

PLANNING COMMISSION
Albert Enault, Chair
Kristina Elder, Vice Chair
Herbert Dardon, Commissioner
Vinay Tewari, Commissioner
Terrence West, Commissioner



PLANNING COMMISSION MEETING

A G E N D A
REGULAR MEETING OF THE SUISUN CITY
PLANNING COMMISSION
TUESDAY, FEBRUARY 27, 2024
6:30 PM

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

*PLANNING COMMISSION MEETINGS ARE HELD IN-PERSON
PUBLIC PARTICIPATION IS ALSO AVAILABLE VIA ZOOM*

ZOOM MEETING INFORMATION:

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

*MEETING ID: **856 2648 8324***

CALL IN PHONE NUMBER: (707) 438-1720

*REMOTE PUBLIC COMMENT IS AVAILABLE FOR THE PLANNING COMMISSION 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 Resolution No. PC 24-03)

ROLL CALL

Planning Commissioners
Pledge of Allegiance
Invocation

CONFLICT OF INTEREST NOTIFICATION

(Any items on this agenda that might be a conflict of interest to any Commissioners should be identified at this time.)

REPORTS: (Informational items only.)

1 Interim City Manager/Staff.

PUBLIC COMMENTS

(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 Chair. Speaker cards are available on the table near the entry of the meeting room and should be given to the 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.)

CONSENT CALENDAR

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

- 2 Planning Commission Approval of the Minutes of the Special Meeting of the Suisun City Planning Commission held on January 30, 2024 - (Vasquez: bvasquez@suisun.com).

PUBLIC HEARING

- 3 Planning Commission Adoption of Resolution No. PC-24-___: A Resolution of the Planning Commission of the City of Suisun City Recommending City Council Amend the General Plan Vehicular Transportation Diagram Removing the Railroad Avenue Realignment Connecting to Olive Avenue - (Bermudez: jbermudez@suisun.com).

GENERAL BUSINESS NONE

REPORTS: (Informational items only.)

- 4
 - a. Commission Members
 - b. Commission Chairperson

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, Bianca Vasquez, Administrative Assistant 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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PLANNING COMMISSION
MEETING

Albert Enault, Chair
Kristina Elder, Vice Chair
Herbert Dardon, Member
Vinay Tewari, Member
Terrence West, Member

PLANNING COMMISSION



MINUTES
SPECIAL MEETING OF THE SUISUN CITY
PLANNING COMMISSION
TUESDAY, JANUARY 30, 2024
6:30 PM

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

PLANNING COMMISSION MEETINGS ARE HELD IN-PERSON

PUBLIC PARTICIPATION IS ALSO AVAILABLE VIA ZOOM

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

MEETING ID: 854 5834 1138

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(707) 438-1720.*

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(Next Resolution No. PC 24-01)

CALL TO ORDER

Chairperson Enault called the meeting to order at 6:30 p.m.

ROLL CALL

The following Planning Commissioners present:

PRESENT: Commissioners: Enault, Elder, Dardon, Tewari

ABSENT: Commissioners: West

PLEDGE OF ALLEGIANCE

Led by Commissioner Tewari

INVOCATION

Led by Principal Planner Kearns

CONFLICT OF INTEREST NOTIFICATION

(Any items on this agenda that might be a conflict of interest to any Commissioners should be identified at this time.)

Chairperson Enault motioned to re-order the agenda to move Item 4, Almond Gardens, before Item 3 seconded by Commissioner Dardon. Motion passed by the following vote:

AYES: Commissioners: Enault, Dardon, Tewari, Elder

ABSENT: Commissioners: West

Development Services Director Bermudez stated Commissioner West was absent due to a conflict of interest with items 3 and 4.

Commissioner Dardon declared a conflict of interest on item 3.

REPORTS: (Informational items only.)

1. Interim City Manager/Staff. - None

PUBLIC COMMENTS

(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 Chair. Speaker cards are available on the table near the entry of the meeting room and should be given to the 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.)

Wanda Wallis rescinded public comment.

Public comments were made by Steve Olry, George Guynn, Larry Wood, Lilia Dardon, Katrina Garcia, and Barbara Kraig.

CONSENT CALENDAR

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

2. Planning Commission Approval of the Minutes of the Regular Meeting of the Suisun City Planning Commission held on November 14, 2023 (Vasquez: bvasquez@suisun.com).

Vice Chair Elder motioned and seconded by Commissioner Tewari for approval of the minutes. Motion passed by the following vote:

AYES: Commissioners: Elder, Tewari, Dardon, Enault

ABSENT: Commissioners: West

PUBLIC HEARING

3. Planning Commission Adoption of Resolution No. PC-2024-02: A Resolution of the Planning Commission of the City of Suisun City Recommending City Council Adoption of the Waterfront District Specific Plan Update - (Bermudez: jbermudez@suisun.com).

Commissioner Dardon had a conflict of interest and recused himself.

Development Services Director Bermudez presented an overview of the Waterfront District Specific Plan Update.

The following people spoke in opposition to the Waterfront Specific Plan Update:

Mike Zeiss, Wayne Day, Donna LeBlanc, George, James Berg, George Guynn, Gerry Raycraft, Steve Olry and Wanda Wallis. Vince Guisande rescinded public comment.

Online Public Comment submitted by Brent Finger, Elizabeth Ball, Noah Rombaoao Aaron & Kayta Scott, George Ball, Marsha Pouget in opposition to item 3.

Online Public comments were made by Katrina Garcia and Herbert Dardon.

Chairperson Enault closed the Public Hearing and opened up for clarifying questions and discussion for commissioners. Director Bermudez answered clarifying questions from public comments and Commissioners.

Commissioner Tewari motioned, and Vice Chair Elder seconded to approve the Resolution and recommend to City Council with the following modifications:

- Withdraw the latest updates to convert Commercial-Office-Residential (COR) and Downtown Commercial to Downtown Mixed Use.

Motion passed by the following vote:

AYES: Commissioners: Tewari, Elder, Enault

ABSENT: Commissioners: West, Dardon (due to conflict)

4. Planning Commission Adoption of Resolution No. PC24-01; A Resolution of the Planning Commission of the City of Suisun City Approving Site Plan/Architectural Review SP/AR 23/24-003 and Making a Finding of Consistency with California Environmental Quality Act (CEQA) Section 15183 for the Almond Gardens Redevelopment Project located at Assessor's Parcel Numbers 0032-101-420 and 0032-102-160 - (Kearns: jkearns@suisun.com).

Commissioner Tewari stated for the record that he spoke to the developer on the project for Item 4.

Principal Planner Kearns presented the item to Commissioners. Developer Camran Nojoomi commented on the project and answered clarifying questions from the Commissioners.

The following people spoke in opposition to the Almond Gardens Redevelopment Project:

- Naeemah Brown commented on labor standards with the project.
- Brian Milton commented on concerns with sight lines and parking.
- Donna LeBlanc made a formal objection to the layout of the site.
- James Berg commented on height and visibility of neighborhood.
- George Guynn commented on approving the project sooner rather than later.
- Larry J. Wood commented on concern with maintenance with project.
- Steve Olry commented on the property being on the verge of being condemned.
- Mike Segala commented on plans and designs, and the time limit of state funding.
- Mike Zeiss asked clarifying questions regarding Regional Housing Needs Allocation and drone video.
- Kim Sasse commented on concerns with raising soil, existing trees being saved, and congestion with school traffic.
- Jennifer Atkinson asked about concerns with the need for livable homes to be moved out.
- Tom LeBlanc commented on the confusion of who currently has ownership and responsibility over properties versus then.
- Riza Khan commented on losing sight, video shown was deceiving and the lack of notification of the Good Neighbor Meeting.
- Vince Guisande commented on the opportunity that comes with Camran's project.
- Christian Vargas asked about tax credit impact with citizens, land survey, and understanding rights with the developer to better and beautify the City.
- Wayne Day commented on financing deadline with project.

Online Public Comment made by Katy Milton, Lilia, Dardon, and Cherelyn Ellington.

Online Public Comment submitted by Brian and Katy Milton, Cherelyn & Michael Hunt, Johenas and Anna Mariel Mancenido, Julia Smith, John Chiolero, and Riza Khan.

Chairperson Enault closed Public Hearing and introduced Camran Nojoomi to answer clarifying questions from the public and Commissioners.

Commissioner Tewari motioned, and Vice Chair Elder seconded to approve the Resolution with the following conditions:

- Landscaping, emphasize on existing trees staying on the Northern Side as well as Cypress to assist with blockage of view.
- Retaining wall to the West.
- Parking Management plan to be reviewed, accepted, and approved by the Development Services Director.

Motion passed by the following vote:

AYES: Commissioners: Tewari, Elder, Enault

ABSENT: Commissioners: West, Dardon (due to recusal)

Chairperson Enault called a break at 9:24 pm.

GENERAL BUSINESS NONE

REPORTS: (Informational items only.)

- a. Commission Members - NONE
- b. Commission Chairperson - NONE

ADJOURNMENT

There being no further business the meeting was adjourned at 11:08 pm.

Bianca Vasquez
Administrative Assistant II

Donna Pock

From: John Kearns
Sent: Tuesday, January 30, 2024 12:59 PM
To: Donna Pock
Subject: FW: PLANNING COMMISSION re Almond Gardens planning review PERMIT SP/AR 23/24-003

From: John Chiolero <jchiolero@emcor.net>
Sent: Tuesday, January 30, 2024 12:45 PM
To: John Kearns <jkearns@suisun.com>; Planning Department <planning@suisun.com>
Cc: John Chiolero <jchiolero@emcor.net>
Subject: PLANNING COMMISSION re Almond Gardens planning review PERMIT SP/AR 23/24-003

To whom it may concern,

My property is located at 719 Driftwood Dr in Victorian Harbor. I purchased my home new in 1995. I strenuously object to the current architectural proposal for the Almond Gardens apartments.

1. My home is my largest investment. I've spent a lot of money maintaining and improving my property over the years. The Almond Gardens apartments will ABSOLUTELY, negatively impact my investment as well as my family's quality of life.
2. If these 3 story buildings are built per the current plan, our backyards will lose all privacy. Additionally, the southern sun will be blocked which will impact our yards and gardens. If our white picket fences were removed and a 6ft+ fence was installed for privacy, the cost would be several thousand dollars out of our pockets, and additionally, it would violate the Victorian Harbor CCRs.
3. If privacy trees were planted by the developer, they will take 20+ years to mature and be tall enough to provide any privacy at all from these 40+ foot building.
4. Light and noise pollution would also impact our neighborhood.

Our community has invested a lot of money and trust in Suisun City. If this project moves forward as currently designed, I will absolutely challenge it in court. I will also encourage my neighbors to do the same.

John Chiolero
Electrical | Automation General Foreman

From: [Julia Smith](#)
To: [City Clerk](#)
Cc: [John Kearns](#)
Subject: Almond Gardens Project
Date: Tuesday, January 30, 2024 3:01:48 PM
Attachments: [Almond Garden Project.docx](#)

Please see my attachment for the Council Meeting/Planning Meeting regarding the Almond Garden Project.
Thank you.

Julia Smith
715 Driftwood Drive, Suisun City, CA 94585
Cell: (707) 321-2780

jaybell1952@yahoo.com



Gregory & Julia Smith

715 Driftwood Dr, Suisun City CA 94585 | 707-321-2780 |
jaybell1952@yahoo.com

January 30, 2024

City of Suisun
Mayor and Councilmembers

As a community member & Victorian Harbor resident for 29 years I have experienced many changes to our Victorian Harbor Neighborhood. Decrease in services due to the city budget cuts and increase in taxes and other property tax fees. But we have also benefited from the development of Old Town with restaurants, hotels & businesses, transportation center and community events held on the waterfront. My husband & I love living in this area.

That being said, we were astounded to hear that plans have been in development since 2021 on the redevelopment of Almond Gardens. I personally feel that had the local residents been fully aware of the major changes being proposed early on in the process we could have voiced our concerns & suggestions prior to the completion of the plan that was unveiled at the Good Neighbor meeting. Having worked for the City of Napa Housing Authority for almost 15 years, I fully support the development of much needed housing in our City/County. However, I would like to voice my opposition to the 3-story buildings that would loom over my backyard. I'm hopeful that a compromise can be made to the plans to provide for the much needed housing that will not cause the current homes in the area to suffer a disadvantage of losing home values, privacy and sun in our backyards.

Sincerely,

Julia Smith

From: [Cherelyn Ellington](#)
To: [City Clerk](#); [John Kearns](#)
Subject: Almond Gardens PERMIT SP/AR 23/24-003
Date: Tuesday, January 30, 2024 3:59:32 PM

Dear Planning Commission Members,

I am the homeowner at 707 Driftwood Drive in Victorian Harbor.

I object to the approval of this project and have concerns related to the impact of the project on the surrounding homes. My objections and concerns are:

1. The inclusion of 3 story buildings in this area are in direct opposition to the Waterfront District Specific Plan Section 6.2.3 Residential Site and Design Standards, A. Neighborhoods sections A.2 (page 6-3).

A.2 New buildings shall be designed to respect the privacy of adjacent buildings by restricting views directly into adjoining buildings and private yards.

The addition of these 3 story buildings will result in the loss of privacy for residents on Driftwood Drive because they provide views directly into adjoining buildings (Master Bedrooms) and yards. The line of site plan you have been provided does not adequately show the impact of these buildings on the adjacent homeowners. The attached photo is taken from the actual proposed height and setback from the privacy wall of the proposed buildings. Although this only shows 3 of the affected homes, the remaining 9 are similarly affected by the height of the proposed building.

2. Parking is already an issue in this neighborhood and although the plan has the required number of spaces per/unit, the reality is that there will not be enough parking to accommodate these residents, and the spillover is going to impact current residents, who already are parking and walking one or two streets over from their homes.

3. The site plan shows that infill and grading for these buildings will make them 10 feet above grade of the current homes in the area. Despite assurances that proper flood mitigation will be in place, is the city going to be responsible for flooding issues or increases in flood insurance due to this change?

If you approve this plan, I have serious concerns related to the demolition and asbestos removal of the current structures and the way that this will be addressed and doubt whether neighbors will be properly notified of any issues related to the construction.

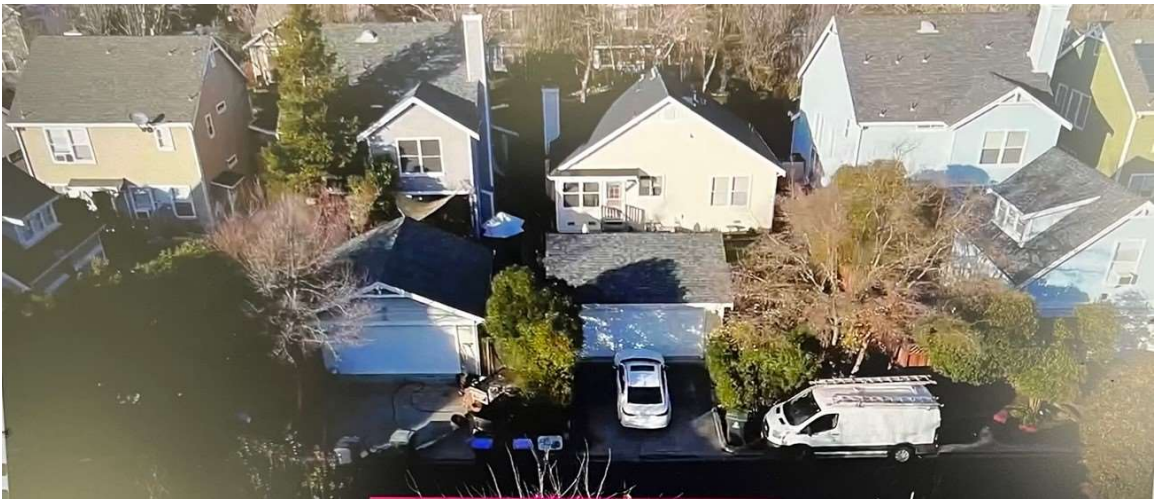
I am against the current proposed 3 story buildings at Almond Gardens.

