Pintail Drive All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	110	103	93.8%	8.7	1.9	A
	Through	20	30	150.5%	5.4	1.1	A
	Right Turn	60	54	90.5%	6.1	0.8	A
	Subtotal	190	188	98.7%	7.4	1.1	A
SB	Left Turn	10	9	89.0%	7.6	2.4	A
	Through	60	61	101.7%	7.7	1.8	A
	Right Turn	70	73	103.6%	6.0	1.8	A
	Subtotal	140	142	101.7%	6.9	1.6	A
EB	Left Turn	30	30	98.3%	8.1	2.0	A
	Through	130	135	104.2%	7.6	0.9	A
	Right Turn	80	77	96.1%	5.3	0.5	A
	Subtotal	240	242	100.8%	6.9	0.7	A
WB	Left Turn	60	52	87.0%	13.6	8.1	B
	Through	340	347	101.9%	13.8	6.8	B
	Right Turn	10	12	116.0%	7.4	4.6	A
	Subtotal	410	410	100.1%	13.6	6.8	B
Total		980	982	100.2%	9.9	3.1	A

Intersection 6 Emperor Drive/CA-12 Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	150	155	103.6%	36.5	5.8	D
	Through	30	27	91.0%	37.4	15.9	D
	Right Turn	60	59	97.5%	13.9	2.9	B
	Subtotal	240	241	100.5%	30.7	3.5	C
SB	Left Turn	70	71	101.3%	36.2	8.8	D
	Through	40	50	124.5%	25.3	11.4	C
	Right Turn	160	158	98.5%	21.8	3.3	C
	Subtotal	270	278	103.1%	25.8	3.7	C
EB	Left Turn	90	86	95.1%	50.7	9.1	D
	Through	1,170	1,173	100.3%	44.0	13.7	D
	Right Turn	50	52	104.2%	17.9	12.3	B
	Subtotal	1,310	1,311	100.1%	43.3	13.2	D
WB	Left Turn	80	61	76.8%	200.5	28.7	F
	Through	1,690	1,279	75.7%	203.0	16.1	F
	Right Turn	20	14	70.0%	186.1	46.4	F
	Subtotal	1,790	1,355	75.7%	203.0	16.0	F
Total		3,610	3,185	88.2%	109.4	8.1	F

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

Railroad Ave Realignment
Cumulative No Project
PM Peak Hour

Intersection 1 **Sunset Ave/E Tabor Avenue** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	450	457	101.4%	23.7	2.4	C
	Through	10	11	111.0%	25.3	13.4	C
	Right Turn	610	622	102.0%	18.9	5.2	B
	Subtotal	1,070	1,090	101.9%	21.1	2.8	C
SB	Left Turn						
	Through	10	9	86.0%	41.5	21.2	D
	Right Turn	10	10	100.0%	10.4	7.1	B
	Subtotal	20	19	93.0%	25.8	10.1	C
EB	Left Turn	10	9	89.0%	135.6	37.7	F
	Through	290	253	87.3%	142.3	8.3	F
	Right Turn	240	205	85.5%	135.4	9.3	F
	Subtotal	540	467	86.6%	139.0	7.9	F
WB	Left Turn	310	257	82.7%	40.7	5.8	D
	Through	340	283	83.3%	16.2	2.2	B
	Right Turn	10	10	101.0%	8.7	5.4	A
	Subtotal	660	550	83.3%	27.7	4.5	C
Total		2,290	2,126	92.8%	48.5	0.9	D

Intersection 2 **Clay Bank Road/E Tabor Avenue** **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						
	Right Turn						
	Subtotal						
SB	Left Turn	430	419	97.4%	129.1	59.6	F
	Through						
	Right Turn	310	304	98.1%	50.7	68.7	F
	Subtotal	740	723	97.7%	96.0	62.7	F
EB	Left Turn	270	261	96.7%	51.4	34.1	F
	Through	410	393	95.9%	57.6	36.0	F
	Right Turn						
	Subtotal	680	654	96.2%	55.3	35.3	F
WB	Left Turn						
	Through	250	146	58.4%	16.0	1.9	C
	Right Turn	510	283	55.5%	8.3	2.4	A
	Subtotal	760	429	56.5%	11.0	1.7	B
Total		2,180	1,806	82.8%	59.8	28.1	F

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

Railroad Ave Realignment
Cumulative No Project
PM Peak Hour

Intersection 3 Railroad Avenue/E Tabor Avenue Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	400	74	18.4%	507.5	87.0	F
	Through						
	Right Turn	330	60	18.2%	452.3	101.0	F
	Subtotal	730	134	18.3%	481.4	92.9	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	460	444	96.5%	7.1	0.5	A
	Right Turn	380	369	97.0%	7.5	0.4	A
	Subtotal	840	812	96.7%	7.3	0.4	A
WB	Left Turn	250	250	99.9%	28.4	10.3	D
	Through	360	360	99.9%	13.2	5.2	B
	Right Turn						
	Subtotal	610	609	99.9%	19.5	7.2	C
Total		2,180	1,555	71.3%	54.0	5.3	F

Intersection 4 Olive Avenue/E Tabor Avenue 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	52	103.2%	20.2	10.9	C
	Through						
	Right Turn	20	19	95.0%	14.4	13.9	B
	Subtotal	70	71	100.9%	18.5	11.9	C
SB	Left Turn	10	8	83.0%	10.8	10.7	B
	Through						
	Right Turn						
	Subtotal	10	8	83.0%	10.8	10.7	B
EB	Left Turn						
	Through	720	456	63.3%	2.1	0.3	A
	Right Turn	70	47	67.4%	1.5	0.4	A
	Subtotal	790	503	63.7%	2.1	0.3	A
WB	Left Turn	30	31	102.3%	4.8	2.5	A
	Through	560	559	99.8%	5.0	8.3	A
	Right Turn						
	Subtotal	590	589	99.9%	5.0	8.1	A
Total		1,460	1,171	80.2%	4.8	5.0	A

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

Railroad Ave Realignment
Cumulative No Project
PM Peak Hour

Intersection 5

Emperor Drive/Pintail Drive

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	120	100	83.3%	13.2	2.7	B
	Through	60	61	100.8%	12.2	2.9	B
	Right Turn	150	117	78.2%	10.4	3.4	B
	Subtotal	330	278	84.2%	11.8	2.8	B
SB	Left Turn	10	9	92.0%	5.9	2.7	A
	Through	40	40	101.0%	6.9	0.7	A
	Right Turn	40	41	102.5%	4.2	0.8	A
	Subtotal	90	91	100.7%	5.8	0.6	A
EB	Left Turn	50	49	98.0%	10.6	2.9	B
	Through	290	298	102.9%	11.2	2.0	B
	Right Turn	100	99	99.4%	8.5	3.0	A
	Subtotal	440	447	101.5%	10.5	2.1	B
WB	Left Turn	30	35	115.0%	6.8	1.9	A
	Through	220	222	101.0%	7.4	1.1	A
	Right Turn	10	10	99.0%	5.5	2.3	A
	Subtotal	260	267	102.6%	7.3	1.2	A
Total		1,120	1,082	96.6%	9.8	1.6	A

Intersection 6

Emperor Drive/CA-12

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	110	111	101.1%	39.6	6.8	D
	Through	20	21	104.5%	49.7	15.1	D
	Right Turn	70	73	104.0%	19.0	4.7	B
	Subtotal	200	205	102.5%	33.2	5.1	C
SB	Left Turn	40	43	107.5%	40.2	10.3	D
	Through	20	26	127.5%	28.6	8.4	C
	Right Turn	110	107	97.5%	18.2	4.9	B
	Subtotal	170	176	103.4%	25.5	5.7	C
EB	Left Turn	290	230	79.4%	138.6	12.9	F
	Through	1,950	1,532	78.6%	148.9	11.0	F
	Right Turn	200	159	79.7%	129.7	19.3	F
	Subtotal	2,440	1,922	78.8%	146.1	11.4	F
WB	Left Turn	70	60	85.4%	210.1	36.1	F
	Through	1,390	1,212	87.2%	196.0	14.0	F
	Right Turn	90	75	82.8%	167.2	13.9	F
	Subtotal	1,550	1,347	86.9%	194.8	14.3	F
Total		4,360	3,649	83.7%	151.5	7.6	F

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

Railroad Ave Realignment
Cumulative with Realignment
AM Peak Hour

Intersection 1 Sunset Ave/E Tabor Avenue Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	330	340	102.9%	28.4	3.9	C
	Through						
	Right Turn	180	176	97.9%	5.9	1.4	A
	Subtotal	510	516	101.2%	20.7	3.4	C
SB	Left Turn	10	8	79.0%	39.0	27.5	D
	Through	10	9	90.0%	27.9	17.8	C
	Right Turn	10	11	114.0%	6.8	5.5	A
	Subtotal	30	28	94.3%	28.4	12.0	C
EB	Left Turn	10	9	86.0%	92.3	41.7	F
	Through	210	200	95.1%	83.5	25.2	F
	Right Turn	340	337	99.0%	76.6	24.2	E
	Subtotal	560	545	97.3%	79.3	24.8	E
WB	Left Turn	380	342	89.9%	59.1	17.8	E
	Through	470	431	91.7%	22.4	10.9	C
	Right Turn	10	10	100.0%	25.5	18.6	C
	Subtotal	860	783	91.0%	38.6	13.7	D
Total		1,960	1,872	95.5%	45.3	9.5	D

Intersection 2 Clay Bank Road/E Tabor Avenue 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						
	Right Turn						
	Subtotal						
SB	Left Turn	570	471	82.7%	180.7	11.3	F
	Through						
	Right Turn	380	311	81.7%	161.0	15.5	F
	Subtotal	950	782	82.3%	172.4	10.7	F
EB	Left Turn	210	208	99.0%	18.9	5.7	C
	Through	160	153	95.5%	13.6	1.4	B
	Right Turn						
	Subtotal	370	361	97.5%	16.7	3.7	C
WB	Left Turn						
	Through	270	262	96.9%	29.6	9.2	D
	Right Turn	400	364	90.9%	14.6	5.7	B
	Subtotal	670	625	93.3%	21.2	6.6	C
Total		1,990	1,768	88.8%	88.0	4.1	F

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

Railroad Ave Realignment
Cumulative with Realignment
AM Peak Hour

Intersection 4

Olive Avenue/E Tabor Avenue

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	280	278	99.2%	40.5	6.6	D
	Through						
	Right Turn	280	281	100.4%	14.5	5.0	B
	Subtotal	560	559	99.8%	27.6	6.0	C
SB	Left Turn	10	9	87.0%	54.7	36.8	D
	Through						
	Right Turn	10	11	105.0%	9.3	6.5	A
	Subtotal	20	19	96.0%	35.7	21.3	D
EB	Left Turn	10	9	92.0%	65.2	39.6	E
	Through	310	259	83.7%	65.3	14.9	E
	Right Turn	410	353	86.1%	57.5	16.0	E
	Subtotal	730	622	85.2%	60.9	15.1	E
WB	Left Turn	340	302	88.9%	192.2	18.9	F
	Through	380	332	87.4%	144.3	21.6	F
	Right Turn						
	Subtotal	720	634	88.1%	168.4	20.5	F
Total		2,030	1,834	90.3%	89.1	7.4	F

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

Railroad Ave Realignment
Cumulative with Realignment
PM Peak Hour

Intersection 1 **Sunset Ave/E Tabor Avenue** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	450	458	101.7%	41.5	9.5	D
	Through	10	8	83.0%	36.0	24.5	D
	Right Turn	610	594	97.4%	60.7	26.7	E
	Subtotal	1,070	1,060	99.1%	51.9	17.6	D
SB	Left Turn						
	Through	10	13	132.0%	42.2	16.6	D
	Right Turn	10	11	109.0%	8.3	3.9	A
	Subtotal	20	24	120.5%	26.0	12.1	C
EB	Left Turn	10	9	90.0%	72.7	58.2	E
	Through	290	263	90.5%	122.9	48.5	F
	Right Turn	240	233	97.2%	116.0	51.4	F
	Subtotal	540	505	93.5%	119.6	49.3	F
WB	Left Turn	310	257	83.0%	39.6	6.7	D
	Through	340	296	87.1%	14.8	1.6	B
	Right Turn	10	9	90.0%	5.4	4.2	A
	Subtotal	660	563	85.2%	25.9	4.7	C
Total		2,290	2,152	94.0%	57.8	15.6	E

Intersection 2 **Clay Bank Road/E Tabor Avenue** **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						
	Right Turn						
	Subtotal						
SB	Left Turn	430	328	76.2%	251.2	15.7	F
	Through						
	Right Turn	310	233	75.0%	197.4	20.9	F
	Subtotal	740	560	75.7%	229.3	13.9	F
EB	Left Turn	270	218	80.8%	265.5	21.4	F
	Through	410	325	79.2%	299.1	18.5	F
	Right Turn						
	Subtotal	680	543	79.9%	286.4	14.3	F
WB	Left Turn						
	Through	250	238	95.0%	18.5	3.6	C
	Right Turn	510	429	84.1%	10.7	1.2	B
	Subtotal	760	667	87.7%	13.6	1.4	B
Total		2,180	1,770	81.2%	164.6	4.7	F

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

Railroad Ave Realignment
Cumulative with Realignment
PM Peak Hour

Intersection 4

Olive Avenue/E Tabor Avenue

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	450	382	84.8%	182.9	10.9	F
	Through						
	Right Turn	350	284	81.3%	160.6	11.7	F
	Subtotal	800	666	83.2%	173.2	10.8	F
SB	Left Turn	10	10	102.0%	39.3	29.2	D
	Through						
	Right Turn						
	Subtotal	10	10	102.0%	39.3	29.2	D
EB	Left Turn						
	Through	390	295	75.7%	79.5	5.0	E
	Right Turn	450	345	76.8%	71.2	6.0	E
	Subtotal	840	641	76.3%	74.9	5.4	E
WB	Left Turn	280	253	90.5%	231.6	34.9	F
	Through	310	279	89.8%	161.5	36.0	F
	Right Turn						
	Subtotal	590	532	90.2%	197.4	37.1	F
Total		2,240	1,849	82.5%	146.4	10.5	F

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

Railroad Ave Realignment
Cumulative RIRO
AM Peak Hour

Intersection 1 Sunset Ave/E Tabor Avenue Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	450	459	102.0%	46.8	9.6	D
	Through						
	Right Turn	250	248	99.1%	6.6	1.4	A
	Subtotal	700	707	101.0%	32.4	6.2	C
SB	Left Turn	10	9	85.0%	56.5	32.5	E
	Through	10	10	96.0%	52.2	21.4	D
	Right Turn	10	10	99.0%	18.5	13.2	B
	Subtotal	30	28	93.3%	43.3	10.1	D
EB	Left Turn	10	7	68.0%	106.4	56.4	F
	Through	210	173	82.3%	156.9	16.8	F
	Right Turn	340	270	79.4%	144.5	12.6	F
	Subtotal	560	450	80.3%	149.0	13.1	F
WB	Left Turn	710	453	63.8%	233.5	18.1	F
	Through	400	258	64.6%	206.9	12.1	F
	Right Turn	10	7	72.0%	188.8	85.2	F
	Subtotal	1,120	718	64.1%	224.1	16.1	F
Total		2,410	1,903	79.0%	130.9	7.4	F

Intersection 2 Clay Bank Road/E Tabor Avenue 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						
	Right Turn						
	Subtotal						
SB	Left Turn	570	401	70.3%	215.3	11.6	F
	Through						
	Right Turn	380	258	68.0%	181.1	15.9	F
	Subtotal	950	659	69.4%	201.6	10.2	F
EB	Left Turn	210	185	88.0%	19.8	4.4	C
	Through	160	150	93.6%	14.1	1.1	B
	Right Turn						
	Subtotal	370	334	90.4%	17.4	2.5	C
WB	Left Turn						
	Through	530	398	75.1%	171.8	12.5	F
	Right Turn	290	218	75.1%	69.1	15.2	F
	Subtotal	820	616	75.1%	136.1	11.4	F
Total		2,140	1,609	75.2%	137.2	6.1	F

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

Railroad Ave Realignment
Cumulative RIRO
AM Peak Hour

Intersection 3 Railroad Avenue/E Tabor Avenue 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	260	263	101.2%	6.5	1.7	A
	Subtotal	260	263	101.2%	6.5	1.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	370	287	77.5%	6.5	1.0	A
	Right Turn	360	271	75.2%	6.2	1.2	A
	Subtotal	730	558	76.4%	6.4	1.1	A
WB	Left Turn						
	Through	820	612	74.6%	79.1	8.2	F
	Right Turn						
	Subtotal	820	612	74.6%	79.1	8.2	F
Total		1,810	1,433	79.1%	36.3	2.3	E

Intersection 4 Olive Avenue/E Tabor Avenue Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	100	18	18.1%	852.2	62.4	F
	Through						
	Right Turn	20	4	19.0%	842.7	97.0	F
	Subtotal	120	22	18.3%	490.0	424.6	F
SB	Left Turn	10	6	61.0%	421.0	412.3	F
	Through						
	Right Turn	10	7	74.0%	447.3	375.1	F
	Subtotal	20	14	67.5%	156.9	238.0	F
EB	Left Turn	10	7	67.0%	5.8	4.8	A
	Through	570	490	86.0%	1.8	0.4	A
	Right Turn	50	47	94.0%	1.3	0.4	A
	Subtotal	630	544	86.3%	1.9	0.3	A
WB	Left Turn	10	9	94.0%	156.5	64.7	F
	Through	710	590	83.1%	192.3	16.5	F
	Right Turn						
	Subtotal	720	599	83.3%	192.1	16.4	F
Total		1,490	1,179	79.1%	102.7	11.5	F

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

Railroad Ave Realignment
Cumulative RIRO
PM Peak Hour

Intersection 1 Sunset Ave/E Tabor Avenue Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	610	503	82.4%	57.9	6.5	E
	Through	10	11	107.0%	40.8	22.7	D
	Right Turn	830	684	82.4%	48.3	4.3	D
	Subtotal	1,450	1,198	82.6%	52.3	2.5	D
SB	Left Turn						
	Through	10	11	106.0%	52.1	21.6	D
	Right Turn	10	11	112.0%	19.4	14.5	B
	Subtotal	20	22	109.0%	35.1	17.5	D
EB	Left Turn	10	8	83.0%	134.0	57.4	F
	Through	290	249	85.9%	139.8	8.3	F
	Right Turn	240	216	90.0%	132.0	10.3	F
	Subtotal	540	473	87.7%	136.3	8.9	F
WB	Left Turn	560	453	80.8%	248.5	13.8	F
	Through	220	179	81.4%	218.3	11.3	F
	Right Turn	10	7	74.0%	144.2	103.9	F
	Subtotal	790	639	80.9%	239.6	13.1	F
Total		2,800	2,332	83.3%	120.2	4.4	F

Intersection 2 Clay Bank Road/E Tabor Avenue 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						
	Right Turn						
	Subtotal						
SB	Left Turn	430	382	88.8%	215.7	13.4	F
	Through						
	Right Turn	310	276	89.2%	188.4	19.2	F
	Subtotal	740	658	88.9%	204.0	14.0	F
EB	Left Turn	270	225	83.2%	22.7	4.9	C
	Through	410	343	83.6%	29.5	10.6	D
	Right Turn						
	Subtotal	680	567	83.4%	27.2	8.4	D
WB	Left Turn						
	Through	380	372	97.8%	110.0	51.6	F
	Right Turn	250	256	102.3%	21.8	20.5	C
	Subtotal	630	627	99.6%	76.7	40.1	F
Total		2,050	1,853	90.4%	107.3	17.4	F

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

Railroad Ave Realignment
Cumulative RIRO
PM Peak Hour

Intersection 3 Railroad Avenue/E Tabor Avenue 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	330	329	99.7%	11.5	4.0	B
	Subtotal	330	329	99.7%	11.5	4.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	460	411	89.3%	18.1	4.8	C
	Right Turn	380	326	85.7%	17.9	4.9	C
	Subtotal	840	737	87.7%	18.0	4.8	C
WB	Left Turn						
	Through	630	629	99.8%	18.4	10.6	C
	Right Turn						
	Subtotal	630	629	99.8%	18.4	10.6	C
Total		1,800	1,694	94.1%	16.8	5.1	C

Intersection 4 Olive Avenue/E Tabor Avenue Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	70	68	97.0%	109.8	134.2	F
	Through						
	Right Turn	20	19	96.5%	98.8	150.5	F
	Subtotal	90	87	96.9%	107.8	135.1	F
SB	Left Turn	10	9	94.0%	14.4	12.4	B
	Through						
	Right Turn						
	Subtotal	10	9	94.0%	14.4	12.4	B
EB	Left Turn						
	Through	720	662	92.0%	2.3	0.1	A
	Right Turn	70	67	95.9%	1.5	0.3	A
	Subtotal	790	730	92.3%	2.2	0.1	A
WB	Left Turn	30	31	104.3%	6.2	2.5	A
	Through	560	564	100.8%	9.2	12.4	A
	Right Turn						
	Subtotal	590	596	100.9%	9.1	11.8	A
Total		1,480	1,422	96.1%	11.1	12.0	B

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

Railroad Ave Realignment
Cumulative with Signals
AM Peak Hour

Intersection 1 Sunset Ave/E Tabor Avenue Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	330	331	100.3%	21.2	2.8	C
	Through						
	Right Turn	180	176	97.6%	6.6	1.8	A
	Subtotal	510	507	99.3%	16.4	2.3	B
SB	Left Turn	10	10	104.0%	42.6	21.5	D
	Through	10	9	90.0%	33.6	20.6	C
	Right Turn	10	10	101.0%	15.1	16.7	B
	Subtotal	30	30	98.3%	31.4	14.4	C
EB	Left Turn	10	8	75.0%	137.1	54.4	F
	Through	210	193	92.1%	135.0	12.3	F
	Right Turn	340	294	86.4%	126.2	9.7	F
	Subtotal	560	495	88.4%	130.2	8.2	F
WB	Left Turn	380	355	93.4%	106.2	48.5	F
	Through	550	544	99.0%	72.7	46.6	E
	Right Turn	10	9	94.0%	50.5	51.6	D
	Subtotal	940	909	96.6%	85.7	48.1	F
Total		2,040	1,939	95.1%	78.2	23.5	E

Intersection 2 Clay Bank Road/E Tabor Avenue 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	500	501	100.2%	18.5	3.7	B
	Through						
	Right Turn	440	432	98.2%	8.8	1.8	A
	Subtotal	940	933	99.3%	14.0	2.4	B
EB	Left Turn	210	198	94.0%	25.5	2.8	C
	Through	150	149	99.3%	12.4	2.1	B
	Right Turn						
	Subtotal	360	346	96.2%	20.1	1.5	C
WB	Left Turn						
	Through	290	286	98.7%	12.4	1.3	B
	Right Turn	400	394	98.5%	5.7	0.4	A
	Subtotal	690	680	98.6%	8.5	0.8	A
Total		1,990	1,960	98.5%	13.2	1.4	B

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

Railroad Ave Realignment
Cumulative with Signals
AM Peak Hour

Intersection 3 Railroad Avenue/E Tabor Avenue Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	210	209	99.7%	61.5	25.6	E
	Through						
	Right Turn	310	316	101.9%	9.0	1.5	A
	Subtotal	520	525	101.0%	30.2	10.8	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	340	350	102.9%	24.9	4.6	C
	Right Turn	310	304	98.1%	23.7	4.3	C
	Subtotal	650	654	100.6%	24.4	4.4	C
WB	Left Turn	300	287	95.7%	70.8	9.7	E
	Through	480	462	96.2%	21.3	3.4	C
	Right Turn						
	Subtotal	780	749	96.0%	40.3	5.4	D
Total		1,950	1,928	98.9%	32.3	4.1	C