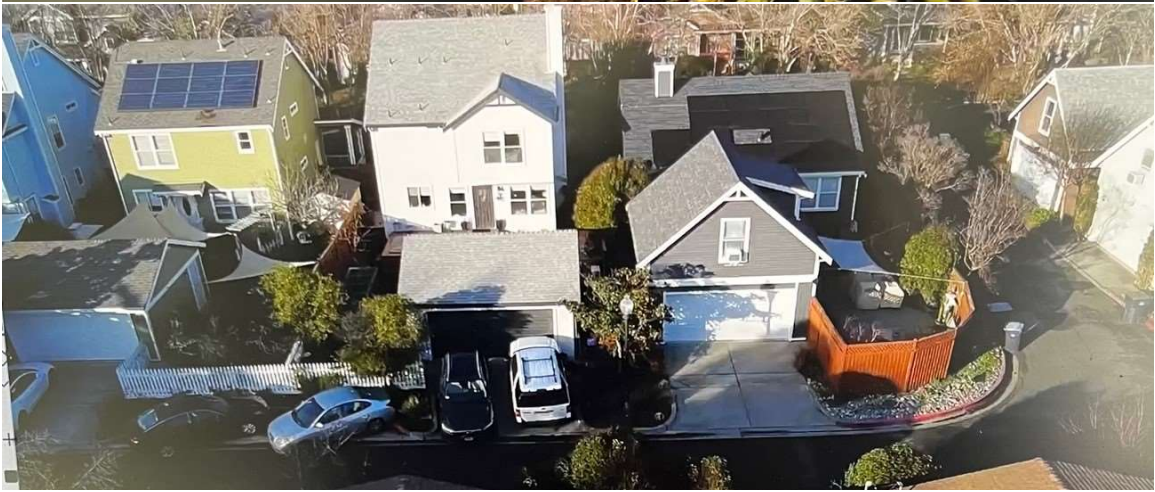
Cherelyn & Michael Hunt

Attachment: [img_1858.jpg](#)









From: [Mariel Mancenido](#)
To: [City Clerk](#)
Cc: [John Kearns](#)
Subject: Almond Gardens Project
Date: Tuesday, January 30, 2024 4:35:04 PM

Dear Planning Commission Members,

I am the homeowner at 711 Driftwood Drive in Victorian Harbor.

I have concerns regarding the impact of the project on the our homes. My objections and concerns are:

1. The inclusion of 3 story buildings in this area are in direct opposition to the Waterfront District Specific Plan Section 6.2.3 Residential Site and Design Standards, A. Neighborhoods sections A.2 (page 6-3).

A.2 New buildings shall be designed to respect the privacy of adjacent buildings by restricting views directly into adjoining buildings and private yards.

The addition of these 3 story buildings will result in the loss of privacy on Driftwood Drive. The views are directly into adjoining buildings, our Master Bedroom and yard where my children play. The line of site plan you have been provided does not adequately show the impact of these buildings on the adjacent homeowners.

2. We already have a parking issue in our neighborhood and there might not be enough parking to accommodate new residents.

3. The site plan shows that infill and grading for these buildings will make them 10 feet above grade of the current homes in the area. Will there be preventive measures that the existing neighborhood not be at risk of flood and will the city be responsible for any damages.

4. Asbestos removal of the current structures is also at risk. What is the plan to ensure this will not cause toxic air pollution in surrounding areas.

I am against the current proposed 3 story buildings at Almond Gardens.

Johenas and Anna Mariel Mancenido

From: [Katy Milton](#)
To: [City Clerk](#)
Cc: [John Kearns](#)
Subject: Proposed Almond Gardens Housing
Date: Tuesday, January 30, 2024 4:56:31 PM
Attachments: [Almond Gardens Letter.pdf](#)

I've attached as a .pdf as well

Brian and Katy Milton
823 Driftwood Drive
Suisun City, CA 94585

Re: Proposed Almond Gardens Project

We purchased our home at 823 Driftwood Drive in 2003. We appreciated the thoughtful design in creating a waterfront community walking distance to shops, restaurants, and public transportation. As longtime residents and active members of the community we support appropriately planned growth, both commercial and residential, that is in alignment with the needs and goals of the community. We understand that the current residences at Almond Gardens are not in appropriate condition for the residents that have been living there for years. We support the goal of providing affordable housing and agree Suisun has ample opportunity to an adequate amount of affordable housing.

We are opposed to the currently proposed height of the building that would be closest to Driftwood Drive and we oppose the number of units planned. The height is not in alignment with the adjacent neighborhoods and is incongruous with the exiting homes and apartments. Additionally, the inclusion of 3 story buildings in this area are in direct opposition to the Waterfront District Specific Plan Section 6.2.3 Residential Site and Design Standards, A. Neighborhoods sections A.2 (page 6-3).

A.2 New buildings shall be designed to respect the privacy of adjacent buildings by restricting views directly into adjoining buildings and private yards.

As with the rest of our neighbors on Driftwood, we will experience significant impacts from these proposed buildings. We will lose our privacy in our backyards as well as be exposed to light pollution and noise pollution, and potentially be exposed to fugitive dust emissions containing asbestos and other cancer-causing chemicals during demolition.

Additional concerns are the lack of sufficient parking for the new buildings, the loss of mature trees, the inappropriate height of the wall bordering Driftwood and Almond Gardens and a potential decrease in property values for those that have exposed backyards.

It is also unclear whether the impacts of sea level rise have been taken into account. We understand that the buildings will be raised, which is good for them, but exacerbates any flooding issues experienced by the rest of the neighborhood (the water excluded from that footprint has to go somewhere). Will the City be responsible if the flood zoning is changed or our flood insurance premiums increase because of the project?

We support housing that is comparable to Victorian Harbor in height and style (either

single family homes, 2 two story town homes, or two-story apartments). While we support the effort to provide more affordable housing, we feel there are more appropriate lots within the city limits to build these proposed apartments that won't have such negative impacts on the neighbors.

Respectfully,

Brian and Katy Milton

Brian and Katy Milton
823 Driftwood Drive
Suisun City, CA 94585

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limits to build these proposed apartments that won't have such negative impacts on the neighbors.

Respectfully,

Brian and Katy Milton

From: [Riza Khan](#)
To: [City Clerk](#)
Subject: Riza Khan - 1/30 - City Council Meeting - Almond Gardens -
Date: Tuesday, January 30, 2024 6:32:52 PM
Attachments: [727 - Almond Gardens Letter - Exhibits Only.pdf](#)
[727 - Almond Gardens Letter.pdf](#)

Attached please find our letter and exhibits to be discussed during Council Today.

Best Regards,

--

Riza Khan
(209) 642 2829

1/30/2024

Suisun City Council

701 Civic Center Blvd.
Suisun City, CA 94585

Critical Evaluation and Amendment of Almond Gardens Development Plan

Dear Members of the Suisun City Council,

We, Riza and Emily Khan, reside at 727 Driftwood Drive and are writing to convey our concerns regarding the Almond Gardens project. The current plans have significant implications for our property and our daily life, which we believe have not been adequately addressed or considered.

Our specific concerns include the invasion of privacy due to the proposed structure's height and proximity, the potential for increased noise pollution affecting our home workspace, the environmental impact of removing mature trees, and the long-term inadequacy of replacing them with new, smaller ones. Furthermore, the current design conflicts with the Victorian Harbor CCRs and the established aesthetic of our community.

We request a comprehensive redesign of the development that shifts higher density away from Driftwood Drive, possibly utilizing other parcels within the City's plan to distribute residential density more favorably. This would mitigate the adverse effects on our home and align more closely with the character of our neighborhood.

There is also a concerning disconnect between the developer's solicitation of feedback and the actual incorporation of this feedback into the development plans. We seek a formal commitment to transparency and accountability from both the developer and the Suisun City Council. It is crucial to ensure that the voices of significantly impacted homeowners, such as ourselves, are not only heard but actively shape the outcome.

As one of the most substantially affected residences, we insist on a clear communication channel and a set of actionable responses that reflect our discussions. The absence of such measures diminishes our trust in this process and the governance overseeing it.

In closing, we urge the City Council and Planning Commission to re-evaluate the development with our concerns in mind, ensuring that the Almond Gardens project proceeds in a manner that is respectful and considerate of all community members.

We await a prompt reply and are willing to discuss this matter further to find a viable solution. Attached please find photos and video of our property from the perspective of the new building.

Sincerely,

Riza Khan & Emily Khan

727 Driftwood Dr.
Suisun City, CA 94585

1/30/2024

Exhibit A – Photo from new structures' perspective

827 Driftwood Drive



1/30/2024

Exhibit B – Photo from new structures' perspective

823 Driftwood Drive



1/30/2024

Exhibit C – Photo from new structures' perspective

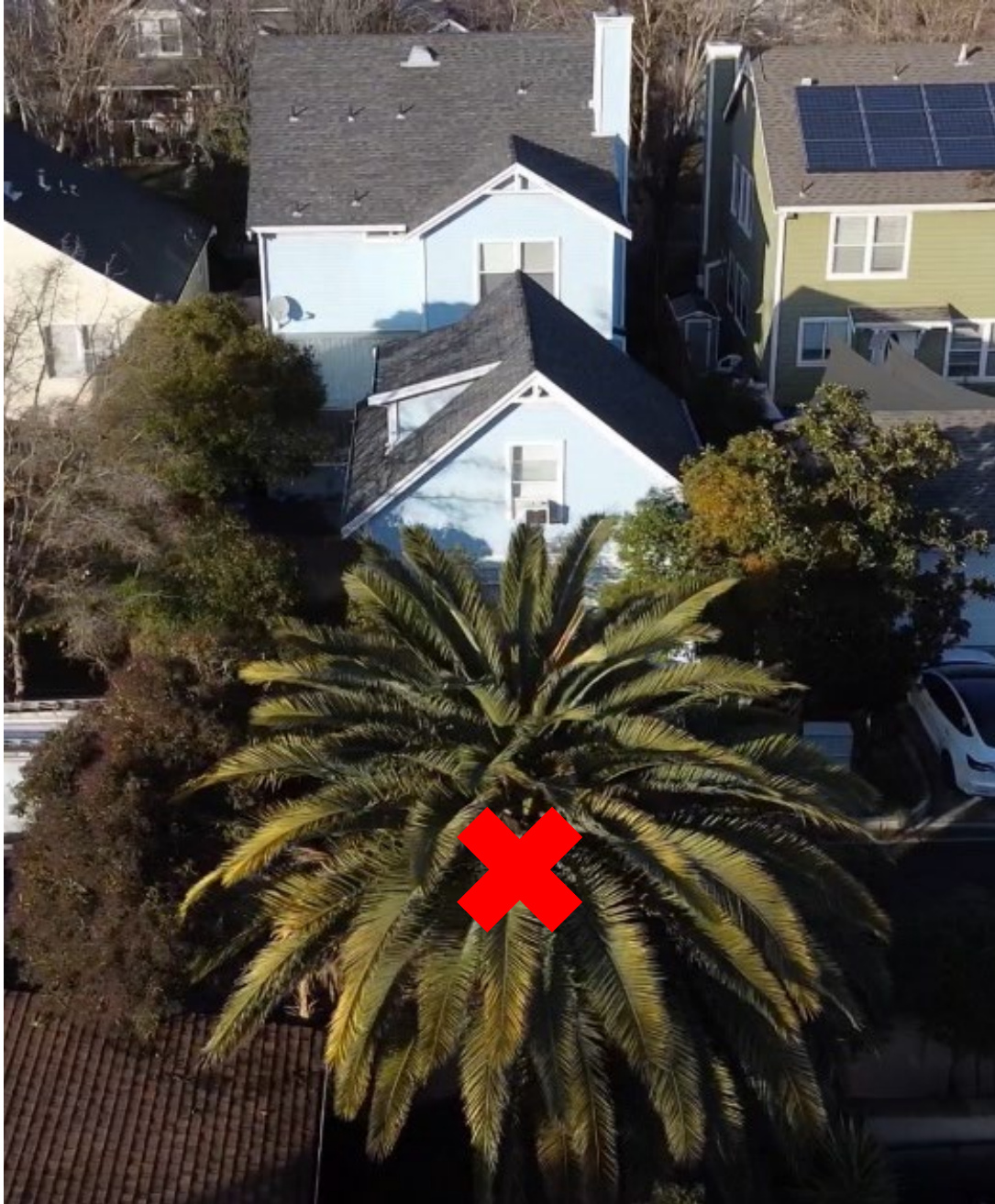
819 Driftwood Drive



1/30/2024

Exhibit D – Photo from new structures' perspective

815 Driftwood Drive



X: Tree will be removed as part of Almond Gardens project.

1/30/2024

Exhibit E – Photo from new structures' perspective

811 Driftwood Drive



1/30/2024

Exhibit F – Photo from new structures' perspective

807 Driftwood Drive



1/30/2024

Exhibit G – Photo from new structures' perspective

803 Driftwood Drive



X: Tree will be removed as part of Almond Gardens project.

1/30/2024

Exhibit H – Photo from new structures' perspective

731 Driftwood Drive



X: Tree will be removed as part of Almond Gardens project.

1/30/2024

Exhibit I – Photo from new structures' perspective

727 Driftwood Drive



1/30/2024

Exhibit J – Photo from new structures' perspective

723 Driftwood Drive



1/30/2024

Exhibit K – Photo from new structures' perspective

719 Driftwood Drive



X: Tree will be removed as part of Almond Gardens project.

1/30/2024

Exhibit L – Photo from new structures' perspective

715 Driftwood Drive



X: Tree will be removed as part of Almond Gardens project.

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Planning Commission Agenda Report

February 27, 2024

DATE:	February 27, 2024	Files:
TO:	PLANNING COMMISSION	
FROM:	Jim Bermudez, Development Services Director	
RE:	General Plan Vehicular Transportation Diagram Amendment: Planning Commission Public Hearing Regarding a Transportation Element Amendment	

SUMMARY

The City's General Plan includes a Transportation Element which provides a comprehensive level diagram of the City's roadway network. Staff is seeking a Planning Commission recommendation for the City Council to adopt a proposed amendment to the Vehicular Transportation Diagram removing a future planned roadway realignment connecting Railroad Avenue and Olive Avenue.

STAFF RECOMMENDATION

That the Planning Commission 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. PC-24-___: A Resolution of the Planning Commission of the City of Suisun City Recommending City Council Amend the General Plan Vehicular Transportation Diagram Removing the Railroad Avenue Realignment Connecting to Olive Avenue.