Intersection 4 Olive Avenue/E Tabor Avenue Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	60	57	95.2%	311.1	146.4	F
	Through						
	Right Turn	30	27	89.7%	314.5	159.1	F
	Subtotal	90	84	93.3%	313.0	148.3	F
SB	Left Turn	10	12	115.0%	19.8	9.3	C
	Through						
	Right Turn						
	Subtotal	10	12	115.0%	19.8	9.3	C
EB	Left Turn						
	Through	610	618	101.3%	5.1	1.0	A
	Right Turn	40	40	100.8%	4.3	0.8	A
	Subtotal	650	658	101.2%	5.0	1.0	A
WB	Left Turn	20	21	107.0%	10.6	8.1	B
	Through	720	691	95.9%	17.1	12.2	C
	Right Turn	10	11	112.0%	9.6	13.7	A
	Subtotal	750	723	96.5%	16.7	11.9	C
Total		1,500	1,477	98.5%	28.8	11.5	D

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

Railroad Ave Realignment
Cumulative with Signals
PM Peak Hour

Intersection 1 Sunset Ave/E Tabor Avenue Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	450	450	100.0%	21.3	2.6	C
	Through	10	11	113.0%	15.0	8.0	B
	Right Turn	610	619	101.5%	17.6	5.6	B
	Subtotal	1,070	1,081	101.0%	19.1	3.6	B
SB	Left Turn						
	Through	10	9	87.0%	33.9	16.5	C
	Right Turn	10	10	96.0%	10.6	7.2	B
	Subtotal	20	18	91.5%	24.5	13.2	C
EB	Left Turn	10	8	78.0%	119.5	68.5	F
	Through	290	247	85.0%	146.4	11.0	F
	Right Turn	240	208	86.6%	134.1	14.3	F
	Subtotal	540	462	85.6%	140.9	11.2	F
WB	Left Turn	310	264	85.0%	37.6	7.1	D
	Through	340	310	91.3%	16.3	1.8	B
	Right Turn	10	10	103.0%	10.4	6.3	B
	Subtotal	660	584	88.5%	25.9	4.1	C
Total		2,290	2,145	93.7%	47.3	2.3	D

Intersection 2 Clay Bank Road/E Tabor Avenue 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	430	434	100.8%	59.9	45.0	E
	Through						
	Right Turn	310	312	100.8%	13.9	26.4	B
	Subtotal	740	746	100.8%	42.0	39.5	D
EB	Left Turn	270	258	95.7%	27.0	10.0	C
	Through	410	395	96.4%	29.9	16.1	C
	Right Turn						
	Subtotal	680	654	96.1%	28.8	13.5	C
WB	Left Turn						
	Through	250	169	67.6%	11.6	2.4	B
	Right Turn	510	347	67.9%	4.7	0.5	A
	Subtotal	760	515	67.8%	7.1	1.0	A
Total		2,180	1,915	87.8%	27.3	15.8	C

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

Railroad Ave Realignment
Cumulative with Signals
PM Peak Hour

Intersection 3 Railroad Avenue/E Tabor Avenue Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	400	156	39.1%	461.1	28.3	F
	Through						
	Right Turn	330	115	34.9%	334.4	126.6	F
	Subtotal	730	272	37.2%	398.2	70.4	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	460	448	97.4%	80.8	13.1	F
	Right Turn	380	378	99.4%	77.7	13.3	E
	Subtotal	840	826	98.3%	79.4	13.1	E
WB	Left Turn	250	247	98.9%	78.4	19.2	E
	Through	360	363	100.8%	24.1	6.4	C
	Right Turn						
	Subtotal	610	610	100.0%	46.9	12.9	D
Total		2,180	1,707	78.3%	116.1	9.5	F

Intersection 4 Olive Avenue/E Tabor Avenue 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	48	96.6%	134.5	110.0	F
	Through						
	Right Turn	20	20	97.5%	143.0	136.7	F
	Subtotal	70	68	96.9%	137.6	115.0	F
SB	Left Turn	10	10	100.0%	11.3	10.1	B
	Through						
	Right Turn						
	Subtotal	10	10	100.0%	10.9	10.5	B
EB	Left Turn						
	Through	720	509	70.7%	8.0	1.5	A
	Right Turn	70	54	76.6%	6.7	1.5	A
	Subtotal	790	563	71.2%	7.9	1.5	A
WB	Left Turn	30	34	112.3%	12.0	7.5	B
	Through	560	563	100.6%	17.1	15.5	C
	Right Turn						
	Subtotal	590	597	101.2%	16.9	15.1	C
Total		1,460	1,238	84.8%	19.4	12.7	C

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

Railroad Ave Realignment
Cumulative w/ Olive
AM Peak Hour

Intersection 1

Sunset Ave/E Tabor Avenue

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	380	384	101.1%	31.8	2.7	C
	Through						
	Right Turn	250	259	103.8%	7.7	1.8	A
	Subtotal	630	643	102.1%	22.0	2.5	C
SB	Left Turn	10	10	99.0%	47.1	22.9	D
	Through	10	10	96.0%	62.9	31.9	E
	Right Turn	10	11	105.0%	18.8	8.6	B
	Subtotal	30	30	100.0%	42.0	16.7	D
EB	Left Turn	10	8	84.0%	142.9	43.6	F
	Through	210	194	92.6%	133.2	16.3	F
	Right Turn	340	306	90.0%	122.6	15.8	F
	Subtotal	560	509	90.8%	127.2	15.4	F
WB	Left Turn	350	340	97.1%	53.4	11.6	D
	Through	550	535	97.3%	21.9	6.0	C
	Right Turn	10	10	103.0%	17.4	12.6	B
	Subtotal	910	885	97.3%	34.3	8.4	C
Total		2,130	2,067	97.1%	52.7	3.8	D

Intersection 2

Clay Bank Road/E Tabor Avenue

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						
	Right Turn						
	Subtotal						
SB	Left Turn	500	452	90.4%	156.5	57.3	F
	Through						
	Right Turn	440	406	92.2%	134.6	59.4	F
	Subtotal	940	858	91.2%	146.4	57.5	F
EB	Left Turn	210	205	97.5%	18.0	4.5	C
	Through	150	152	101.0%	13.3	2.3	B
	Right Turn						
	Subtotal	360	356	98.9%	16.1	3.4	C
WB	Left Turn						
	Through	260	264	101.6%	31.8	16.2	D
	Right Turn	300	303	100.9%	11.2	2.4	B
	Subtotal	560	567	101.3%	21.1	8.9	C
Total		1,860	1,781	95.7%	78.0	27.1	F

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

Railroad Ave Realignment
Cumulative w/ Olive
AM Peak Hour

Intersection 3

Railroad Avenue/E Tabor Avenue

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	310	318	102.4%	21.6	10.7	C
	Subtotal	310	318	102.4%	21.6	10.7	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	340	324	95.4%	16.4	4.8	C
	Right Turn	310	291	93.8%	14.1	4.4	B
	Subtotal	650	615	94.6%	15.3	4.6	C
WB	Left Turn						
	Through	560	558	99.7%	4.5	1.3	A
	Right Turn						
	Subtotal	560	558	99.7%	4.5	1.3	A
Total		1,520	1,491	98.1%	12.7	4.0	B

Intersection 4

Olive Avenue/E Tabor Avenue

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	170	166	97.4%	46.8	5.2	E
	Through						
	Right Turn	40	44	110.3%	12.0	5.3	B
	Subtotal	210	210	99.8%	39.3	3.8	E
SB	Left Turn	10	11	107.0%	40.4	25.5	E
	Through						
	Right Turn						
	Subtotal	10	11	107.0%	40.4	25.5	E
EB	Left Turn						
	Through	610	589	96.5%	37.0	3.9	E
	Right Turn	40	39	97.8%	35.6	10.2	E
	Subtotal	650	628	96.6%	36.8	3.6	E
WB	Left Turn	350	350	99.9%	69.0	36.7	F
	Through	390	394	101.0%	29.4	29.8	D
	Right Turn	10	9	92.0%	13.0	17.6	B
	Subtotal	750	753	100.4%	47.2	32.4	E
Total		1,620	1,601	98.8%	42.0	15.1	E

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

Railroad Ave Realignment
Cumulative w/ Olive
AM Peak Hour

Intersection 5

Emperor Drive/Pintail Drive

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	90	90	99.6%	16.0	2.9	C
	Through	70	81	116.3%	12.7	2.5	B
	Right Turn	50	45	89.0%	12.6	4.3	B
	Subtotal	210	216	102.6%	14.1	2.7	B
SB	Left Turn	10	10	98.0%	45.0	34.4	E
	Through	170	170	100.2%	64.9	16.6	F
	Right Turn	290	281	97.0%	63.8	15.6	F
	Subtotal	470	462	98.2%	64.3	15.7	F
EB	Left Turn	80	81	101.3%	18.4	7.0	C
	Through	130	132	101.6%	16.3	4.1	C
	Right Turn	90	95	105.4%	14.6	4.5	B
	Subtotal	300	308	102.7%	16.3	4.5	C
WB	Left Turn	60	57	94.7%	58.1	23.2	F
	Through	340	344	101.2%	58.3	23.4	F
	Right Turn	10	10	101.0%	55.7	33.9	F
	Subtotal	410	411	100.3%	58.0	23.1	F
Total		1,390	1,396	100.4%	44.1	10.7	E

Intersection 6

Emperor Drive/CA-12

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	150	151	100.7%	44.6	6.8	D
	Through	30	29	96.0%	43.6	13.3	D
	Right Turn	60	62	102.5%	15.0	2.9	B
	Subtotal	240	241	100.6%	37.6	5.7	D
SB	Left Turn	70	69	98.9%	36.2	5.7	D
	Through	60	84	140.3%	30.8	14.2	C
	Right Turn	250	253	101.1%	28.6	9.8	C
	Subtotal	380	406	106.9%	30.2	9.6	C
EB	Left Turn	100	100	100.2%	53.6	8.4	D
	Through	1,160	1,175	101.3%	45.1	12.1	D
	Right Turn	50	57	114.8%	15.0	6.2	B
	Subtotal	1,310	1,333	101.7%	44.6	10.9	D
WB	Left Turn	80	63	78.8%	222.0	32.2	F
	Through	1,680	1,246	74.2%	210.3	23.7	F
	Right Turn	30	20	67.3%	169.8	48.5	F
	Subtotal	1,790	1,330	74.3%	210.4	23.4	F
Total		3,720	3,310	89.0%	109.3	8.9	F

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

Railroad Ave Realignment
Cumulative w/ Olive
PM Peak Hour

Intersection 1 **Sunset Ave/E Tabor Avenue** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	410	415	101.1%	32.2	4.9	C
	Through	10	10	96.0%	33.0	19.4	C
	Right Turn	530	525	99.0%	16.0	4.8	B
	Subtotal	950	949	99.9%	23.5	4.0	C
SB	Left Turn						
	Through	10	10	96.0%	45.2	25.9	D
	Right Turn	10	9	90.0%	16.7	23.9	B
	Subtotal	20	19	93.0%	31.3	22.3	C
EB	Left Turn	10	9	89.0%	132.4	67.0	F
	Through	290	264	91.1%	137.5	6.7	F
	Right Turn	240	218	90.8%	127.2	6.7	F
	Subtotal	540	491	90.9%	132.9	5.9	F
WB	Left Turn	510	386	75.7%	99.0	41.7	F
	Through	430	329	76.6%	56.3	37.6	E
	Right Turn	10	9	89.0%	48.4	43.6	D
	Subtotal	950	724	76.2%	80.4	41.1	F
Total		2,460	2,183	88.7%	66.3	14.2	E

Intersection 2 **Clay Bank Road/E Tabor Avenue** **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						
	Right Turn						
	Subtotal						
SB	Left Turn	430	375	87.2%	222.7	16.1	F
	Through						
	Right Turn	310	260	83.7%	195.3	13.6	F
	Subtotal	740	634	85.7%	211.6	14.5	F
EB	Left Turn	270	242	89.4%	138.9	66.4	F
	Through	410	384	93.8%	147.2	64.6	F
	Right Turn						
	Subtotal	680	626	92.0%	143.9	65.2	F
WB	Left Turn						
	Through	540	388	71.8%	168.4	4.7	F
	Right Turn	350	247	70.5%	74.4	16.6	F
	Subtotal	890	634	71.3%	131.1	8.4	F
Total		2,310	1,895	82.0%	162.0	20.3	F

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

Railroad Ave Realignment
Cumulative w/ Olive
PM Peak Hour

Intersection 3 Railroad Avenue/E Tabor Avenue 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	330	312	94.5%	112.9	65.4	F
	Subtotal	330	312	94.5%	112.9	65.4	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	460	428	92.9%	24.4	2.8	C
	Right Turn	380	344	90.5%	21.4	2.5	C
	Subtotal	840	772	91.8%	23.1	2.6	C
WB	Left Turn						
	Through	890	625	70.2%	79.9	10.0	F
	Right Turn						
	Subtotal	890	625	70.2%	79.9	10.0	F
Total		2,060	1,708	82.9%	59.0	12.8	F

Intersection 4 Olive Avenue/E Tabor Avenue Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	380	238	62.6%	553.1	73.3	F
	Through						
	Right Turn	250	162	64.9%	579.8	95.2	F
	Subtotal	630	400	63.5%	559.4	76.8	F
SB	Left Turn	10	11	106.0%	58.4	23.3	E
	Through						
	Right Turn						
	Subtotal	10	11	106.0%	58.4	23.3	E
EB	Left Turn						
	Through	720	661	91.8%	41.0	3.9	D
	Right Turn	70	63	89.4%	35.8	7.7	D
	Subtotal	790	724	91.6%	40.5	4.0	D
WB	Left Turn	80	56	70.3%	363.3	30.4	F
	Through	510	396	77.6%	335.8	42.1	F
	Right Turn						
	Subtotal	590	452	76.6%	340.1	38.3	F
Total		2,020	1,586	78.5%	242.9	16.5	F

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

Railroad Ave Realignment
Cumulative w/ Olive
PM Peak Hour

Intersection 5

Emperor Drive/Pintail Drive

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	15	74.5%	22.1	6.8	C
	Through	450	344	76.5%	22.3	4.3	C
	Right Turn	130	102	78.2%	20.6	3.5	C
	Subtotal	600	461	76.8%	21.9	4.0	C
SB	Left Turn	10	11	112.0%	9.4	3.8	A
	Through	60	58	96.8%	9.1	1.6	A
	Right Turn	70	74	105.1%	5.9	1.0	A
	Subtotal	140	143	102.1%	7.5	1.2	A
EB	Left Turn	200	191	95.6%	123.8	61.5	F
	Through	290	280	96.4%	123.3	61.2	F
	Right Turn	100	96	96.3%	118.1	59.3	F
	Subtotal	590	567	96.1%	122.9	60.9	F
WB	Left Turn	30	30	100.0%	10.3	3.2	B
	Through	220	221	100.6%	12.0	2.7	B
	Right Turn	10	12	118.0%	9.6	6.2	A
	Subtotal	260	263	101.2%	11.8	2.7	B
Total		1,590	1,434	90.2%	58.6	25.3	F

Intersection 6

Emperor Drive/CA-12

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	110	104	94.5%	44.3	6.4	D
	Through	20	20	98.5%	50.1	17.9	D
	Right Turn	70	73	104.1%	19.1	4.2	B
	Subtotal	200	197	98.3%	35.9	4.8	D
SB	Left Turn	40	38	94.3%	41.6	14.8	D
	Through	20	23	113.0%	22.9	7.3	C
	Right Turn	130	130	100.3%	15.4	3.6	B
	Subtotal	190	191	100.4%	21.0	5.1	C
EB	Left Turn	450	310	69.0%	281.0	45.6	F
	Through	1,940	1,418	73.1%	129.7	19.6	F
	Right Turn	200	141	70.7%	97.9	23.7	F
	Subtotal	2,590	1,870	72.2%	152.3	13.6	F
WB	Left Turn	70	57	81.7%	197.1	33.1	F
	Through	1,380	1,174	85.1%	192.8	32.1	F
	Right Turn	200	167	83.6%	163.9	34.4	F
	Subtotal	1,650	1,398	84.8%	189.7	32.4	F
Total		4,630	3,656	79.0%	151.3	15.3	F

Appendix C: Vehicle Queue Tables

Table E-1: Existing Weekday Peak Hour Average & 95th Percentile Queue¹

Intersection	Peak Hour	Movement ²	Storage Length (ft)	Existing No Project	
				Average Queue (ft)	95th%ile Queue (ft)
1. Sunset Avenue/East Tabor Avenue	AM	EBL	150	10	10
		EBTR	370	160	290
		WBL	210	100	170
		WBTR	620	90	160
		NBTL	1,280	140	210
		NBR	1,280	50	90
		SB	60	10	30
	PM	EBL	150	10	30
		EBTR	370	250	440
		WBL	210	100	160
		WBTR	620	70	140
		NBTL	1,280	130	200
		NBR	1,280	90	140
		SB	60	10	30
2. Clay Bank Road/East Tabor Avenue	AM	EBL	80	60	90
		EBT	230	60	90
		WBT ³	520	60	100
		WBR ³	520	70	110
		SBL	630	70	120
		SBR	630	40	70
	PM	EBL	80	60	90
		EBT	230	70	100
		WBT ³	520	60	90
		WBR ³	520	60	80
		SBL	630	60	90
		SBR	630	40	60
3. Railroad Avenue/East Tabor Avenue	AM	EBT ³	100	10	20
		EBR ³	110	10	40
		WBTL	360	100	210
		WBT	110	30	110
		NBL	810	90	200
		NBR	70	70	150
	PM	EBT ³	100	10	10

Table E-1: Existing Weekday Peak Hour Average & 95th Percentile Queue¹

Intersection	Peak Hour	Movement ²	Storage Length (ft)	Existing No Project	
				Average Queue (ft)	95th%ile Queue (ft)
		EBR ³	110	10	30
		WBTL	360	70	140
		WBT	110	10	50
		NBL	810	90	190
		NBR	70	70	150
4. Olive Avenue/East Tabor Avenue	AM	EBTR	360	50	70
		WBTL	410	10	40
		NB	4,200	30	60
	PM	EBTR	360	50	60
		WBTL	410	10	40
		NB	4,200	30	60
5. Emperor Drive/Pintail Drive	AM	EB	630	60	100
		WB	180	80	120
		NB	920	60	100
		SB	830	50	80
	PM	EB	630	70	110
		WB	180	60	80
		NB	920	90	160
		SB	830	40	60
6. Emperor Drive/ SR 12	AM	EBL	490	60	120
		EBT	4,200	100	170
		EBR	280	20	50
		WBL	260	60	180
		WBT	4,700	280	440
		WBR	250	20	80
		NBL	210	30	100
		NBTL	790	100	170
		NBR	130	30	80
		SBL	130	20	50
		SBTR	600	80	150
	PM	EBL	490	170	280
		EBT	4,200	210	370

Table E-1: Existing Weekday Peak Hour Average & 95th Percentile Queue¹

Intersection	Peak Hour	Movement ²	Storage Length (ft)	Existing No Project	
				Average Queue (ft)	95th%ile Queue (ft)
		EBR	280	60	180
		WBL	260	30	90
		WBT	4,700	230	370
		WBR	250	20	90
		NBL	210	20	60
		NBTL	790	70	120
		NBR	130	20	50
		SBL	130	20	50
		SBTR	600	50	90

Notes:

Bold = Queue exceeds available storage length

East Tabor Avenue, Pintail Drive, and SR 12 are eastbound/westbound.

Sunset Avenue, Clay Bank Road, Railroad Avenue, Olive Avenue, and Emperor Drive are northbound/southbound.

1. 95th Percentile Queue: the maximum back of queue with 95th percentile traffic volumes
2. Movement Key: EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; T = Through; L = Left; R = Right
3. Storage length for this movement is limited to the rail crossing tracks.

Source: Fehr & Peers, December 2024.

Table E-2: Near-Term Weekday Peak Hour Average & 95th Percentile Queue¹

Intersection	Peak Hour	Movement ²	Storage Length (ft)	Near-Term No Project		Near-Term with Realignment		Near-Term with Prohibited Lefts		Near-Term with Signals		Near-Term with Olive Extension	
				Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)
1. Sunset Avenue/East Tabor Avenue	AM	EBL	150	30	110	20	70	30	110	20	70	30	110
		EBTR	370	400	620	260	450	510	650	220	370	370	590
		WBL	210	150	230	160	230	230	230	210	270	200	260
		WBTR	620	130	260	130	250	1,790	2,130	610	1,240	320	680
		NBTL	1,280	150	240	180	280	260	400	170	260	210	330
		NBR	1,280	60	90	60	100	70	110	60	100	70	120
		SB	60	30	60	20	70	30	70	30	70	30	70
		EBL	150	30	110	20	80	30	90	30	100	20	90
		EBTR	370	540	680	310	520	590	670	590	660	500	710
		WBL	210	100	160	110	180	210	260	100	170	180	250
2. Clay Bank Road/East Tabor Avenue	PM	WBTR	620	90	160	90	170	270	530	100	180	150	330
		NBTL	1,280	180	280	210	320	370	460	180	290	200	320
		NBR	1,280	130	220	140	250	240	390	140	230	130	220
		SB	60	20	50	30	60	30	60	20	50	30	60
		EBL	80	80	150	80	170	140	190	90	140	90	180
		EBT	230	70	150	80	180	110	200	80	170	80	180
		WBT ³	520	80	120	100	190	520	540	90	150	160	300
		WBR ³	520	80	120	110	190	300	600	80	120	90	160
		SBL	630	170	320	210	400	580	890	120	190	280	520
		SBR	630	70	110	80	150	410	870	60	110	120	270
	PM	EBL	80	100	180	140	250	100	190	90	140	150	240
		EBT	230	120	240	360	840	130	250	90	170	170	340
		WBT ³	520	70	110	110	180	210	360	60	110	480	600

Table E-2: Near-Term Weekday Peak Hour Average & 95th Percentile Queue¹

Intersection	Peak Hour	Movement ²	Storage Length (ft)	Near-Term No Project		Near-Term with Realignment		Near-Term with Prohibited Lefts		Near-Term with Signals		Near-Term with Olive Extension	
				Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)
3. Railroad Avenue/East Tabor Avenue	AM	WBR ³	520	80	120	130	210	80	160	50	80	250	570
		SBL	630	260	480	590	1,020	560	870	140	240	560	820
		SBR	630	80	210	450	1,050	350	770	40	80	310	670
		EBT ³	100	30	120	- ⁵	- ⁵	140	220	70	100	60	220
		EBR ³	110	60	150	- ⁵	- ⁵	120	200	50	80	40	130
		WBL	360	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵	110	190	- ⁵	- ⁵
	PM	WBTL	360	120	240	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵
		WBT	110	190	380	- ⁵	- ⁵	360	400	130	230	30	130
		NBL	810	820	960	- ⁵	- ⁵	- ⁵	- ⁵	90	160	- ⁵	- ⁵
		NBR	70	130	210	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵
		NBR ⁴	810	- ⁵	- ⁵	- ⁵	- ⁵	70	120	70	130	100	180
		EBT ³	100	30	120	- ⁵	- ⁵	10	10	180	340	70	210
4. Olive Avenue/East Tabor Avenue	AM	EBR ³	110	50	170	- ⁵	- ⁵	10	10	200	340	60	190
		WBL	360	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵	170	320	- ⁵	- ⁵
		WBTL	360	120	240	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵
		WBT	110	50	170	- ⁵	- ⁵	50	220	140	240	280	470
		NBL	810	1,020	1,050	- ⁵	- ⁵	- ⁵	- ⁵	1,020	1,040	- ⁵	- ⁵
		NBR	70	130	230	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵	- ⁵
	PM	NBR ⁴	810	- ⁵	- ⁵	- ⁵	- ⁵	70	120	150	210	110	220
		EBL	200	10	50	70	240	10	40	10	30	40	140
		EBTR	360	10	10	350	490	10	20	10	10	310	370
		WBL	180	50	120	230	270	30	140	10	30	190	260
		WBTR	410	20	70	570	1,010	760	1,290	20	90	210	420
		NB	4,200	40	90	- ⁵	- ⁵	810	1,490	70	140	- ⁵	- ⁵
		NBTL	4,200	- ⁵	- ⁵	200	350	- ⁵	- ⁵	- ⁵	- ⁵	120	200