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 the 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 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. Currently, the General Plan, Vehicular Transportation Diagram identifies a plan that shows a realignment of Railroad Avenue connecting to East Tabor Avenue via a connection to Olive Avenue. This modification would close Railroad Avenue through traffic and limit it to only providing access to existing storage facility users.

The proposed amendment seeks to remove the realignment from the General Plan Vehicular Transportation Diagram. Approval of this amendment would maintain the current condition of Railroad Avenue and remove plans for a Railroad Avenue to Olive Avenue connection in the General Plan Transportation Element.

DISCUSSION/ANALYSIS

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 2). 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.

Realignment Evaluation

In 2020, the City hired Fehr & Peers, a traffic consultant, to determine if eliminating the Railroad Avenue/Olive Avenue realignment to East Tabor Avenue was feasible. The consultant evaluated the impact of removing the realignment from the network as part of their work. They assessed whether the current roadway configuration in the Railroad Avenue/East Tabor Avenue area would function well during peak traffic hours and evaluated collision impacts due to the proximity of the railroad

tracks. Therefore, consideration of the elimination of this realignment plan requires analyses that span several key areas.

1. A future conditions (2035) traffic operations analysis, consistent with the year analyzed in the Suisun City General Plan EIR, that includes the proposed residential development and access plan for the undeveloped land bounded by Olive Avenue to the east and Almond Tree Storage to the north.

Analysis: Intersection operations are described using the term “Level of Service” (LOS), a quantitative measure of the average delay experienced by a driver at the intersection. LOS ranges from LOS A, with no congestion and little delay, to LOS F, with excessive congestion and delay.

The intersection of East Tabor Avenue/Railroad Avenue currently operates at LOS E in the AM peak hour, with the stop-controlled Railroad Avenue approach operating at LOS F. In the PM peak hour, the intersection operates at LOS A, with LOS D for the Railroad Avenue approach. As seen in field observations, when trains cross East Tabor Avenue during the peak hours, queues form on East Tabor Avenue and on Railroad Avenue.

Because the proposed removal of the realigned Railroad Avenue would affect traffic conditions over the long term, the operations of the current configuration (without the realignment) were tested under Cumulative (General Plan 2035) conditions. Two components of traffic growth were estimated (or foreseeable):

- Traffic growth associated with development of vacant land located south of Railroad Avenue and west of Olive Avenue.
- Other traffic growth from Suisun City and Fairfield development to the year 2035, as estimated in the Suisun City General Plan EIR

Based on direction from City staff, the proposed Olive Ranch development east of Railroad Avenue is approximately 9.75 acres and would be developed with a total of 70 single-family dwelling units. To reflect regional and other local traffic growth in the study area, intersection peak hour turning movement volumes were increased to reflect 2035 conditions consistent with the forecasts prepared for the Suisun City General Plan EIR.

Under cumulative conditions, this analysis shows that the all-way stop-controlled intersection of East Tabor Avenue/Clay Bank Road is projected to operate at LOS D and E in the AM and PM peak hours, respectively. East Tabor Avenue/Railroad Avenue intersection is projected to operate at LOS F in the AM peak hour and E in the PM peak hour, with the side-street stop-controlled Railroad Avenue approach operating at LOS F in both peak hours. This results from the effect of the train crossings and turning movements at East Tabor Avenue/Railroad Avenue, which cause queues to periodically spill back and prevent some of the traffic demand on Railroad Avenue from being served. East Tabor Avenue/Olive Avenue's overall intersection LOS is A in both peak hours. Still, the side-street stop-controlled Olive Avenue approach is projected to operate at LOS F in the AM peak hour. In either planning condition, eliminating the Railroad Avenue realignment or retaining the alignment, the study indicates that the intersection operates at borderline unacceptable levels in peak hour conditions. The study further defines that the intersection would deteriorate to

unacceptable service levels with excessive queuing in the cumulative condition. The study recommends that if the realignment is removed, the City and Fairfield should investigate installing traffic signals at East Tabor Avenue/Clay Bank Road and East Tabor Avenue/Railroad Avenue.

2. Review of the collision history and intersection operations, to determine if the proximity of the East Tabor Avenue/Railroad Avenue intersection to the railroad tracks may be related to collisions which would be correctible by removing this intersection.

Collision data for the area surrounding the study intersection was pulled from the Statewide Integrated Traffic Report System (SWITRS), which details the location and characteristics of collisions. The years 2012-2015 saw no crashes in the area. There were seven crashes between 2016-2018, and only a single crash resulted in property damage. There were no collisions involving bicycles nor pedestrians.

Collision Rates

Expected collision rates were developed for the three intersections and two adjoining segments based on Highway Safety Manual 2010 methodology. The table below shows the predicted and actual collision rates.

Due to the small sample size and the limited scope of the network, these results should not be considered absolute. However, based on this data, the actual crash rate is below what is predicted by the Highway Safety Manual.

Predicted and Actual Crash Rates

Facility	Type	Predicted Rate	Actual
Intersections¹			
East Tabor Avenue/Railroad Avenue	Total	3.80	1.00
	Fatal/Injury	1.22	0
	PDO ²	2.58	1.00

1. Intersection collisions were defined as being within 150 feet of the intersection.
2. PDO = property damage only.

Collision History

The observed collision rates in the study area do not indicate a systemic safety problem in the study area associated with the roadway configuration that would be resolved or improved by removing the East Tabor Avenue/Railroad Avenue intersection and relocating Railroad Avenue to connect to Olive Avenue. Instead, collision data reveals that high speeds are a primary factor in collisions in the study area. Literature compiled by the Federal Highway Administration indicates that the addition of traffic signals would reduce approach speeds and eliminate potential conflicts between vehicles turning onto East Tabor Avenue from Railroad Avenue and through vehicle movements on East Tabor Avenue. The reduction of speeds and the elimination of turning conflicts would improve safety conditions in the study area.

3. An assessment of how eliminating the realignment affects connectivity and mobility in northern Suisun City for all modes, and a General Plan policy consistency evaluation.

Analysis: The discussion below evaluates whether eliminating the realignment is consistent with General Plan policy. To ensure that the General Plan remains internally consistent, the elimination of the realignment should not adversely affect the City's ability to implement these policies.

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, the City would need to update the General Plan Bicycle/Pedestrian Transportation Diagram (Exhibit 4-5) to show the proposed future bike lanes (blue dashed line) extending on the existing Railroad Avenue to East Tabor Avenue. This would provide bicycle network connectivity that is equivalent to the connectivity shown on the current Bicycle/Pedestrian Transportation Diagram. The addition of traffic signals at the East Tabor Avenue/Railroad Avenue intersection would improve the safe movement of bicycles and pedestrians from Railroad Avenue onto East Tabor Avenue.

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 5).

CONCLUSION

The City has been planning the realignment of Railroad Avenue and Olive Avenue for over 30 years, but progress has yet to be made in terms of funding and planning for this extension. The traffic analysis indicates Railroad Avenue experiences heavy traffic, especially during peak travel times, leading to congestion at the intersection of Railroad Avenue and East Tabor Boulevard. The rail signal and train trips worsen the condition. However, the study shows that even with a planned alignment to Olive Avenue, there will still be a level of service deficiency in implementing the General Plan scenario.

As indicated in the findings, the General Plan emphasizes the importance of evaluating the level of service based on the functionality of pedestrians and bicyclists and emergency vehicle access. The study found no impact on these services. Furthermore, the area's collision data reflects a low collision rate with minimal property damage.

Staff supports eliminating the alignment as recommended in the study and recommends additional exploration between the City and City of Fairfield focusing on a possible signalization of the intersection in the future.

ATTACHMENTS

1. Resolution No. PC 24-___: A Resolution of the Planning Commission of the City of Suisun City Recommending City Council Amend the General Plan Vehicular Transportation Diagram Removing the Railroad Avenue Realignment Connecting to Olive Avenue
2. General Plan 2035 – Vehicular Transportation Diagram (Current Condition)
3. General Plan 2035 – Vehicular Transportation Diagram (Proposed Condition)
4. Evaluation of the Feasibility of Eliminating the General Plan Railroad Avenue Realignment at East Tabor Avenue
5. California Environmental Quality Act Categorical Exemption Report

RESOLUTION NO. PC 24-__

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SUISUN CITY
RECOMMENDING CITY COUNCIL AMEND THE GENERAL PLAN VEHICULAR
TRANSPORTATION DIAGRAM REMOVING THE RAILROAD AVENUE REALIGNMENT
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, 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 Planning Commission desires to recommended that the City Council amend the Geneal Plan Vehicular Transportation Diagram removing the Railroad Avenue realignment connecting to Olive Avenue.

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

1. The above recitals are true and correct and incorporated herein by reference.
2. The Planning Commission further recommends the City Council finds no substantial new evidence in the record 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, the City would need to update the General Plan Bicycle/Pedestrian Transportation Diagram (Exhibit 4-5) to show the proposed future bike lanes (blue dashed line) extending on the existing Railroad Avenue to East Tabor Avenue. This would provide bicycle network connectivity that is equivalent to the connectivity shown on the current Bicycle/Pedestrian Transportation Diagram. The addition of traffic signals at the East Tabor Avenue/Railroad Avenue intersection would improve the safe movement of bicycles and pedestrians from Railroad Avenue onto East Tabor Avenue.

4. The Planning Commission recommends to the City Council of the City of Suisun City, the adoption of the attached Transportation Element, Vehicular Transportation Diagram General Plan Amendment.
5. This resolution is effective immediately upon adoption.

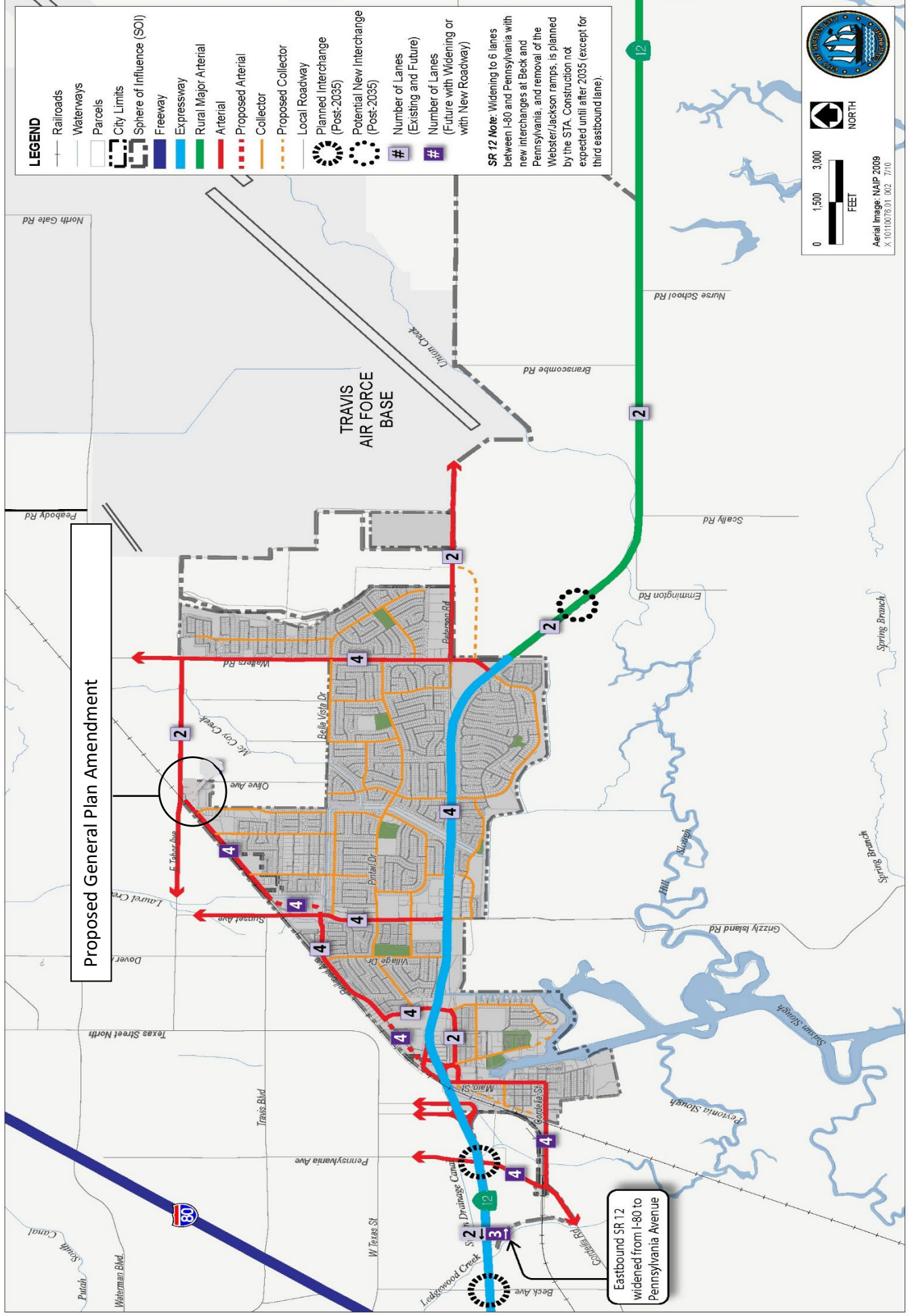
The motion was made by Commissioner _____ and seconded by Commissioner _____ and adopted this 27th day of February 2024, by the following vote:

AYES:	Commissioners:
NOES:	Commissioners:
ABSENT:	Commissioners:
ABSTAIN:	Commissioners:

Bianca Vasquez
Commission Secretary



GENERAL PLAN 2035 – VEHICULAR TRANSPORTATION DIAGRAM (PROPOSED CONDITION)



Memorandum

Date: June 24, 2020

To: Matt Medill and John Kearns, City of Suisun City

From: Ellen Poling and Inder Grewal, Fehr & Peers

Subject: Evaluation of the Feasibility of Eliminating the General Plan Railroad Avenue Realignment at East Tabor Avenue

WC20-3684.00

Introduction

The City of Suisun City has requested an evaluation of the feasibility of removing the Railroad Avenue realignment from East Tabor Avenue to Olive Avenue from the General Plan Vehicular Transportation Network. The General Plan's realignment would eliminate the East Tabor Avenue/Railroad Avenue intersection, and route Railroad Avenue to the east to Olive Avenue. To determine the feasibility of removing the realignment from the network, it is necessary to determine whether the current roadway network configuration in the Railroad Avenue/East Tabor Avenue area can be made to function acceptably in terms of traffic operations (peak hour levels of service and vehicle queuing) and associated collision potential given the railroad tracks proximity.

Consideration of the elimination of this realignment plan requires the following analyses:

- Review of the collision history and intersection operations, to determine if the proximity of the East Tabor Avenue/Railroad Avenue intersection to the railroad tracks may be related to collisions which would be correctible by removing this intersection.
- A future conditions (2035) traffic operations analysis, consistent with the year analyzed in the Suisun City General Plan EIR, that includes the proposed residential development and access plan for the undeveloped land bounded by Olive Avenue to the east and Almond Tree Storage to the north; and



- An assessment of how eliminating the realignment affects connectivity and mobility in northern Suisun City for all modes, and a General Plan policy consistency evaluation.

The study area is shown in **Figure 1** (all figures are attached at the end of this memorandum).