Table E-2: Near-Term Weekday Peak Hour Average & 95th Percentile Queue¹

Intersection	Peak Hour	Movement ²	Storage Length (ft)	Near-Term No Project		Near-Term with Realignment		Near-Term with Prohibited Lefts		Near-Term with Signals		Near-Term with Olive Extension	
				Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)
	PM	NBR	150	- ⁵	- ⁵	130	220	- ⁵	- ⁵	- ⁵	- ⁵	30	50
		SB	100	20	40	30	70	100	150	30	70	30	70
		EBL	200	10	30	120	260	10	20	30	80	40	140
		EBTR	360	10	10	410	460	10	10	40	70	310	370
		WBL	180	30	80	190	260	20	40	10	30	110	250
		WBTR	410	10	20	210	440	10	10	10	60	390	750
		NB	4,200	50	80	- ⁵	- ⁵	60	110	50	100	- ⁵	- ⁵
		NBTL	4,200	- ⁵	- ⁵	620	1,010	- ⁵	- ⁵	- ⁵	- ⁵	550	1,090
		NBR	150	- ⁵	- ⁵	160	230	- ⁵	- ⁵	- ⁵	- ⁵	210	600
		SB	100	20	50	30	60	20	50	20	50	20	50
5. Emperor Drive/Pintail Drive	AM	EB	630	70	100	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	90	150
		WB	180	90	150	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	130	230
		NB	430	70	110	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	80	140
		SB	830	60	90	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	140	260
		EB	630	90	150	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	150	280
	PM	WB	180	60	100	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	70	110
		NB	430	110	180	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	170	260
		SB	830	40	60	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	50	80
		EBL	490	80	150	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	90	160
		EBT	4,200	220	17	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	230	350
6. Emperor Drive/ SR 12	AM	EBR	280	30	90	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	30	90
		WBL	260	120	300	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	110	270
		WBT	4,700	1,270	1,710	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	1,490	1,800
		WBR	250	40	180	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	60	220

Table E-2: Near-Term Weekday Peak Hour Average & 95th Percentile Queue¹

Intersection	Peak Hour	Movement ²	Storage Length (ft)	Near-Term No Project		Near-Term with Realignment		Near-Term with Prohibited Lefts		Near-Term with Signals		Near-Term with Olive Extension	
				Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)
		NBL	210	40	120	- ₆	- ₆	- ₆	- ₆	- ₆	- ₆	50	150
		NBTL	790	110	190	- ₆	- ₆	- ₆	- ₆	- ₆	- ₆	120	200
		NBR	130	40	100	- ₆	- ₆	- ₆	- ₆	- ₆	- ₆	40	120
		SBL	130	50	110	- ₆	- ₆	- ₆	- ₆	- ₆	- ₆	50	110
		SBTR	600	100	190	- ₆	- ₆	- ₆	- ₆	- ₆	- ₆	160	290
		EBL	490	380	620	- ₆	- ₆	- ₆	- ₆	- ₆	- ₆	490	550
PM		EBT	4,200	1,040	1,690	- ₆	- ₆	- ₆	- ₆	- ₆	- ₆	1,340	1,840
		EBR	280	190	390	- ₆	- ₆	- ₆	- ₆	- ₆	- ₆	160	370
		WBL	260	100	270	- ₆	- ₆	- ₆	- ₆	- ₆	- ₆	100	260
		WBT	4,700	890	1,310	- ₆	- ₆	- ₆	- ₆	- ₆	- ₆	700	1,060
		WBR	250	100	290	- ₆	- ₆	- ₆	- ₆	- ₆	- ₆	170	350
		NBL	210	30	100	- ₆	- ₆	- ₆	- ₆	- ₆	- ₆	30	90
		NBTL	790	90	170	- ₆	- ₆	- ₆	- ₆	- ₆	- ₆	90	160
		NBR	130	40	110	- ₆	- ₆	- ₆	- ₆	- ₆	- ₆	40	100
		SBL	130	30	60	- ₆	- ₆	- ₆	- ₆	- ₆	- ₆	30	60
		SBTR	600	70	120	- ₆	- ₆	- ₆	- ₆	- ₆	- ₆	80	150

Notes:

Bold = Queue exceeds available storage length

East Tabor Avenue, Pintail Drive, and SR 12 are eastbound/westbound.

Sunset Avenue, Clay Bank Road, Railroad Avenue, Olive Avenue, and Emperor Drive are northbound/southbound.

1. 95th Percentile Queue: the maximum back of queue with 95th percentile traffic volumes
2. Movement Key: EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; T = Through; L = Left; R = Right
3. Storage length for this movement is limited to the rail crossing tracks.
4. Storage length is longer in this project scenario.
5. Movement does not exist in this scenario.

Table E-2: Near-Term Weekday Peak Hour Average & 95th Percentile Queue¹

Intersection	Peak Hour	Movement ²	Storage Length (ft)	Near-Term No Project		Near-Term with Realignment		Near-Term with Prohibited Lefts		Near-Term with Signals		Near-Term with Olive Extension	
				Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)

6. Queue results are not impacted by any of the project scenarios that occur solely along East Tabor Avenue.

Source: Fehr & Peers, December 2024.

Table E-3: Cumulative Weekday Peak Hour Average & 95th Percentile Queue¹

Intersection	Peak Hour	Movement ²	Storage Length (ft)	Cumulative No Project		Cumulative with Realignment		Cumulative with Prohibited Lefts		Cumulative with Signals		Cumulative with Olive Extension	
				Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)
1. Sunset Avenue/East Tabor Avenue	AM	EBL	150	20	100	30	100	30	110	30	120	30	120
		EBTR	370	560	710	450	670	600	670	590	670	570	700
		WBL	210	200	260	200	260	230	230	210	260	200	270
		WBTR	620	380	800	310	680	1,780	2,100	610	1,300	320	630
		NBTL	1,280	150	240	180	280	310	440	150	230	230	340
		NBR	1,280	60	100	60	90	70	120	60	100	80	120
		SB	60	30	60	30	60	30	70	30	60	30	70
		EBL	150	30	120	30	100	20	100	30	110	30	100
		EBTR	370	610	650	440	660	590	660	600	670	590	680
		WBL	210	150	230	160	250	230	230	150	230	230	240
2. Clay Bank Road/East Tabor Avenue	PM	WBTR	620	110	230	130	280	1,500	2,220	130	260	660	1,070
		NBTL	1,280	210	310	290	440	380	460	210	310	250	380
		NBR	1,280	210	340	280	440	380	470	200	330	180	310
		SB	60	20	50	30	60	30	60	20	50	20	60
		EBL	80	80	120	80	130	80	130	90	150	100	190
		EBT	230	60	100	60	100	60	100	70	140	80	180
		WBT ³	520	250	350	290	430	720	730	250	330	100	170
		WBR ³	520	250	360	280	440	560	720	220	270	80	140
		SBL	630	670	930	790	950	830	870	170	270	600	880
		SBR	630	580	1,010	750	1,040	820	900	90	160	490	900
	PM	EBL	80	130	190	150	190	110	180	110	170	200	230
		EBT	230	290	570	1,250	2,100	150	270	160	310	740	1,310
		WBT ³	520	230	280	280	400	520	700	220	270	520	540

Table E-3: Cumulative Weekday Peak Hour Average & 95th Percentile Queue¹

Intersection	Peak Hour	Movement ²	Storage Length (ft)	Cumulative No Project		Cumulative with Realignment		Cumulative with Prohibited Lefts		Cumulative with Signals		Cumulative with Olive Extension	
				Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)
3. Railroad Avenue/East Tabor Avenue	AM	WBR ³	520	230	300	340	550	280	480	60	100	340	650
		SBL	630	420	690	740	1,030	660	1,000	230	460	710	980
		SBR	630	160	430	660	1,160	550	1,070	110	270	610	1,060
		EBT ³	100	180	270	5	5	180	250	300	430	40	150
		EBR ³	110	200	290	5	5	180	250	300	420	50	160
		WBL	360	5	5	5	5	5	5	300	430	5	5
		WBTL	360	150	280	5	5	5	5	5	5	5	5
		WBT	110	70	210	5	5	360	410	190	250	20	70
		NBL	810	1,010	1,060	5	5	5	5	160	280	5	5
		NBR	70	150	270	5	5	5	5	5	5	5	5
		NBR ⁴	810	5	5	5	5	70	110	90	160	80	140
		EBT ³	100	190	310	5	5	210	340	480	710	110	240
4. Olive Avenue/East Tabor Avenue	PM	EBR ³	110	210	330	5	5	210	330	450	620	60	190
		WBL	360	5	5	5	5	5	5	250	400	5	5
		WBTL	360	160	320	5	5	5	5	5	5	5	5
		WBT	110	70	210	5	5	120	300	170	250	360	400
		NBL	810	1,020	1,030	5	5	5	5	1,020	1,040	5	5
		NBR	70	100	220	5	5	5	5	5	5	5	5
		NBR ⁴	810	5	5	5	5	90	150	1,010	1,120	410	730
		EBL	200	10	10	30	120	10	20	10	10	10	10
		EBTR	360	60	70	470	550	60	70	70	100	10	20
		WBL	180	10	40	240	260	50	190	20	70	80	150
		WBTR	410	10	50	910	1,350	940	1,430	150	450	10	50
		NB	4,200	60	100	5	5	940	1,620	250	510	1,320	2,230

Table E-3: Cumulative Weekday Peak Hour Average & 95th Percentile Queue¹

Intersection	Peak Hour	Movement ²	Storage Length (ft)	Cumulative No Project		Cumulative with Realignment		Cumulative with Prohibited Lefts		Cumulative with Signals		Cumulative with Olive Extension	
				Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)
5. Emperor Drive/Pintail Drive	PM	NBTL	4,200	- ⁵	- ⁵	260	460	- ⁵	- ⁵	- ⁵	- ⁵	-	-
		NBR	150	-	-	140	220	- ⁵	- ⁵	- ⁵	- ⁵	-	-
		SB	100	10	40	20	60	60	120	20	40	20	40
		EBL	200	10	10	10	10	10	10	10	10	10	10
		EBTR	360	60	70	500	550	60	70	90	120	400	450
	AM	WBL	180	20	50	240	260	20	60	30	80	170	330
		WBTR	410	20	90	900	1,330	30	100	80	270	1,500	2,590
		NB	4,200	50	90	- ⁵	- ⁵	90	180	90	190	-	-
		NBTL	4,200	- ⁵	- ⁵	1,270	1,470	- ⁵	- ⁵	- ⁵	- ⁵	1,890	3,530
		NBR	150	- ⁵	- ⁵	160	220	- ⁵	- ⁵	- ⁵	- ⁵	1,580	3,460
6. Emperor Drive/Pintail Drive	PM	SB	100	10	40	20	40	10	40	10	40	20	40
		EB	630	70	110	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	110	170
		WB	180	120	220	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	200	350
		NB	430	70	120	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	100	160
		SB	830	60	90	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	310	420
	AM	EB	630	100	180	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	630	1,020
		WB	180	70	110	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	80	130
		NB	430	110	180	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	190	290
		SB	830	40	70	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	60	90
		EBL	490	110	260	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	170	400
6. Emperor Drive/ SR 12	AM	EBT	4,200	380	590	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	460	750
		EBR	280	70	220	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	70	250
		WBL	260	120	300	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	130	300
		WBT	4,700	1,640	1,690	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	- ⁶	1,640	1,700

Table E-3: Cumulative Weekday Peak Hour Average & 95th Percentile Queue¹

Intersection	Peak Hour	Movement ²	Storage Length (ft)	Cumulative No Project		Cumulative with Realignment		Cumulative with Prohibited Lefts		Cumulative with Signals		Cumulative with Olive Extension	
				Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)		
		WBR	250	30	150	-.6	-.6	-.6	-.6	-.6	-.6	50	190
		NBL	210	40	130	-.6	-.6	-.6	-.6	-.6	-.6	60	160
		NBTL	790	120	200	-.6	-.6	-.6	-.6	-.6	-.6	130	210
		NBR	130	50	120	-.6	-.6	-.6	-.6	-.6	-.6	30	130
		SBL	130	60	130	-.6	-.6	-.6	-.6	-.6	-.6	60	140
		SBTR	600	110	220	-.6	-.6	-.6	-.6	-.6	-.6	200	350
		EBL	490	430	660	-.6	-.6	-.6	-.6	-.6	-.6	510	510
		EBT	4,200	1,610	1,710	-.6	-.6	-.6	-.6	-.6	-.6	1,620	1,680
		EBR	280	190	400	-.6	-.6	-.6	-.6	-.6	-.6	160	370
		WBL	260	130	310	-.6	-.6	-.6	-.6	-.6	-.6	130	300
PM	WBT	4,700	1,320	1,600	-.6	-.6	-.6	-.6	-.6	-.6	1,350	1,600	
	WBR	250	120	320	-.6	-.6	-.6	-.6	-.6	-.6	200	370	
	NBL	210	30	100	-.6	-.6	-.6	-.6	-.6	-.6	20	80	
	NBTL	790	90	170	-.6	-.6	-.6	-.6	-.6	-.6	90	160	
	NBR	130	50	110	-.6	-.6	-.6	-.6	-.6	-.6	50	110	
	SBL	130	40	90	-.6	-.6	-.6	-.6	-.6	-.6	30	70	
	SBTR	600	70	130	-.6	-.6	-.6	-.6	-.6	-.6	80	150	

Notes:
Bold = Queue exceeds available storage length
East Tabor Avenue, Pintail Drive, and SR 12 are eastbound/westbound.
Sunset Avenue, Clay Bank Road, Railroad Avenue, Olive Avenue, and Emperor Drive are northbound/southbound.

1. 95th Percentile Queue: the maximum back of queue with 95th percentile traffic volumes
2. Movement Key: EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; T = Through; L = Left; R = Right
3. Storage length for this movement is limited to the rail crossing tracks.
4. Storage length is longer in this project scenario.

Table E-3: Cumulative Weekday Peak Hour Average & 95th Percentile Queue¹

Intersection	Peak Hour	Movement ²	Storage Length (ft)	Cumulative No Project		Cumulative with Realignment		Cumulative with Prohibited Lefts		Cumulative with Signals		Cumulative with Olive Extension	
				Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)	Average Queue (ft)	95th%ile Queue (ft)

5. Movement does not exist in this scenario.

6. Queue results are not impacted by any of the project scenarios that occur solely along East Tabor Avenue.

Source: Fehr & Peers, December 2024.

Memorandum

Date: March 13, 2025

To: Jim Bermudez, Suisun City Development Services Director
Nouae Vue, Suisun City Public Works Director/City Engineer

From: Sarah Chan, PE TE

Subject: East Tabor Avenue/Railroad Avenue Preferred Alternative (Option B) Fair Share Calculations

WC24-4088

In 2020, Fehr & Peers, in coordination with City of Suisun City staff, evaluated the feasibility of eliminating the planned Railroad Avenue realignment at East Tabor Avenue. The study concluded that eliminating the realignment project and keeping the existing configuration would not cause internal inconsistencies with planned documents. Subsequently, in January 2025, Fehr & Peers prepared the Railroad Avenue Realignment analysis and report. The analysis evaluated traffic operations for three alternative improvement measures for the East Tabor Avenue/Railroad Avenue intersection. The report concludes that Option B, which provides right-in and right-out only movements at the East Tabor Avenue/Railroad Avenue intersection by eliminating left turns, would be the most favorable alternative because it would reduce crashes at the intersection.

The purpose of this memorandum is to describe the preferred alternative, the estimated cost for improvements, and identify the potential fair share obligations for two nearby developments.

Preferred Alternative

As described in the Railroad Avenue Realignment Report (January 2025), Option B was the preferred alternative. Option B would not include the realignment along Railroad Avenue and instead would modify the existing East Tabor Avenue/Railroad Avenue intersection by prohibiting left turns and providing right-in and right-out only movements for all approaches. In addition to the appropriate signage, the preferred alternative would construct raised curb extensions and concrete medians with mountable curbs to enforce the right-in and right-out only operations. Since left turns would be prohibited, the preferred alternative would result in a redistribution of vehicular traffic along the East Tabor Avenue corridor; therefore, in addition to the physical improvements at East Tabor Avenue/Railroad Avenue, the preferred alternative proposes to re-



program the traffic signal at the East Tabor Avenue/Sunset Avenue intersection to optimized traffic operations.

Figure 1 illustrates the proposed improvements and additional features along the corridor.

Cost Estimate

Based on the conceptual understanding of the preferred alternative, Fehr & Peers estimated that the cost to construct the preferred alternative would range from \$250,000 to \$440,000. The cost estimates are based on construction costs from similar projects throughout California from 2022 to 2024 and include an allowance for planning, engineering, environmental clearance, construction-related soft costs, construction management inspection, and contingency. The cost estimate does not include any costs related to relocation or reconstruction of underground utilities that may or may not be present in the project vicinity or potential right-of-way acquisition.

Planned Projects

Based on discussions with City of Suisun City staff, there are two anticipated projects along the corridor which would contribute a fair share fee toward the preferred alternative:

- Olive Residential Development: 70 single-family residential dwelling units to be located on a vacant parcel along Olive Avenue
- Cannabissary: a 2,494 square foot marijuana dispensary to be located on a vacant parcel at the Railroad Avenue/Humphrey Drive intersection

Methodology & Fair Share Calculations

To calculate each project's fair share fee, Fehr & Peers calculated the projects trip generation and estimated the number of planned project vehicle trips that would utilize the East Tabor Avenue/Railroad Avenue intersection. The number of planned project vehicle trips was divided by the growth in traffic volumes at the study location between Existing and Cumulative conditions to estimate the planned project's fair share.

Table 1 summarizes the planned project's trip generation and cumulative traffic contribution.



Table 1: Planned Projects Trip Generation¹ and Cumulative Traffic Contribution

Project/ Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour			% of Project Trips Utilizing East Tabor Ave/ Railroad Ave		Cumulative Traffic Contribution ²	
				In	Out	Total	In	Out	Total	AM	PM	AM	PM
Olive Avenue Residential													
Single Family Detached	210	70	du	12	37	49	42	24	66	59%	59%	7%	8%
Cannabissary													
Marijuana Dispensary	882	2.494	ksf	14	12	26	24	23	47	58%	55%	4%	6%

Notes:

1. Trip generation calculations based on ITE Trip Generation Manual, 11th Edition
 ITE Code 210 (Single Family Detached):
 AM Rate: 0.7; In: 25%; Out: 75%
 PM Rate: 0.94; In: 63%; Out: 37%
 ITE Code 882 (Marijuana Dispensary):
 AM Rate: 10.54; In: 52%; Out: 48%
 PM Rate: 18.92; In: 50%; Out: 50%
2. Cumulative traffic contribution is the percentage of project trips utilizing East Tabor Avenue/Railroad Avenue divided by the estimated cumulative growth. The cumulative growth is based on the difference between existing traffic data and estimated cumulative volumes under preferred alternative Option B, presented in the *Railroad Avenue Realignment Report* (January 2025).

Olive Avenue Residential

The Olive Avenue Residential project is estimated to generate 49 AM and 66 PM peak hour trips. Approximately 60-percent of the peak hour trips are anticipated to use the East Tabor Avenue/Railroad Avenue intersection, which represents approximately 8% of the anticipated growth at the intersection. Therefore, the estimated Olive Avenue Residential project fair share contribution could range from \$18,000 to \$37,000.

Cannabissary

The Cannabissary project is estimated to generate 26 AM and 47 PM peak hour trips. Approximately 60-percent of the peak hour trips are anticipated to use the East Tabor Avenue/Railroad Avenue intersection, which represents approximately 5% of the anticipated growth at the intersection. Therefore, the estimated Cannabissary project fair share contribution could range from \$10,000 to \$25,000.

This concludes our fair share calculations memorandum for the East Tabor Avenue/Railroad Avenue project. For questions, please contact Sarah Chan.

This project alternative would cost approximately \$250K – \$440K

Notes:

1. These cost estimates are based on construction costs from similar projects in Northern and Southern California based on 2022 to 2024 cost data.
2. These cost estimates include an allowance for planning, engineering, environmental clearance, construction-related soft costs (such as mobilization and traffic control), construction management inspection, and contingency.
3. These cost estimates do not include any costs related to relocation or reconstruction of underground utilities that may or may not be present in the project vicinity or impacts to and potential right-of-way acquisition.

Construct raised curb extensions and concrete median with mountable curb and install appropriate signage indicating no left turns at the intersection.

Reprogram traffic signal



- # Study Intersection
- Right Turn Movements Only
- Signalized Intersection
- AWSC All Way Stop Controlled Intersection
- SSSC Side Street Stop Controlled Intersection (Free East-West Movements on Tabor)



Figure 1

Prohibited Lefts at Railroad Avenue Project Alternative — Improvements and Cost Estimate

General Plan Amendment to Eliminate a Planned Roadway Realignment

California Environmental Quality Act Categorical Exemption Report

prepared by

City of Suisun

701 Civic Center Boulevard

Suisun City, California 94585

Contact: John Kearns, Principal Planner

prepared with the assistance of

Rincon Consultants, Inc.

4825 J Street, Suite 200

Sacramento, California 95819

June 2023

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RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

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Categorical Exemption Report

This report serves as the documentation of an environmental analysis performed by Rincon Consultants, Inc. for a proposed General Plan amendment to remove the Railroad Avenue realignment from East Tabor Avenue to Olive Avenue from the General Plan Vehicular Transportation Network Diagram (proposed project). The intent of the analysis is to document how and why the project is eligible for Class 1 Categorical Exemptions (CE), pursuant to the California Environmental Quality Act (CEQA). This report provides an introduction, project description, and evaluation of the project's consistency with the requirements for a Class 1 CE. The report demonstrates that the project is eligible for Class 1 CE.

1. Introduction

Section 15301 of the State CEQA Guidelines states that a Class 1 CE is for the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration to existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. Sections 15301(a) through (p) provide a non-inclusive list of example projects that are covered under a Class 1 CE. The key consideration is whether the project involves negligible or no expansion of use." Among the examples listed in the Guidelines under this exemption are existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities that do not create additional automobile lanes.

Additionally, State CEQA Guidelines Sections 15300.2(a) through (f) list specific exceptions for which, if applicable, a CE may not be used. These exceptions are as follows:

- a) **Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- b) **Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- c) **Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- d) **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

- e) **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- f) **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

2. Project Area and Existing Conditions

The project area consists of an existing rail crossing and paved roads located at the intersection of East Tabor Avenue and Railroad Avenue in the City of Suisun City, as shown on Figure 1 and Figure 2. The area where the proposed Railroad Avenue realignment is proposed for removal is currently zoned as Commercial Service and Fabricating (CSF) according to the City's zoning map (City of Suisun City 2016). The site has a land use designation of Commercial Mixed Use according the City of Suisun City General Plan. Both East Tabor Avenue and Railroad Avenue are paved with railroad traffic control devices located on East Tabor Avenue at the rail crossing. The project area is surrounded by residential uses to the northwest, a church to the northeast, and commercial and fabrication uses to the south.