The discussion below covers the following topics:

- I. Data Collection
- II. Operations Evaluation
- III. Collision Evaluation
- IV. General Plan Consistency
- V. Findings

I. Data Collection

Fehr & Peers contracted with a traffic count vendor to collect AM and PM two-hour peak period intersection turning movement counts of vehicles, bicycles and pedestrians at the following intersections on Wednesday, March 11th and Thursday, March 12th (note these counts were conducted before the COVID-19 shelter in place order):

1. East Tabor Avenue at Clay Bank Road
2. East Tabor Avenue at Railroad Avenue
3. East Tabor Avenue at Olive Avenue

The study area, including intersections and the proposed Railroad Avenue realignment, is shown in Figure 1. In addition to intersection turning movement counts, train crossing data was collected from 6 AM to 6 PM on Wednesday, March 11th and Thursday, March 12th. Train crossing data included time of occurrence, direction of travel, and barrier down time. The count data is included in **Attachment 1**. Fehr & Peers also conducted a field review to obtain intersection lane configurations, pedestrian and bicycle facilities, and observe peak period conditions, including conditions with a Capitol Corridor train crossing.

Traffic, Pedestrian and Bicycle Volumes

The existing traffic, pedestrian and bicycle volumes at the three study intersections are shown in **Figure 2**. Peak hour traffic volumes are heaviest on westbound East Tabor Avenue in the morning, and on eastbound East Tabor Avenue in the afternoon. On Railroad Avenue at East



Tabor Avenue, volumes are roughly the same in the AM and PM peak hours, at about 320 vehicles. Pedestrian and bicycle volumes are low at the three intersections.

Railroad Crossings

The railroad crossing across East Tabor Avenue between Railroad Avenue and Clay Bank Road hosts several rail services. Primarily, the rail line serves Capitol Corridor Amtrak services and acts as a Union Pacific mainline, carrying several freight trains a day. Additionally, Amtrak's less-frequent California Zephyr and Coast Starlight services also use this line. The Capitol Corridor trains are typically five cars long; the Zephyr and Coast Starlight trains are typically 12-15 cars long. As freight schedules are not available, the counts referenced above and field observations were used to estimate a rough frequency and duration of gate-down times. **Table 1** summarizes the resulting estimated rail traffic frequency and gate-down times assumed in the traffic operations analysis in Section II.

Table 1: Rail Traffic Description (From 2-Day Count and Field Observations)

Service	Crossing Time				Gate-Down Time
	7-9 AM		4-6 PM		
	3/11/2020	3/12/2020	3/11/2020	3/12/2020	
Passenger	7:15	7:02	4:07		30 seconds - 1 minute
	7:37	7:43	4:17	4:14	
	7:42	7:55	4:50	4:49	
	8:13	8:14	5:25	5:18	
		8:22	5:28		
Union Pacific Freight		7:12 7:23	4:18 4:35	4:27	45 seconds – 3.5 minutes

Source: Fehr & Peers, March 2020.

II. Operations Evaluation

Existing Conditions

Intersection operations are described using the term "Level of Service" (LOS), a quantitative measure of the average delay experienced by a driver at the intersection. LOS ranges from LOS A, with no congestion and little delay, to LOS F, with excessive congestion and delay. **Table 2** provides ranges of delay and volume-to-capacity ratios that correspond to vehicular LOS at intersections.



The traffic operations analysis uses the Synchro and Synchro/SimTraffic 10.0 software, based on the procedures outlined in the Transportation Research Board's *2010 Highway Capacity Manual* (2010 HCM). Intersection operation inputs include vehicle and pedestrian volumes, lane geometry, signal phasing and timing, pedestrian crossing times, and peak hour factors. To approximate conditions with typical train traffic, ensuring a reasonably conservative analysis, it was assumed that three passenger trains and one Union Pacific freight train cross East Tabor Avenue during each peak hour. These events were represented in the traffic simulation through a dummy intersection representing the railroad tracks, at which a red light indication is given to all eastbound and westbound traffic on East Tabor Avenue for 90 seconds every 14.5 minutes.

Table 2: Level of Service Definitions – Intersections

Level of Service	Signalized Intersections		Unsignalized Intersections	
	Delay (seconds/vehicle)	Volume-to-Capacity Ratio (V/C)	Delay (seconds/vehicle)	Volume-to-Capacity Ratio (V/C)
A	< 10.0	< 1.0	< 10.0	< 1.0
B	> 10.0 to 20.0	< 1.0	> 10.0 to 15.0	< 1.0
C	> 20.0 to 35.0	< 1.0	> 15.0 to 25.0	< 1.0
D	> 35.0 to 55.0	< 1.0	> 25.0 to 35.0	< 1.0
E	> 55.0 to 80.0	< 1.0	> 35.0 to 50.0	< 1.0
F	> 80.0	> 1.0	> 50.0	> 1.0

Source: *2010 Highway Capacity Manual*.

The existing levels of service are shown in **Table 3**. The SimTraffic results are included in **Attachment 2**. The intersections of East Tabor Avenue/Clay Bank Road and East Tabor Avenue/Olive Avenue operate at LOC C or better in both peak hours. The intersection of East Tabor Avenue/Railroad Avenue operates at LOS E in the AM peak hour, with the stop-controlled Railroad Avenue approach operating at LOS F. In the PM peak hour, the intersection operates at LOS A, with LOS D for the Railroad Avenue approach. As seen in field observations, when trains cross East Tabor Avenue during the peak hours, queues form on East Tabor Avenue and on Railroad Avenue.



Table 3: Intersection Levels of Service — Existing Conditions

Location	Control	Peak Hour	Existing Conditions	
			Delay (seconds) ¹	LOS ¹
1. East Tabor Avenue/Clay Bank Road	All-Way Stop	AM	16	C
		PM	9	A
2. East Tabor Avenue/Railroad Avenue	Side-street Stop	AM	41 (>80)	E (F)
		PM	6 (29)	A (D)
3. East Tabor Avenue/Olive Avenue	Side-Street Stop	AM	3 (32)	A (D)
		PM	2 (16)	A (B)

Notes:

- For all-way stop controlled intersections, the average intersection delay and LOS is calculated. For side-street stop controlled intersections, the average delay and LOS is listed first followed by the delay and LOS for the worst movement or approach in parentheses. **Bold** indicates below-standard service level.

Source: Fehr & Peers, June 2020.

Future Conditions

Future Traffic Forecast

Because the proposed removal of the realigned Railroad Avenue would affect traffic conditions over the long term, the operations of the current configuration (without the realignment) were tested under Cumulative (2035) conditions. Two components of traffic growth were estimated:

- Traffic growth associated with development of the vacant land located south of Railroad Avenue and west of Olive Avenue
- Other traffic growth from Suisun City and Fairfield development to the year 2035, as estimated in the Suisun City General Plan EIR

Adjacent Land Development Traffic Growth

Based on direction from City staff, the proposed Olive Ranch development east of Railroad Avenue is approximately 9.75 acres and would be developed with a total of 70 single-family dwelling units. Fehr & Peers employed the *ITE Trip Generation Manual, 10th Edition* to estimate trip generation for this development. **Table 4** presents the trip generation estimate.



Table 4: Adjacent Development Trip Generation

Use (Amount)	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Single Family Detached (70 Units)	13	39	52	42	21	63	661

Source: ITE *Trip Generation*, 10th Edition (land use code 210).

Trips were distributed to the study network based on trip distribution assumptions from the 2008 Suisun Station Study. Access to Olive Ranch would be provided via Olive Avenue.

Background Suisun City/Fairfield Traffic Growth

To reflect regional and other local traffic growth in the study area, intersection peak hour turning movement volumes were increased to reflect 2035 conditions consistent with the forecasts prepared for the Suisun City General Plan EIR. The volumes were developed by adjusting the existing (2020) turning movement counts to roughly match the 2035 segment volumes from the General Plan EIR, allocating the growth to the individual turning movements proportionally to the existing turning movement proportions.

Future (2040) Traffic Forecasts

The 2040 traffic forecasts discussed above are shown in **Figure 3**. The SimTraffic results are included in Attachment 2.

Analysis Results

Table 5 shows cumulative intersection LOS results. Under cumulative conditions, the all-way stop controlled intersection of East Tabor Avenue/Clay Bank Road is projected to operate at LOS D and E in the AM and PM peak hours, respectively. The intersection of East Tabor Avenue/Railroad Avenue is projected to operate at LOS F in the AM peak hour and E in the PM peak hour, with the side-street stop-controlled Railroad Avenue approach operating at LOS F in both peak hours. This results from the effect of the train crossings and turning movements at East Tabor Avenue/Railroad Avenue, which cause queues to periodically spill back and prevent some of the traffic demand on Railroad Avenue from being served. At East Tabor Avenue/Olive Avenue, the overall intersection LOS is A in both peak hours, but the side-street stop-controlled Olive Avenue approach is projected to operate at LOS F in the AM peak hour.



The California Manual on Uniform Traffic Control Devices peak hour signal warrants 3A/3B were checked for all three intersections. Warrant 3B is met under both existing and cumulative conditions for the intersections of East Tabor Avenue/Clay Bank Road and East Tabor Avenue/Railroad Avenue. The warrants are not met in either case for the intersection of East Tabor Avenue/Olive Avenue.

Table 5: Intersection Levels of Service — Cumulative Conditions

Location	Control	Peak Hour	Cumulative Conditions: No Realignment Full Traffic Growth	
			Avg. Delay (seconds) ¹	LOS ¹
1. East Tabor Avenue/Clay Bank Road	All-Way Stop	AM	32	D
		PM	42	E
2. East Tabor Avenue/ Railroad Avenue	Side-street Stop	AM	57 (>80)	F (F)
		PM	37 (>80)	E (F)
3. East Tabor Avenue/Olive Avenue	Side-Street Stop	AM	7 (>80)	A (F)
		PM	3 (28)	A (D)

Notes:

- For all-way stop controlled intersections, the average intersection delay and LOS is calculated. For side-street stop controlled intersections, the average delay and LOS is listed first followed by the delay and LOS for the worst movement or approach in parentheses. **Bold** indicates below-standard service level.

Source: Fehr & Peers, June 2020.

Traffic Signalization Assessment

Fehr & Peers conducted a preliminary test of operations with traffic signals installed at East Tabor Avenue/Clay Bank Road and East Tabor Avenue/Railroad Avenue, with appropriate controls to accommodate the railroad crossings. Our preliminary analysis of the installation of traffic signals indicates that the current network configuration in the study area would operate at acceptable levels under cumulative conditions, with signalization at these two intersections. While the stop-controlled approach at East Tabor Avenue/Olive Avenue would operate at LOS F in both peak hours, the intersection would operate at LOS C during the morning peak hour and LOS B during the evening peak hour.



This preliminary test does not constitute a comprehensive simulation and evaluation of operations with signals at the two intersections. Therefore, it is recommended that the City further investigate the potential signalization of East Tabor Avenue/Clay Bank Road and East Tabor Avenue/Railroad Avenue, including running a full simulation and examination of the optimal signal placement, signal coordination, signal timing, and special phasing features such as queue cutter phasing to prevent vehicle queues from spilling back to the railroad tracks.

III. Collision Evaluation

Collision History

Collision data for the area surrounding the study intersection was pulled from the Statewide Integrated Traffic Report System (SWITRS), which details the location and characteristics of collisions. **Table 6** presents a summary of collisions for the years 2011-2018.

Table 6: Collisions by Year by Category

Collisions	Complete Data							
	2011	2012	2013	2014	2015	2016	2017	2018
Type								
Head-On	0	0	0	0	0	0	0	0
Sideswipe	0	0	0	0	0	0	1	1
Rear End	1	0	0	0	0	0	2	1
Broadside	0	0	0	0	0	0	0	1
Hit Object	0	0	0	0	0	1	0	0
Overturned	0	0	0	0	0	0	0	0
Severity								
PDO ¹	1	0	0	0	0	1	3	3
Fatal	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0
Moderate Injury	0	0	0	0	0	0	0	0
Minor Injury	0	0	0	0	0	0	0	0
Modes Involved								
Non-Collision	0	0	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0	0	0
Motor Vehicle	1	0	0	0	0	1	3	3
MV Other Roadway	0	0	0	0	0	0	0	0



Table 6: Collisions by Year by Category

Collisions	Complete Data							
	2011	2012	2013	2014	2015	2016	2017	2018
Parked MV	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0
Animal	0	0	0	0	0	0	0	0
Fixed Object	0	0	0	0	0	1	0	0
Object	0	0	0	0	0	0	0	0

1. PDO = property damage only.

The years 2012-2015 saw no crashes in the area. There were seven crashes between 2016-2018, resulting on property damage only. There were no collisions involving bicycles nor pedestrians.

Collision Rates

Expected collision rates were developed for the three intersections and two adjoining segments based on Highway Safety Manual 2010 methodology. **Table 7** shows the predicted and actual collision rates.

Due to the small sample size and the limited scope of the network, these results should not be considered absolute. However, based on this data, the actual crash rate is below what is predicted by the Highway Safety Manual.

Table 7: Predicted and Actual Crash Rates

Facility	Type	Predicted Rate	Actual
Intersections¹			
East Tabor Avenue/Railroad Avenue	Total	3.80	1.00
	Fatal/Injury	1.22	0
	PDO ²	2.58	1.00

1. Intersection collisions were defined as being within 150 feet of the intersection
2. PDO = property damage only.



IV. General Plan Consistency

The discussion below evaluates whether eliminating the realignment is consistent with General Plan policy. To ensure that the General Plan remains internally consistent, the elimination of the realignment should not adversely affect the City's ability to implement these policies.

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, the City would need to update the General Plan Bicycle/Pedestrian Transportation Diagram (Exhibit 4-5) to show the proposed future bike lanes (blue dashed line) extending on the existing Railroad Avenue to East Tabor Avenue. This would provide bicycle network connectivity that is equivalent to the connectivity shown on the current Bicycle/Pedestrian Transportation Diagram. The addition of



traffic signals at the East Tabor Avenue/Railroad Avenue intersection would improve the safe movement of bicycles and pedestrians from Railroad Avenue onto East Tabor Avenue.

V. Findings

Traffic Operations

The traffic operations analysis presented above indicates that the current network configuration and control in the study area is currently operating at acceptable levels, but would deteriorate to unacceptable service levels with excessive queueing in the cumulative condition. When accounting for the development of the vacant property south of Railroad Avenue and west of Olive Avenue, along with other regional and local development growth, the current network configuration would not serve traffic acceptably.

To assess whether traffic signals would improve operations in the cumulative condition, we ran a preliminary simulation with traffic signals installed at East Tabor Avenue/Clay Bank Road and East Tabor Avenue/Railroad Avenue. Our preliminary analysis indicates that the current network configuration in the study area would operate at acceptable levels under cumulative conditions, with traffic signals installed.

If the City desires to remove the Railroad Avenue realignment from the General Plan network, it is recommended that the City further investigate the installation of traffic signals at East Tabor Avenue/Clay Bank Road and East Tabor Avenue/Railroad Avenue. This would involve running a full simulation and examination of the optimal signal placement, signal coordination, signal timing, and special phasing features such as queue cutter phasing to prevent vehicle queues from spilling back to the railroad tracks.

Collision History

The observed collision rates in the study area do not indicate a systemic safety problem in the study area associated with the roadway configuration that would be resolved or improved by removing the East Tabor Avenue/Railroad Avenue intersection and relocating Railroad Avenue to connect to Olive Avenue. Instead, collision data reveals that high speeds are a primary factor in collisions in the study area. Literature compiled by the Federal Highway Administration indicates that the addition of traffic signals would reduce approach speeds and eliminate potential conflicts between vehicles turning onto East Tabor Avenue from Railroad Avenue and through vehicle movements on East Tabor Avenue. The reduction of speeds and the elimination of turning conflicts would improve safety conditions in the study area.



General Plan Consistency

A review of the General Plan Transportation Chapter policies which are relevant to the potential elimination of the Railroad Avenue east end realignment indicates that the elimination of the realignment would not cause internal inconsistencies within the General Plan Transportation Element.

This concludes Fehr & Peers' evaluation of the feasibility of eliminating the realignment of Railroad Avenue at East Tabor Avenue. Please call Ellen Poling if you have any questions about this memorandum.

Attachments:

Figure 1: Project Study Area

Figure 2: Existing Conditions – Traffic, Bicycle and Pedestrian Volumes, Lane Configurations, and Traffic Controls

Figure 3: Cumulative Conditions – Traffic, Bicycle and Pedestrian Volumes, Lane Configurations, and Traffic Controls

Attachment 1 – Traffic Counts

Attachment 2 – SimTraffic Results

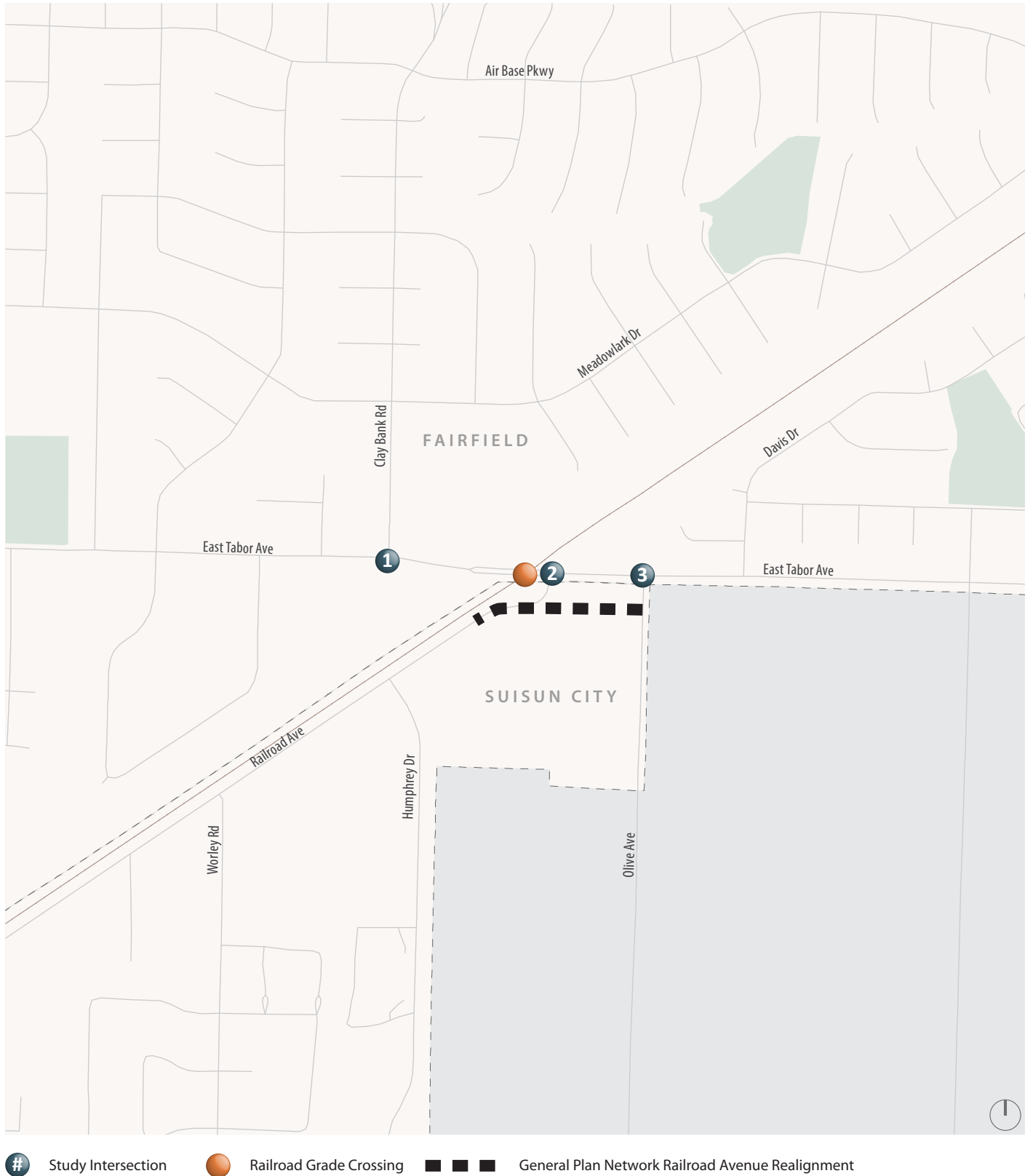


Figure 1

Project Study Area

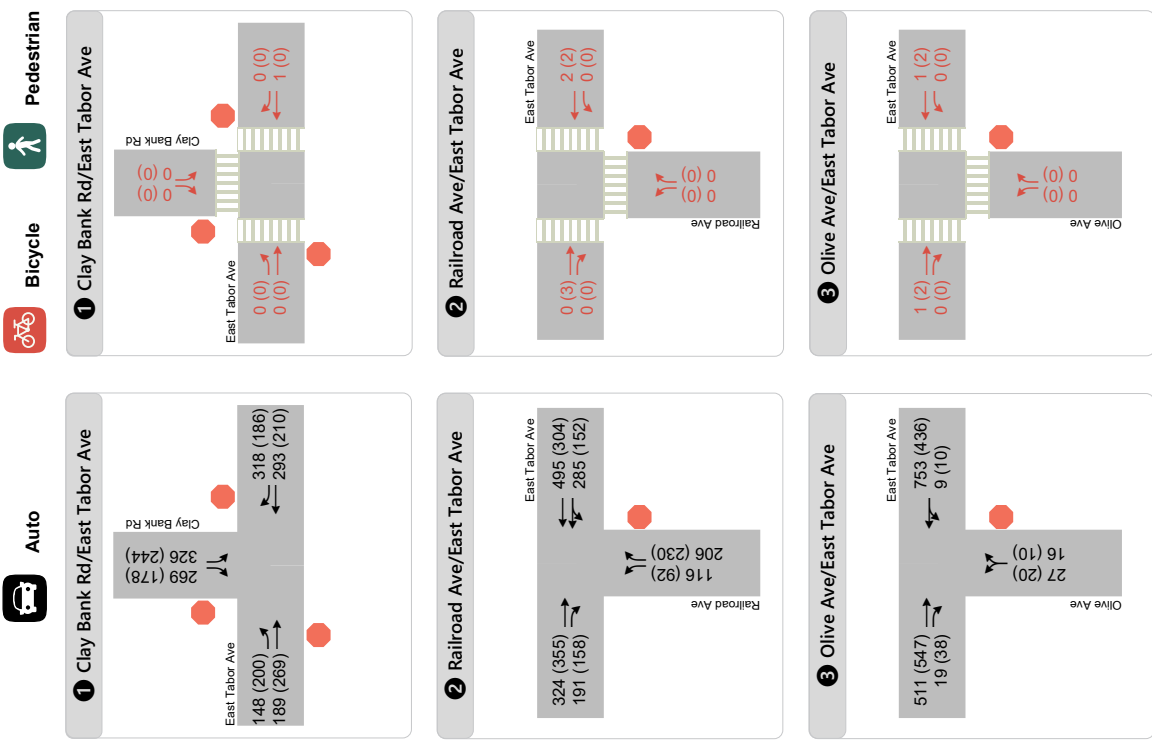
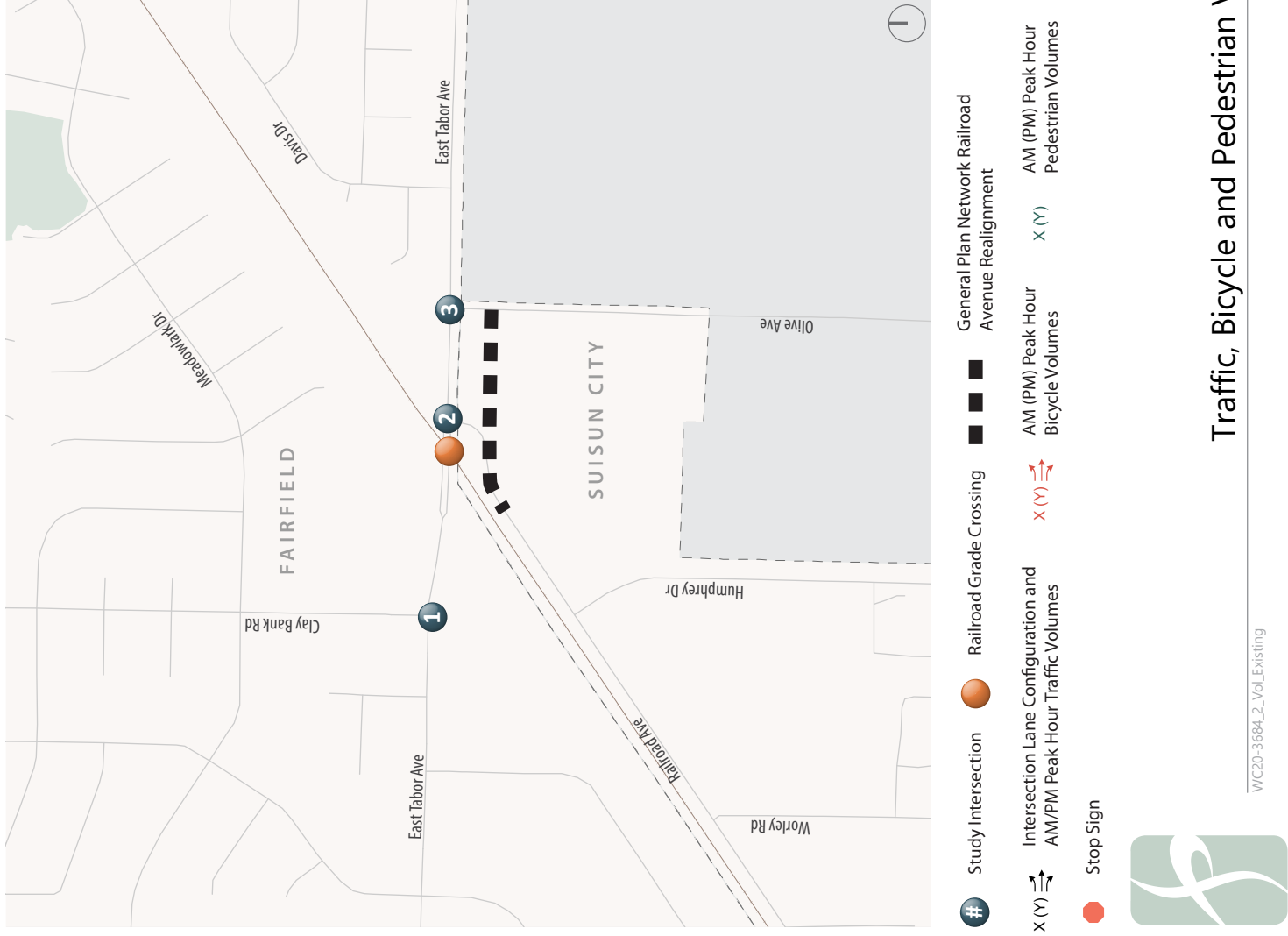


Figure 2
Existing Conditions
Traffic, Bicycle and Pedestrian Volumes, Lane Configurations, and Traffic Controls

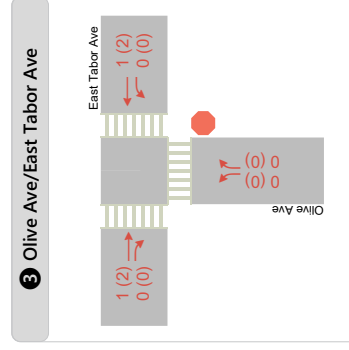
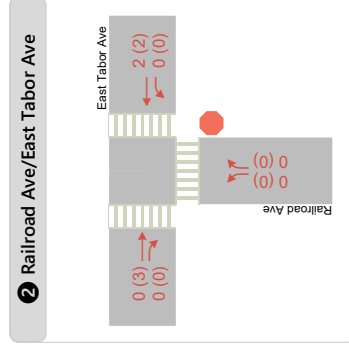
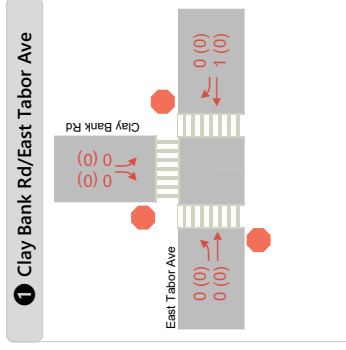
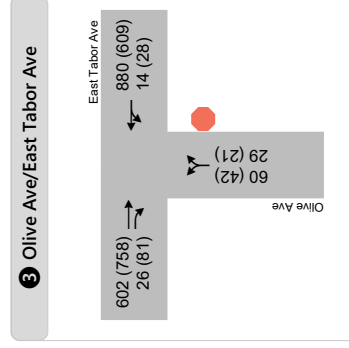
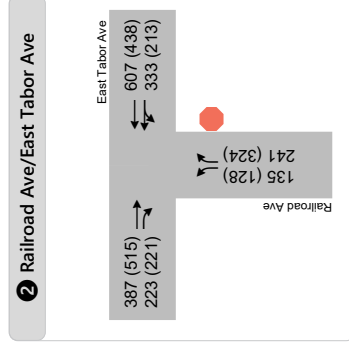
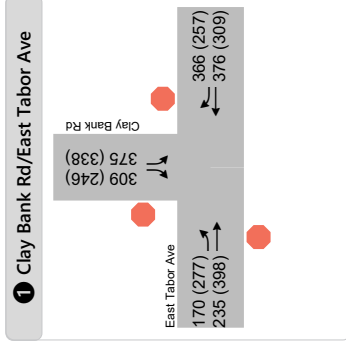
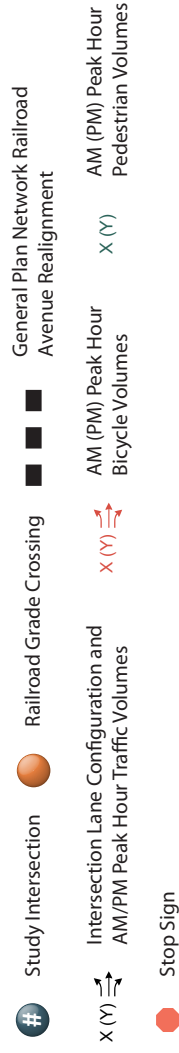
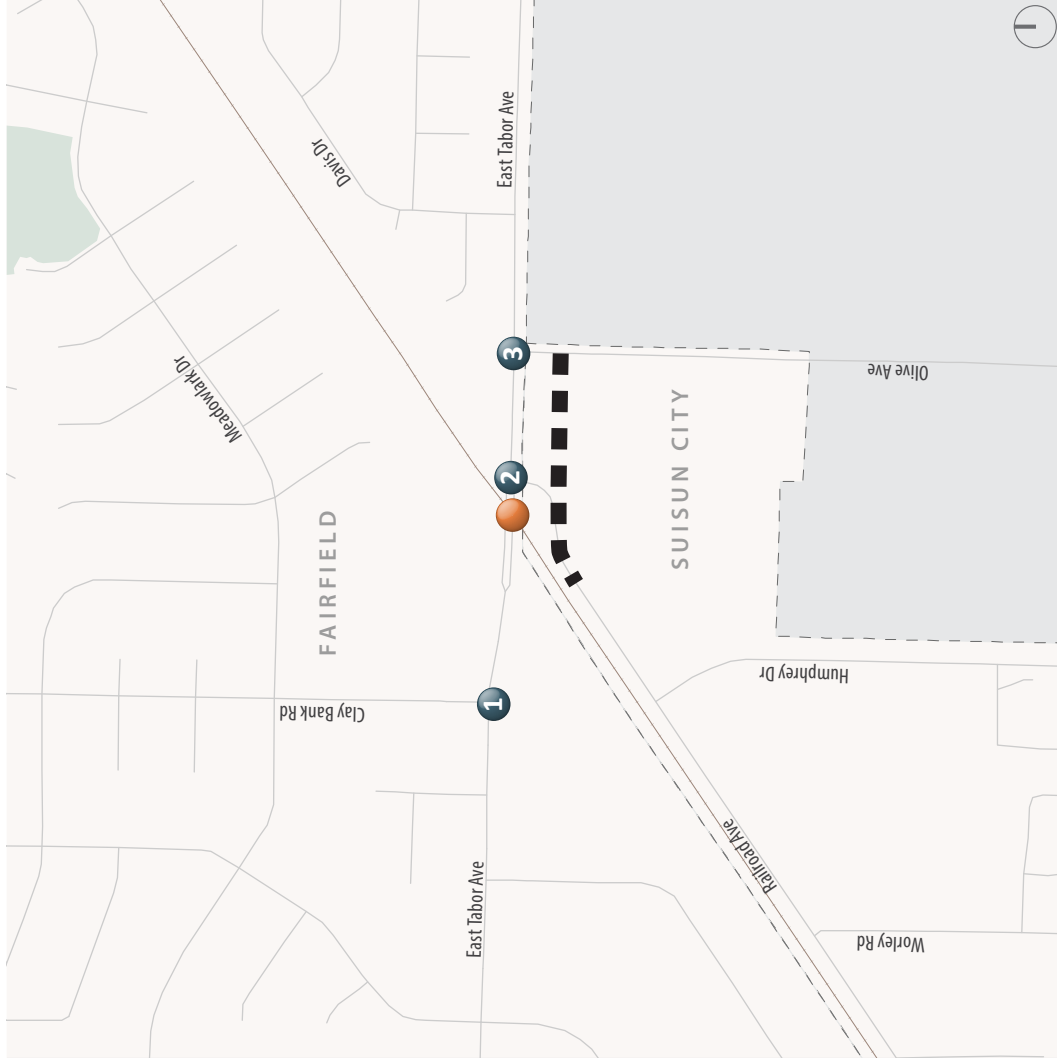