3. Project Description

The City of Suisun City has proposed a General Plan amendment to remove the planned Railroad Avenue realignment from Railroad Avenue/Humphrey Drive to Olive Avenue from the General Plan Vehicular Transportation Network Diagram. The General Plan Vehicular Transportation Network Diagram currently shows plans for a realignment that would modify portion of Railroad Avenue south of the East Tabor Avenue/Railroad Avenue intersection such that Railroad Avenue would only provide ingress/egress to the storage facility and no longer be a through street, and route Railroad Avenue to the east to Olive Avenue, per Figure 2. The project would consist of amending the General Plan Vehicular Transportation Network Diagram to remove this realignment, and that the proposed realignment of Railroad Avenue does not occur. Therefore, no development is proposed at the project area, no roadway improvements in this area would occur, and the existing conditions of the site would remain unchanged.

Figure 1 Project Location Map

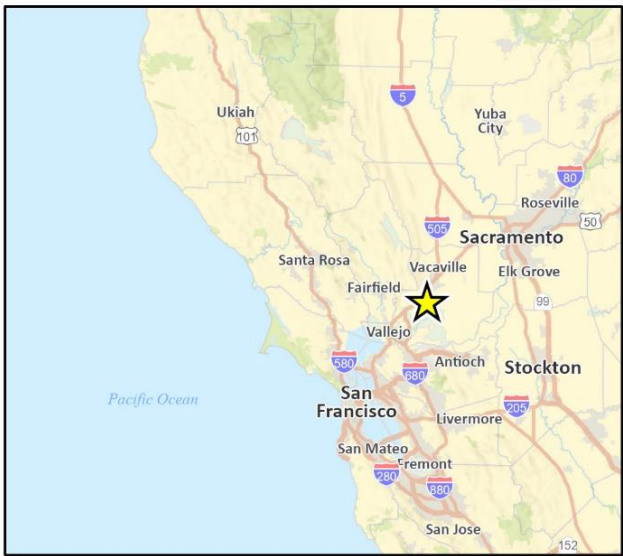
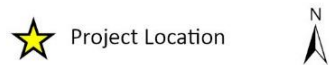
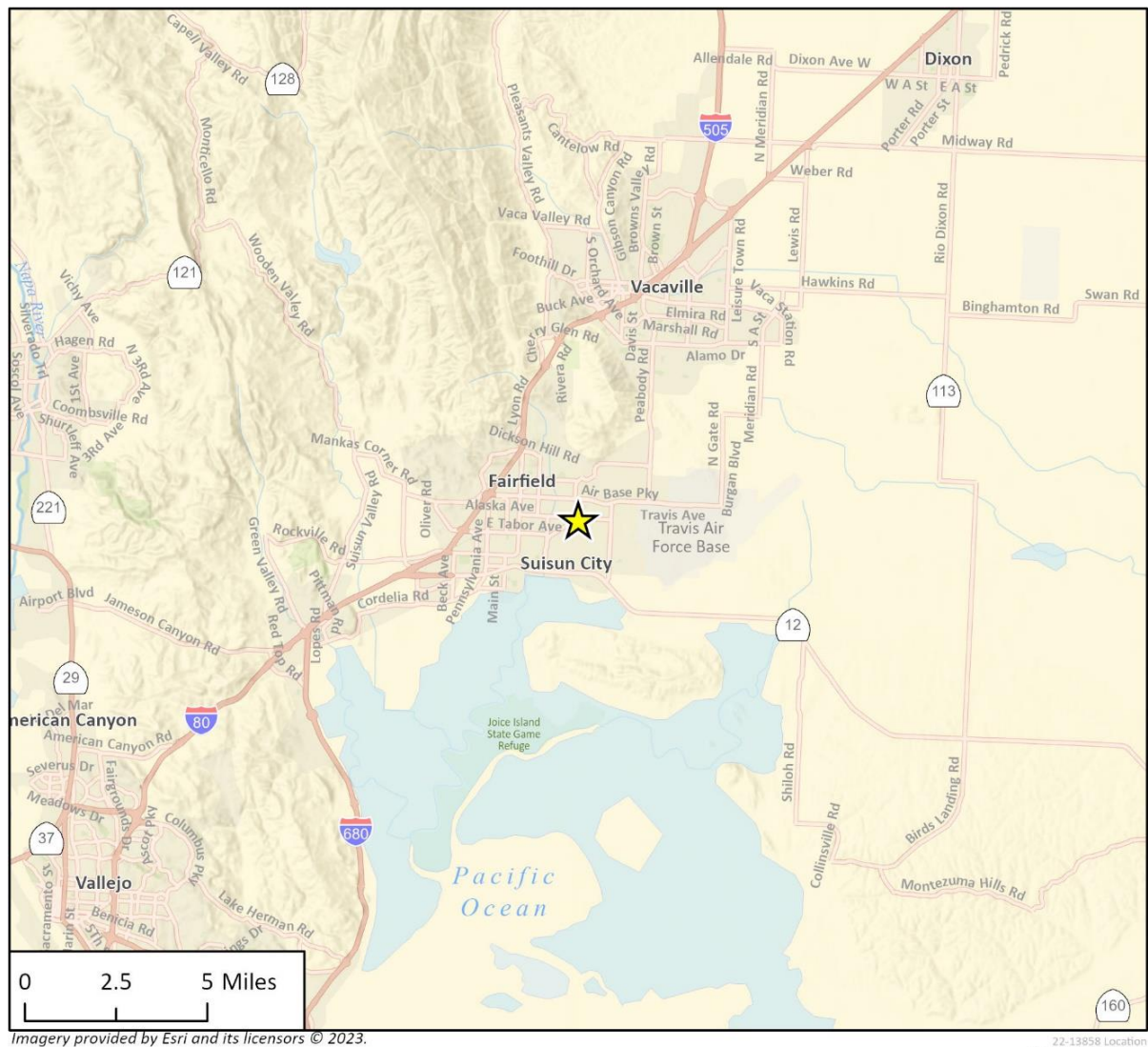


Figure 2 Project Area Map



4. Consistency Analysis

Class 1 CE Applicability

Section 15301 of the State CEQA Guidelines state that a Class 1 CE is for the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration to existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The project includes a General Plan amendment to remove the Railroad Avenue realignment from Railroad Avenue/Humphrey Drive to Olive Avenue from the General Plan Vehicular Transportation Network Diagram. The amendment would result in the East Tabor Avenue/Railroad Avenue intersection and segment of Railroad Avenue between East Tabor Avenue and Humphrey Drive remaining unchanged. Therefore, no development would occur, and the existing conditions of the project area would remain the same.

Therefore, the proposed General Plan amendment to remove the Railroad Avenue realignment would meet the applicability requirements for a Class 1 CE pursuant to Section 15301 of the State CEQA Guidelines.

Exceptions to CE Applicability

The applicability of all CEs is qualified by the exceptions listed in Section 15300.2(a) through (f) of the State CEQA Guidelines. In the discussion below, each exception (in italics) is followed by an explanation of why the exception does not apply to the proposed project.

15300.2(a) *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

The project area is currently developed with the paved roads of East Tabor Avenue and Railroad Avenue, and a rail crossing. There are no wetlands, streams, aquatic or riparian habitat, or other designated, precisely mapped, and officially adopted environmentally sensitive resources of critical concern on or directly adjacent to the project area (USFWS 2023). Additionally, the project area is within an urbanized area of Suisun City, which is developed with commercial buildings, sidewalks, roads, parking areas, and other similar urban development. The project area is not located in an environmentally sensitive area.

There are no environmental resources of hazardous or critical concern that are designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies on the project area, such as critical habitat for listed threatened or endangered species. According to a search of the Department of Toxic Substances Control EnviroStor database conducted on April 20, 2023, there are no designated hazardous waste sites on or within the immediate vicinity. Similarly, a search of the State Water Resources Control Board GeoTracker database showed no cleanup sites in the vicinity of the project area. Therefore, this exception to a CE does not apply to the proposed project.

15300.2(b) Cumulative Impact. *All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

The proposed project would not result in significant environmental impacts and there are no other successive projects of the same type or scale planned for the same location. In addition, the proposed project proposes that planned changes to the roadway network not take place at the project area, with a General Plan amendment to reflect elimination of this planned realignment. Areas surrounding the project area are developed with commercial facilities to the south, and no additional facilities or changes are proposed at this time. Areas to the northwest of the project area are developed with residential development and are located within the City of Fairfield. The church located northeast of the project area and undeveloped areas to the east of the project site are also located in the City of Fairfield. No significant cumulative impact would result from successive projects of the same type in the same place over time. Therefore, this exception to a CE does not apply to the proposed project.

15300.2(c) Significant Effect. *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

The project area is at the intersection of East Tabor Avenue and Railroad Avenue, and is developed with structures, paved areas, and an existing rail crossing. There are no wetlands, streams, aquatic or riparian habitat, unique cultural or historic sites, scenic vistas, or other unusual circumstances on or adjacent to the project area. The project would not disturb natural habitats or unusual resources, such as vernal pools or steep slopes. The disturbance required to install the solar arrays and equipment would occur within areas developed with existing onsite pavement and structures, as well as gravel and bare dirt areas. As the project involves removing the planned realignment of Railroad Avenue, no development would occur and no tree removal would take place. Due to the absence of unusual circumstances on the project area, the project would not have a reasonable possibility of a significant effect on the environment. This exception to a CE does not apply to the proposed project.

15300.2(d) Scenic Highways. *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

According to the California Department of Transportation (2023), there are no officially designated scenic highways within five miles of the project area. The nearest highway eligible for designation is a portion of Highway 221 which is located approximately 14 miles west of the project area. The nearest designated highway is Route 160 near the City of Walnut Grove approximately 25 miles east of the project area. The project area is not visible from Highway 221 or Route 160 due to distance and intervening topography and development. Therefore, this exception to a CE does not apply to the proposed project.

15300.2(e) Hazardous Waste Sites. *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

According to a search of the Department of Toxic Substances Control EnviroStor database and State Water Resources Control Board GeoTracker database conducted on April 20, 2023, there are no records

of open or active designated hazardous waste sites on or within the immediate vicinity of the project area. Therefore, this exception to a CE does not apply to the proposed project.

15300.2(f) *Historical Resources.* *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

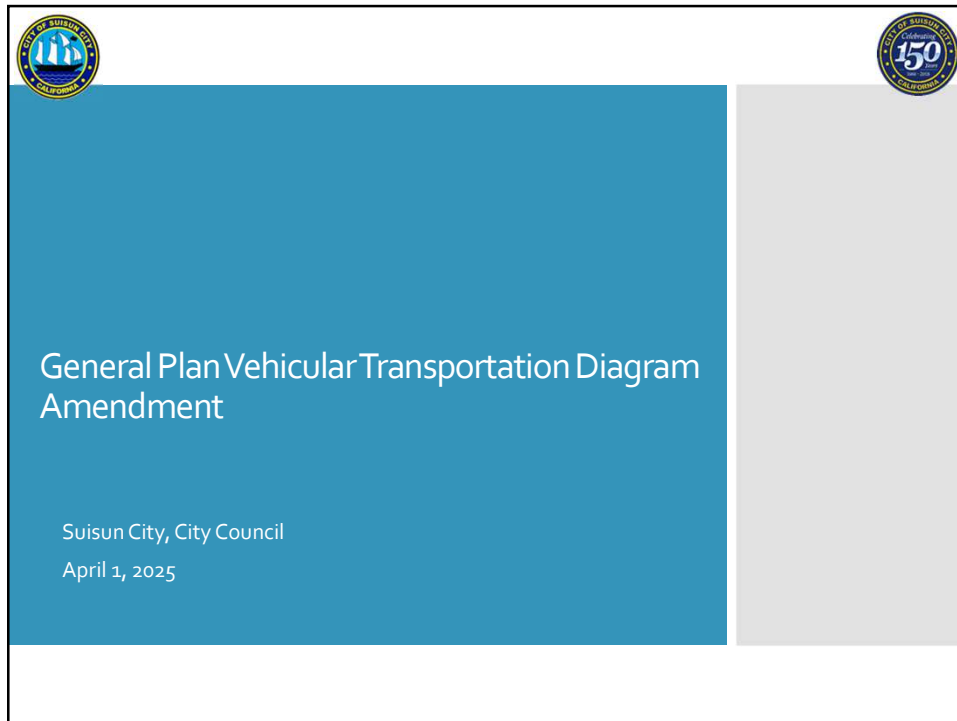
According to a record search conducted by Rincon Consultants in April 2023 through the National Record of Historic Places (NRHP), no structures in the project area are listed as a historic resource. The project would not result in any construction, and thus would not cause a substantial adverse change in the significance of a historical resource. Therefore, this exception to a CE does not apply to the proposed project.