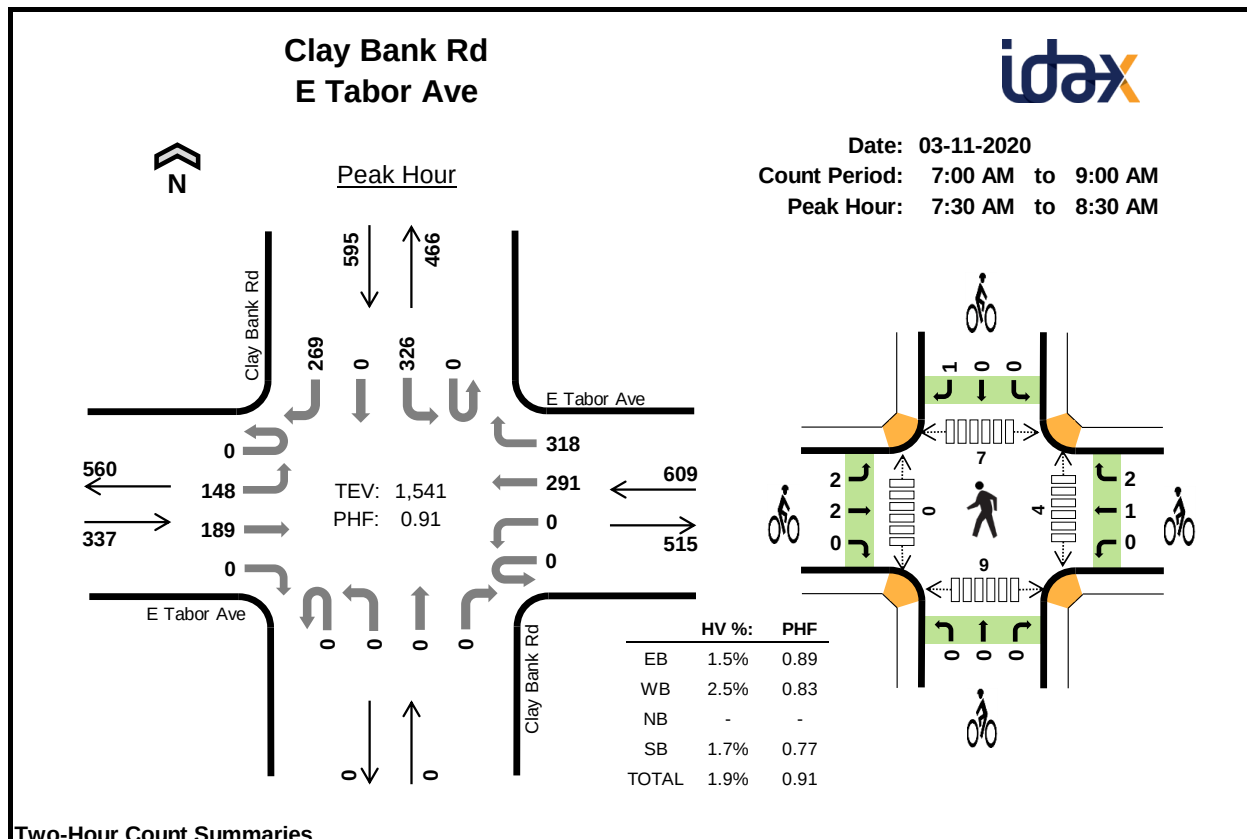
Figure 3

Cumulative Conditions

Traffic, Bicycle and Pedestrian Volumes, Lane Configurations, and Traffic Controls

Attachment 1

Traffic Counts

**Two-Hour Count Summaries**

Interval Start		E Tabor Ave				E Tabor Ave				Clay Bank Rd				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	26	10	0	0	0	17	31	0	0	0	0	0	39	0	23	146	0
7:15 AM		0	22	27	0	0	0	30	51	0	0	0	0	0	36	0	34	200	0
7:30 AM		0	28	49	0	0	0	63	88	0	0	0	0	0	63	0	41	332	0
7:45 AM		0	40	44	0	0	0	87	97	0	0	0	0	0	91	0	39	398	1,076
8:00 AM		0	35	46	0	0	0	70	78	0	0	0	0	0	103	0	90	422	1,352
8:15 AM		0	45	50	0	0	0	71	55	0	0	0	0	0	69	0	99	389	1,541
8:30 AM		0	42	47	0	0	0	61	39	0	0	0	0	0	45	0	94	328	1,537
8:45 AM		0	59	47	0	0	0	81	43	0	0	0	0	0	47	0	71	348	1,487
Count Total		0	297	320	0	0	0	480	482	0	0	0	0	0	493	0	491	2,563	0
Peak Hour	All	0	148	189	0	0	0	291	318	0	0	0	0	0	326	0	269	1,541	0
	HV	0	1	4	0	0	0	10	5	0	0	0	0	0	7	0	3	30	0
	HV%	-	1%	2%	-	-	-	3%	2%	-	-	-	-	-	2%	-	1%	2%	0

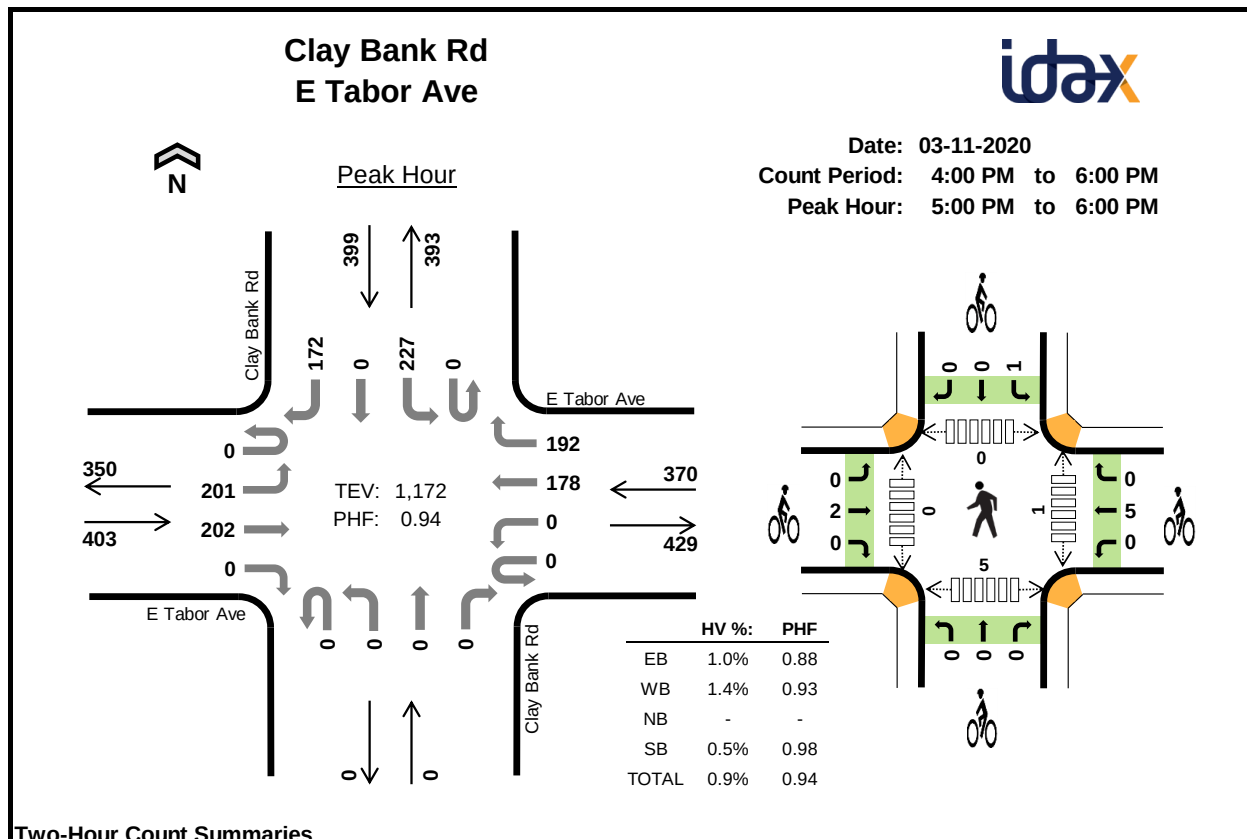
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2
7:15 AM	1	0	0	4	5	1	0	0	0	1	0	0	1	0	1
7:30 AM	1	3	0	2	6	1	1	0	0	2	0	0	4	0	4
7:45 AM	2	3	0	3	8	1	2	0	0	3	2	0	1	2	5
8:00 AM	0	3	0	2	5	0	0	0	0	0	2	0	2	3	7
8:15 AM	2	6	0	3	11	2	0	0	1	3	0	0	0	4	4
8:30 AM	6	3	0	1	10	2	0	0	1	3	1	0	2	3	6
8:45 AM	3	4	0	5	12	2	0	0	0	2	2	0	0	2	4
Count Total	15	24	0	20	59	9	3	0	2	14	7	0	12	14	33
Peak Hour	5	15	0	10	30	4	3	0	1	8	4	0	7	9	20

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	E Tabor Ave				E Tabor Ave				Clay Bank Rd				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	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5	0
7:30 AM	0	0	1	0	0	0	2	1	0	0	0	0	0	0	2	0	0	6	0
7:45 AM	0	1	1	0	0	0	1	2	0	0	0	0	0	0	3	0	0	8	21
8:00 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	1	5	24
8:15 AM	0	0	2	0	0	0	4	2	0	0	0	0	0	0	1	0	2	11	30
8:30 AM	0	2	4	0	0	0	2	1	0	0	0	0	0	0	1	0	0	10	34
8:45 AM	0	1	2	0	0	0	4	0	0	0	0	0	0	0	0	0	5	12	38
Count Total	0	4	11	0	0	0	16	8	0	0	0	0	0	0	10	0	10	59	0
Peak Hour	0	1	4	0	0	0	10	5	0	0	0	0	0	0	7	0	3	30	0

Two-Hour Count Summaries - Bikes																			
Interval Start	E Tabor Ave			E Tabor Ave			Clay Bank Rd			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							
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0
7:45 AM	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	6	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
8:15 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	8	8
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	9	9
8:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	8
Count Total	3	6	0	0	1	2	0	0	0	0	0	0	0	0	0	2	14	0	0
Peak Hour	2	2	0	0	1	2	0	0	0	0	0	0	0	0	0	1	8	0	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				Clay Bank Rd				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	48	46	0	0	0	52	44	0	0	0	0	0	53	0	41	284	0
	4:15 PM	0	42	49	0	0	0	39	33	0	0	0	0	0	54	0	40	257	0
	4:30 PM	0	42	45	0	0	0	37	49	0	0	0	0	0	66	0	34	273	0
	4:45 PM	0	37	55	0	0	0	43	50	0	0	0	0	0	51	0	38	274	1,088
	5:00 PM	0	52	42	0	0	0	44	39	0	0	0	0	0	62	0	40	279	1,083
	5:15 PM	0	40	54	0	0	0	50	39	0	0	0	0	0	55	0	45	283	1,109
	5:30 PM	0	59	56	0	0	0	39	60	0	0	0	0	0	53	0	46	313	1,149
	5:45 PM	0	50	50	0	0	0	45	54	0	0	0	0	0	57	0	41	297	1,172
Count Total		0	370	397	0	0	0	349	368	0	0	0	0	0	451	0	325	2,260	0
Peak Hour	All	0	201	202	0	0	0	178	192	0	0	0	0	0	227	0	172	1,172	0
	HV	0	2	2	0	0	0	3	2	0	0	0	0	0	2	0	0	11	0
	HV%	-	1%	1%	-	-	-	2%	1%	-	-	-	-	-	1%	-	0%	1%	0

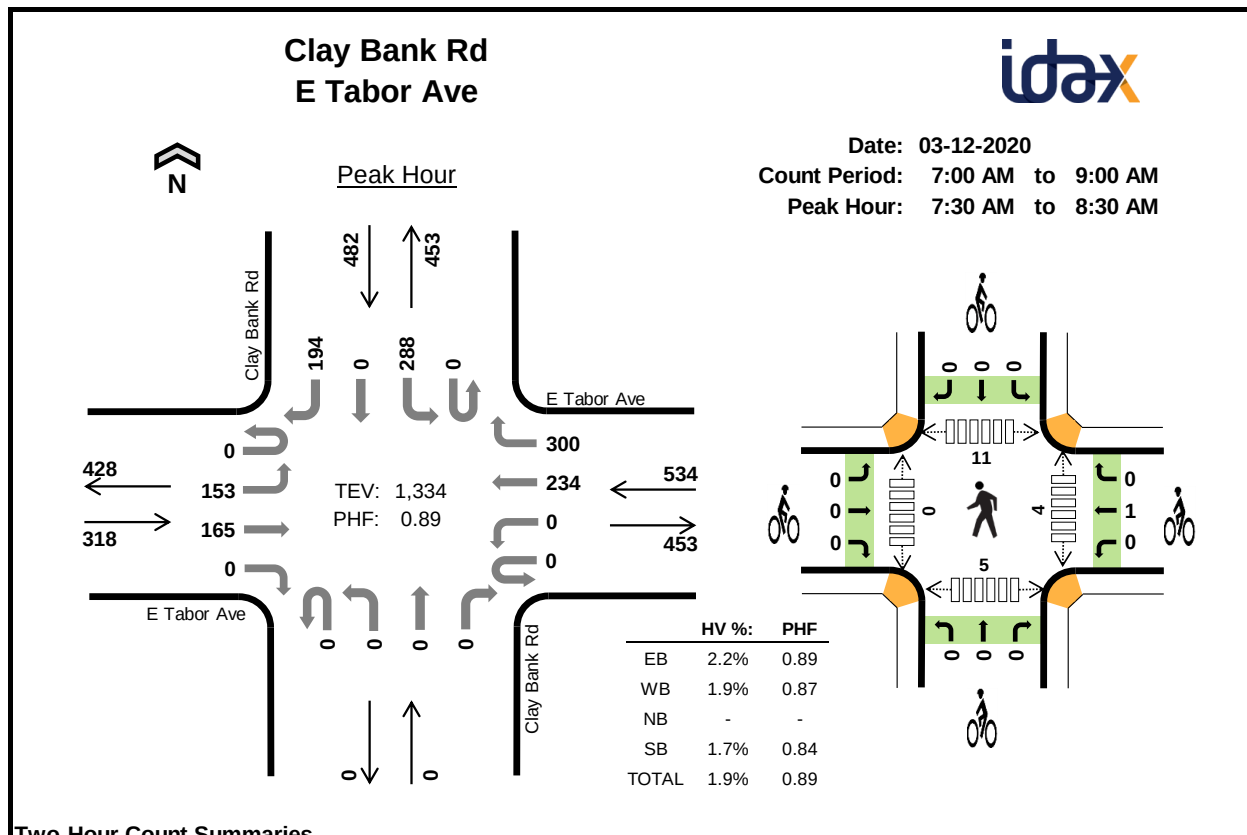
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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	2	1	0	1	4	2	0	0	0	2	1	0	2	1	4
4:15 PM	2	1	0	1	4	2	1	0	0	3	0	1	2	0	3
4:30 PM	1	2	0	1	4	0	0	0	0	0	0	0	0	2	2
4:45 PM	2	1	0	1	4	3	0	0	0	3	1	0	0	1	2
5:00 PM	1	1	0	0	2	1	2	0	0	3	0	0	0	1	1
5:15 PM	1	3	0	0	4	0	0	0	1	1	0	0	0	1	1
5:30 PM	1	0	0	2	3	1	2	0	0	3	1	0	0	1	2
5:45 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	2	2
Count Total	11	10	0	6	27	9	6	0	1	16	3	1	4	9	17
Peak Hour	4	5	0	2	11	2	5	0	1	8	1	0	0	5	6

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Tabor Ave				E Tabor Ave				Clay Bank Rd				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	1	1	0	0	0	0	1	0	0	0	0	0	1	0	0	4	0
4:15 PM	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	4	0
4:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	4	0
4:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	4	16
5:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	14
5:15 PM	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	4	14
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	13
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	11
Count Total	0	4	7	0	0	0	7	3	0	0	0	0	0	6	0	0	27	0
Peak Hour	0	2	2	0	0	0	3	2	0	0	0	0	0	2	0	0	11	0

Two-Hour Count Summaries - Bikes																	
Interval Start	E Tabor Ave			E Tabor Ave			Clay Bank Rd			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	2	0	0	0	0	0	0	0	0	0	0	2	0			
4:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	3	8			
5:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	9			
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	7			
5:30 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	10			
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	8			
Count Total	0	9	0	0	6	0	0	0	0	1	0	0	16	0			
Peak Hour	0	2	0	0	5	0	0	0	0	1	0	0	8	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				Clay Bank Rd				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	27	15	0	0	0	17	34	0	0	0	0	0	27	0	17	137	0
7:15 AM		0	25	32	0	0	0	36	44	0	0	0	0	0	35	0	22	194	0
7:30 AM		0	34	41	0	0	0	48	82	0	0	0	0	0	57	0	41	303	0
7:45 AM		0	46	43	0	0	0	46	84	0	0	0	0	0	78	0	41	338	972
8:00 AM		0	29	49	0	0	0	71	82	0	0	0	0	0	92	0	52	375	1,210
8:15 AM		0	44	32	0	0	0	69	52	0	0	0	0	0	61	0	60	318	1,334
8:30 AM		0	51	48	0	0	0	50	38	0	0	0	0	0	40	0	55	282	1,313
8:45 AM		0	48	53	0	0	0	69	32	0	0	0	0	0	51	0	64	317	1,292
Count Total		0	304	313	0	0	0	406	448	0	0	0	0	0	441	0	352	2,264	0
Peak Hour	All	0	153	165	0	0	0	234	300	0	0	0	0	0	288	0	194	1,334	0
	HV	0	4	3	0	0	0	8	2	0	0	0	0	0	6	0	2	25	0
	HV%	-	3%	2%	-	-	-	3%	1%	-	-	-	-	-	2%	-	1%	2%	0

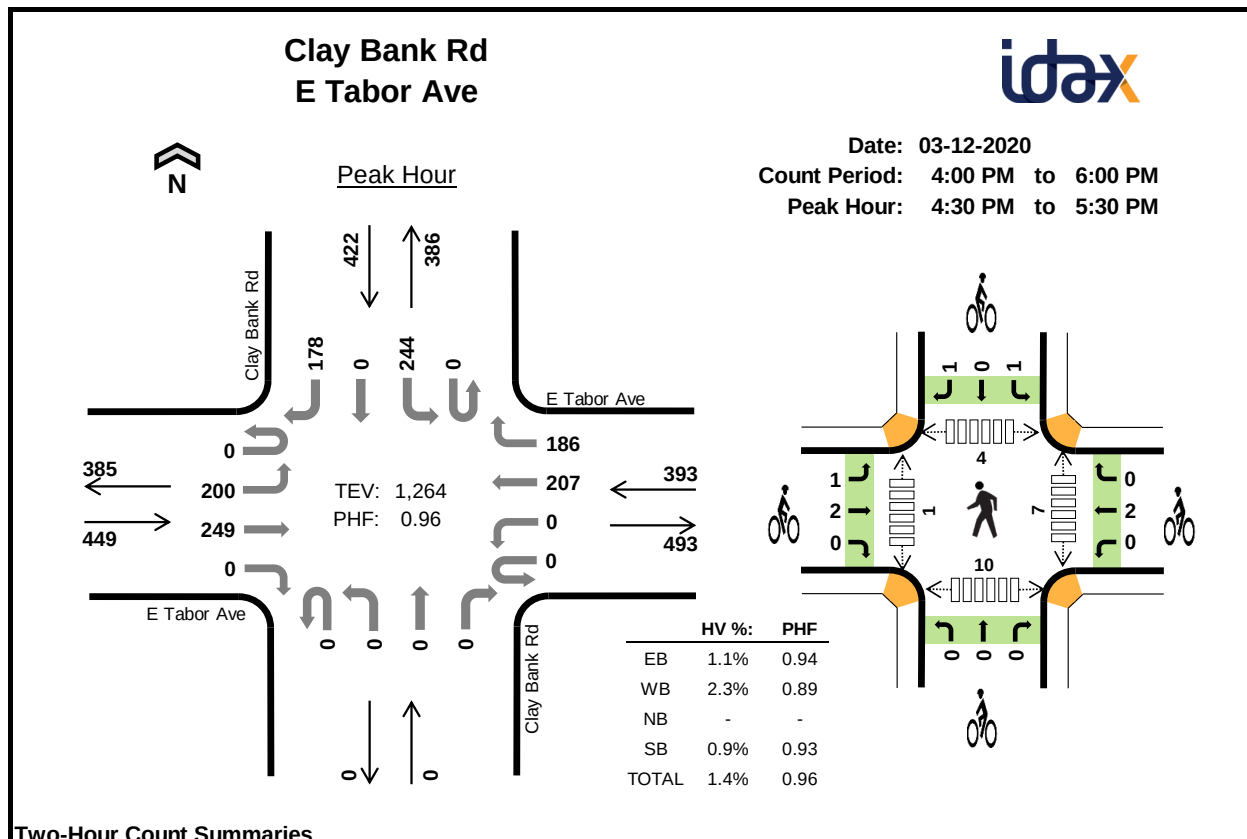
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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	3	1	0	2	6	1	1	0	0	2	0	0	1	0	1
7:15 AM	1	3	0	0	4	1	1	0	0	2	0	0	0	0	0
7:30 AM	1	0	0	2	3	0	1	0	0	1	0	0	5	1	6
7:45 AM	2	1	0	1	4	0	0	0	0	0	1	0	2	1	4
8:00 AM	1	6	0	2	9	0	0	0	0	0	2	0	2	2	6
8:15 AM	3	3	0	3	9	0	0	0	0	0	1	0	2	1	4
8:30 AM	5	1	0	2	8	1	0	0	1	2	0	0	0	2	2
8:45 AM	0	4	0	1	5	0	0	0	0	0	0	0	0	2	2
Count Total	16	19	0	13	48	3	3	0	1	7	4	0	12	9	25
Peak Hour	7	10	0	8	25	0	1	0	0	1	4	0	11	5	20

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Tabor Ave				E Tabor Ave				Clay Bank Rd				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	1	2	0	0	0	0	1	0	0	0	0	0	1	0	1	6	0
7:15 AM	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	4	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	3	0
7:45 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	1	0	0	4	17
8:00 AM	0	0	1	0	0	0	4	2	0	0	0	0	0	1	0	1	9	20
8:15 AM	0	2	1	0	0	0	3	0	0	0	0	0	0	2	0	1	9	25
8:30 AM	0	1	4	0	0	0	1	0	0	0	0	0	0	1	0	1	8	30
8:45 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	5	31
Count Total	0	6	10	0	0	0	14	5	0	0	0	0	0	9	0	4	48	0
Peak Hour	0	4	3	0	0	0	8	2	0	0	0	0	0	6	0	2	25	0

Two-Hour Count Summaries - Bikes																		
Interval Start	E Tabor Ave			E Tabor Ave			Clay Bank Rd			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						
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	2	0				
7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	2	0				
7:30 AM	0	0	0	0	1	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	5				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	2	2				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
Count Total	0	3	0	0	1	2	0	0	0	0	0	1	7	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		E Tabor Ave				E Tabor Ave				Clay Bank Rd				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	48	55	0	0	0	48	53	0	0	0	0	0	64	0	48	316	0
4:15 PM		0	54	42	0	0	0	46	35	0	0	0	0	0	48	0	41	266	0
4:30 PM		0	41	74	0	0	0	55	56	0	0	0	0	0	56	0	48	330	0
4:45 PM		0	52	50	0	0	0	56	37	0	0	0	0	0	60	0	37	292	1,204
5:00 PM		0	56	57	0	0	0	48	45	0	0	0	0	0	61	0	53	320	1,208
5:15 PM		0	51	68	0	0	0	48	48	0	0	0	0	0	67	0	40	322	1,264
5:30 PM		0	50	52	0	0	0	39	37	0	0	0	0	0	56	0	41	275	1,209
5:45 PM		0	39	53	0	0	0	37	57	0	0	0	0	0	54	0	39	279	1,196
Count Total		0	391	451	0	0	0	377	368	0	0	0	0	0	466	0	347	2,400	0
Peak Hour	All	0	200	249	0	0	0	207	186	0	0	0	0	0	244	0	178	1,264	0
	HV	0	4	1	0	0	0	5	4	0	0	0	0	0	1	0	3	18	0
	HV%	-	2%	0%	-	-	-	2%	2%	-	-	-	-	-	0%	-	2%	1%	0

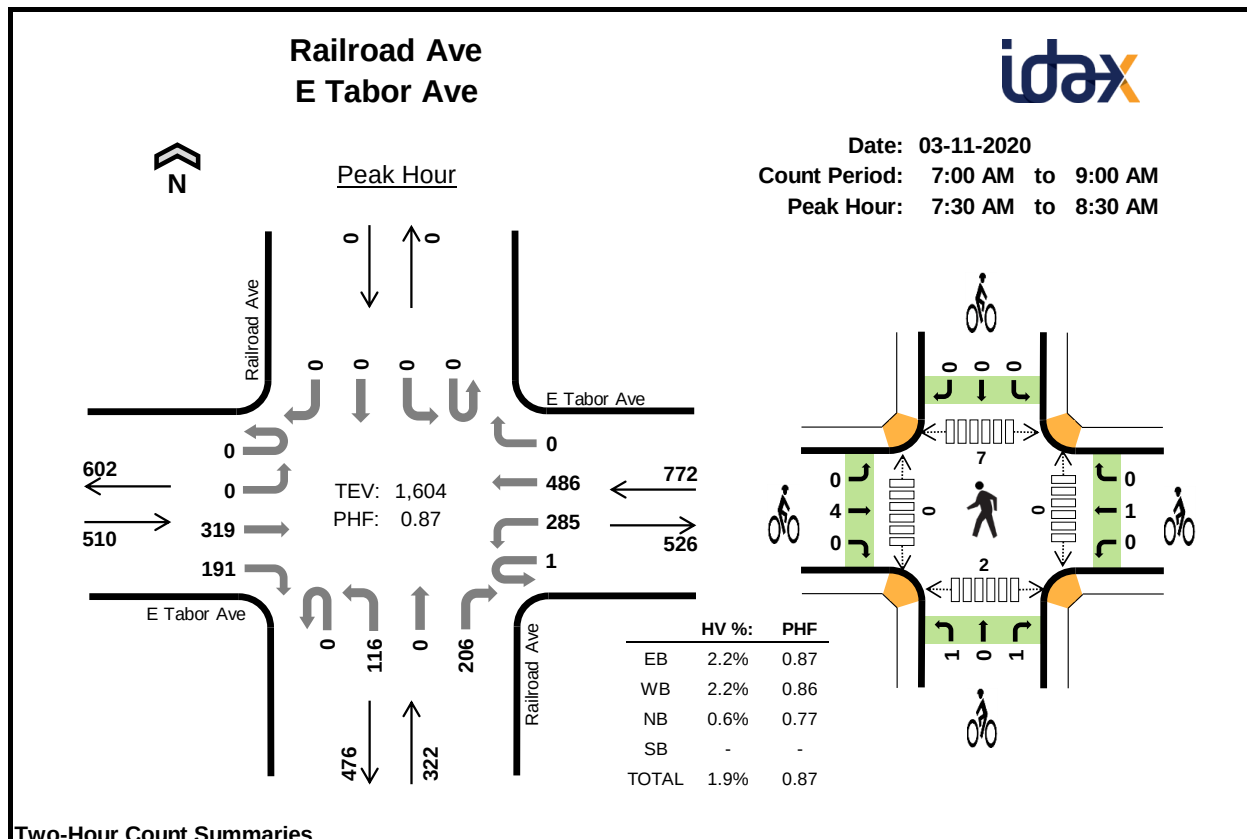
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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	5	1	0	0	6	0	0	0	0	0	1	0	0	2	3
4:15 PM	3	2	0	0	5	0	1	0	0	1	0	0	0	2	2
4:30 PM	0	4	0	2	6	0	0	0	0	0	0	0	0	1	1
4:45 PM	3	2	0	0	5	2	0	0	0	2	5	0	1	7	13
5:00 PM	1	2	0	2	5	0	2	0	2	4	2	1	3	2	8
5:15 PM	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0
5:30 PM	3	0	0	1	4	1	0	0	1	2	0	0	0	2	2
5:45 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	1	1
Count Total	17	13	0	5	35	4	4	0	3	11	8	1	4	17	30
Peak Hour	5	9	0	4	18	3	2	0	2	7	7	1	4	10	22