5. Summary

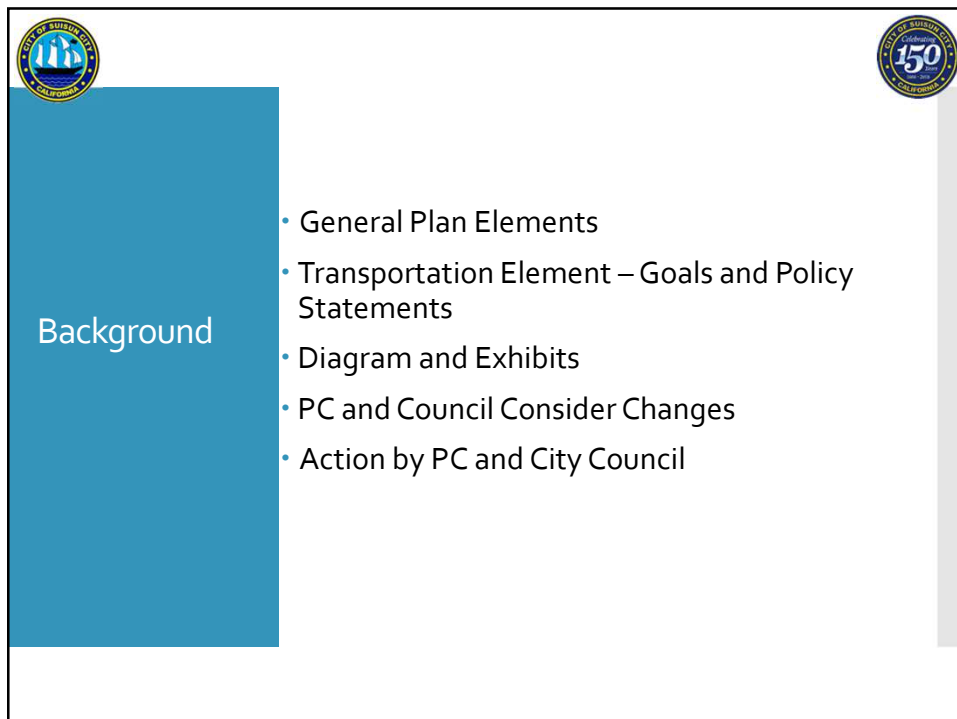
Based on this analysis, the proposed General Plan amendment to remove the Railroad Avenue realignment from Railroad Avenue/Humphrey Drive to Olive Avenue from the General Plan Vehicular Transportation Network Diagram meets all criteria for a Class 1 CE pursuant to Section 15301 of the State CEQA Guidelines. Furthermore, exceptions to the applicability of a CE, as specified in Section 15300.2(a) through (f) of the State CEQA Guidelines, do not apply to the project. Therefore, it is concluded that the proposed project is categorically exempt from CEQA pursuant to State CEQA Guidelines Sections 15301.

6. References

- California Department of Toxic Substances Control. EnviroStor Database.
<https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=East+Tabor+Avenue+%26+Railroad+Avenue%2C+Fairfield%2C+CA%2C+USA>. (accessed April 2023).
- California Department of Transportation (Caltrans). 2023. California Scenic Highway Mapping System.
<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. (accessed April 2023).
- California State Water Resources Control Board. GeoTracker Database.
<https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=East+Tabor+Avenue+%26+Railroad+Avenue%2C+Fairfield%2C+CA%2C+USA>. (accessed April 2023).
- National Parks Service. National Register of Historic Places.
<https://npgallery.nps.gov/NRHP/SearchResults/8286d9f583b24f0384e8203ab210c5f6?page=1&view=list&sort=default>. (accessed April 2023).
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- United States Fish and Wildlife Service (USFWS). 2023. National Wetlands Inventory: Wetlands Mapper [map database]. <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/> (access April 2023).



1



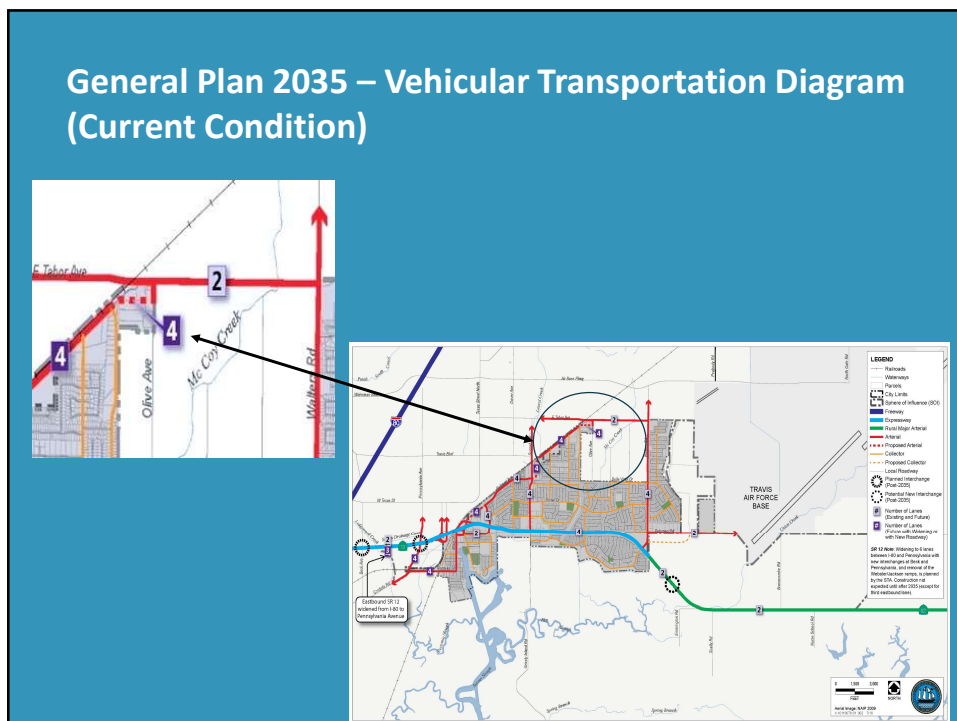
2




Current Condition

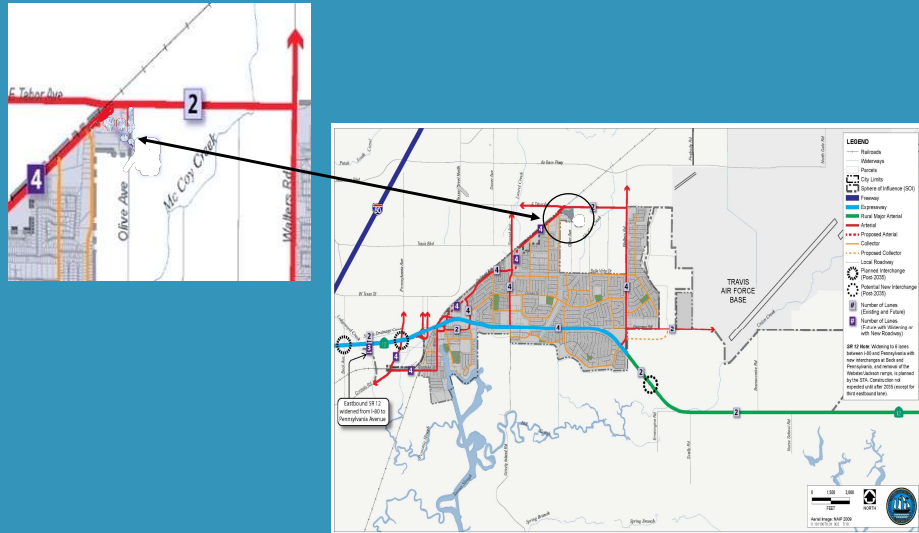
- Railroad Avenue – function and realignment
- Prior General Plans – policy statement
- 1992 General Plan
- General Plan 2035

3



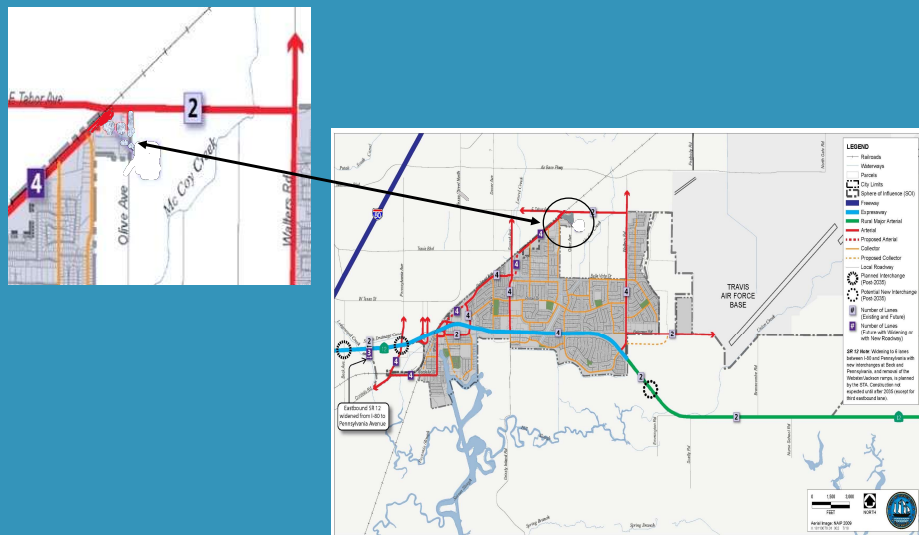
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General Plan 2035 – Vehicular Transportation Diagram (Proposed Condition)



5

General Plan 2035 – Vehicular Transportation Diagram (Proposed Condition)



6




Evaluation

- Fehr & Peers updated technical analysis
- City Council Discussion – Jan 2025
- Option B – staff and traffic engineer recommendation
- Cost for improvements

7




Evaluation

- Explore funding options
- Further discussion with City of Fairfield
- Surrounding development – fair share opportunity
- Fair Share analysis completed

8




Council Action

- Option B path/funding - \$500k
- Minimal funding – current condition
 - Existing - \$27,378
 - Fair share (future development)- \$89,378
 - Shortfall - \$410,622
- Participation – City of Fairfield
- Need for grant funding

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City Council Action

STAFF RECOMMENDATION
That the City Council hold a public hearing, and:

1. Determine that the General Plan Amendment to remove the Railroad Avenue realignment from Railroad Avenue to Olive Avenue from the General Plan Vehicular Transportation Diagram meets all criteria for a Class 1 Categorical Exemption pursuant to Section 15301 of the State CEQA Guidelines.
2. Adopt Resolution No. 2025-___; A Resolution of the City Council of the City of Suisun City Recommending the City Council Amend the Transportation Element, Amend the Vehicular Transportation Diagram removing the Railroad Avenue Alignment connecting to Olive Avenue.

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