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	E Tabor Ave				E Tabor Ave				Clay Bank Rd				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	2	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6	0
4:15 PM	0	2	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	0
4:30 PM	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	1	6	0
4:45 PM	0	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5	22
5:00 PM	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	2	5	21
5:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	18
5:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	16
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	13
Count Total	0	8	9	0	0	0	8	5	0	0	0	0	0	0	2	0	3	35	0
Peak Hour	0	4	1	0	0	0	5	4	0	0	0	0	0	0	1	0	3	18	0

Two-Hour Count Summaries - Bikes																		
Interval Start	E Tabor Ave			E Tabor Ave			Clay Bank Rd			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	0		
4:15 PM	0	0	0	0	0	1	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	0	0		
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	3		
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	1	0	1	4	7		
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7		
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	9		
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	8		
Count Total	2	2	0	0	3	1	0	0	0	0	0	2	0	1	11	0		
Peak Hour	1	2	0	0	2	0	0	0	0	0	0	1	0	1	7	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				Railroad Ave				Railroad Ave				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	28	18	0	34	38	0	0	10	0	37	0	0	0	0	165	0
7:15 AM		0	0	38	27	0	48	64	0	0	22	0	37	0	0	0	0	236	0
7:30 AM		0	0	77	33	0	47	116	0	0	36	0	54	0	0	0	0	363	0
7:45 AM		0	0	105	29	0	74	151	0	0	33	0	71	0	0	0	0	463	1,227
8:00 AM		0	0	88	59	1	76	122	0	0	25	0	47	0	0	0	0	418	1,480
8:15 AM		0	0	49	70	0	88	97	0	0	22	0	34	0	0	0	0	360	1,604
8:30 AM		0	0	53	39	0	80	65	0	0	37	0	49	0	0	0	0	323	1,564
8:45 AM		0	0	46	47	0	54	94	0	0	28	0	28	0	0	0	0	297	1,398
Count Total		0	0	484	322	1	501	747	0	0	213	0	357	0	0	0	0	2,625	0
Peak Hour	All	0	0	319	191	1	285	486	0	0	116	0	206	0	0	0	0	1,604	0
	HV	0	0	8	3	0	4	13	0	0	1	0	1	0	0	0	0	30	0
	HV%	-	-	3%	2%	0%	1%	3%	-	-	1%	-	0%	-	-	-	-	2%	0

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

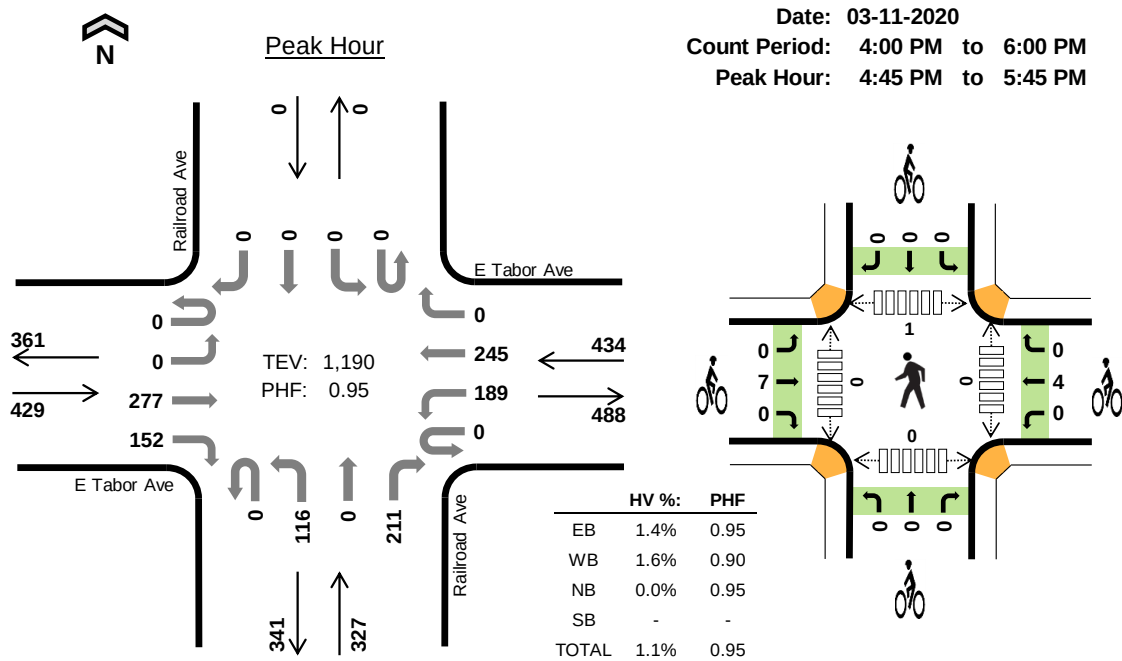
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	3	0	1	0	4	0	0	1	0	1	0	0	2	0	2
7:30 AM	3	3	1	0	7	2	1	1	0	4	0	0	3	1	4
7:45 AM	4	4	1	0	9	0	0	1	0	1	0	0	2	0	2
8:00 AM	1	3	0	0	4	1	0	0	0	1	0	0	2	0	2
8:15 AM	3	7	0	0	10	1	0	0	0	1	0	0	0	1	1
8:30 AM	5	3	1	0	9	1	0	0	0	1	0	0	4	0	4
8:45 AM	1	3	2	0	6	1	0	0	0	1	0	0	0	0	0
Count Total	20	25	6	0	51	6	1	3	0	10	0	0	13	2	15
Peak Hour	11	17	2	0	30	4	1	2	0	7	0	0	7	2	9

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Tabor Ave				E Tabor Ave				Railroad Ave				Railroad Ave				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	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	4	0
7:30 AM	0	0	2	1	0	1	2	0	0	0	0	1	0	0	0	0	7	0
7:45 AM	0	0	3	1	0	2	2	0	0	1	0	0	0	0	0	0	9	22
8:00 AM	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	4	24
8:15 AM	0	0	3	0	0	1	6	0	0	0	0	0	0	0	0	0	10	30
8:30 AM	0	0	3	2	0	1	2	0	0	1	0	0	0	0	0	0	9	32
8:45 AM	0	0	0	1	0	0	3	0	0	1	0	0	1	0	0	0	6	29
Count Total	0	0	12	8	0	5	20	0	0	4	0	2	0	0	0	0	51	0
Peak Hour	0	0	8	3	0	4	13	0	0	1	0	1	0	0	0	0	30	0

Two-Hour Count Summaries - Bikes																	
Interval Start	E Tabor Ave			E Tabor Ave			Railroad Ave			Railroad Ave			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	1	0	0	0	1	0			
7:30 AM	0	2	0	0	1	0	0	0	1	0	0	0	4	0			
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	6			
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	7			
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	7			
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	4			
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	4			
Count Total	0	5	1	0	1	0	1	0	2	0	0	0	10	0			
Peak Hour	0	4	0	0	1	0	1	0	1	0	0	0	7	0			

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

Railroad Ave E Tabor Ave



Two-Hour Count Summaries

Interval Start		E Tabor Ave				E Tabor Ave				Railroad Ave				Railroad Ave				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	69	31	0	46	71	0	0	28	0	42	0	0	0	0	287	0
4:15 PM		0	0	67	37	0	41	56	0	0	17	0	52	0	0	0	0	270	0
4:30 PM		0	0	69	40	0	32	62	0	0	25	0	51	0	0	0	0	279	0
4:45 PM		0	0	70	35	0	52	68	0	0	25	0	53	0	0	0	0	303	1,139
5:00 PM		0	0	61	42	0	54	53	0	0	27	0	51	0	0	0	0	288	1,140
5:15 PM		0	0	69	44	0	51	64	0	0	28	0	57	0	0	0	0	313	1,183
5:30 PM		0	0	77	31	0	32	60	0	0	36	0	50	0	0	0	0	286	1,190
5:45 PM		0	0	69	37	0	40	63	0	0	38	0	35	0	0	0	0	282	1,169
Count Total		0	0	551	297	0	348	497	0	0	224	0	391	0	0	0	0	2,308	0
Peak Hour	All	0	0	277	152	0	189	245	0	0	116	0	211	0	0	0	0	1,190	0
	HV	0	0	4	2	0	2	5	0	0	0	0	0	0	0	0	0	13	0
	HV%	-	-	1%	1%	-	1%	2%	-	-	0%	-	0%	-	-	-	-	1%	0

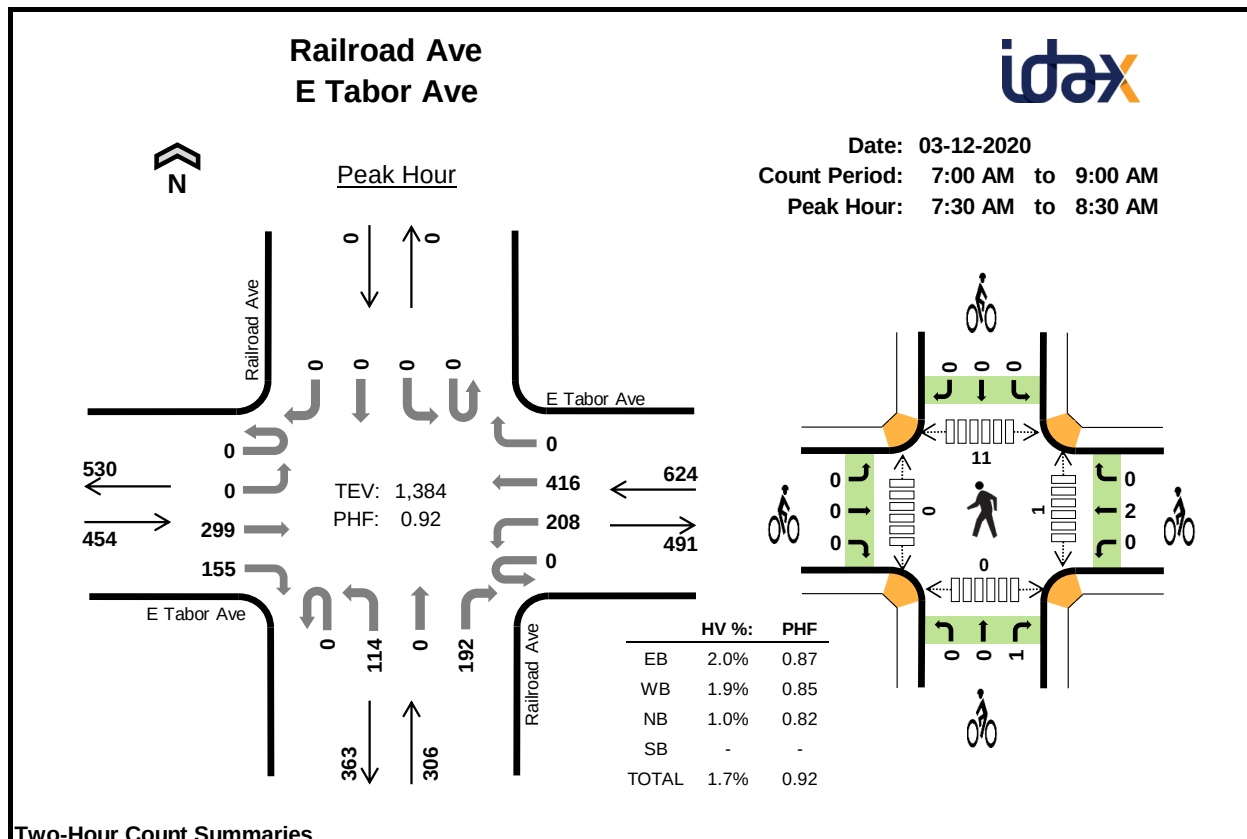
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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	2	1	0	0	3	5	1	0	0	6	0	0	0	0	0
4:15 PM	2	1	1	0	4	1	1	1	0	3	0	0	2	0	2
4:30 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	1	1
4:45 PM	3	2	0	0	5	3	0	0	0	3	0	0	0	0	0
5:00 PM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0
5:15 PM	1	2	0	0	3	1	0	0	0	1	0	0	1	0	1
5:30 PM	2	1	0	0	3	2	2	0	0	4	0	0	0	0	0
5:45 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	2	2
Count Total	13	12	1	0	26	13	7	1	0	21	0	0	3	3	6
Peak Hour	6	7	0	0	13	7	4	0	0	11	0	0	1	0	1

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Tabor Ave				E Tabor Ave				Railroad Ave				Railroad Ave				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	1	0	0	0	0	0	0	0	0	0	3	0
4:15 PM	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	4	0
4:30 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
4:45 PM	0	0	2	1	0	0	2	0	0	0	0	0	0	0	0	0	5	16
5:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	15
5:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	14
5:30 PM	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3	13
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	10
Count Total	0	0	11	2	0	2	10	0	0	0	0	1	0	0	0	0	26	0
Peak Hour	0	0	4	2	0	2	5	0	0	0	0	0	0	0	0	0	13	0

Two-Hour Count Summaries - Bikes																		
Interval Start	E Tabor Ave			E Tabor Ave			Railroad Ave			Railroad Ave			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	4	1	1	0	0	0	0	0	0	0	0	6	0				
4:15 PM	0	1	0	1	0	0	0	0	1	0	0	0	3	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	3	12				
5:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	9				
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	7				
5:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	4	11				
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	9				
Count Total	0	12	1	2	5	0	0	0	1	0	0	0	21	0				
Peak Hour	0	7	0	0	4	0	0	0	0	0	0	0	11	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				Railroad Ave				Railroad Ave				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	32	9	0	26	40	0	0	14	0	29	0	0	0	0	150	0
7:15 AM		0	0	48	16	0	34	63	0	0	16	0	32	0	0	0	0	209	0
7:30 AM		0	0	80	17	0	48	89	0	0	35	0	51	0	0	0	0	320	0
7:45 AM		0	0	87	34	0	50	104	0	0	29	0	64	0	0	0	0	368	1,047
8:00 AM		0	0	88	42	0	53	130	0	0	22	0	40	0	0	0	0	375	1,272
8:15 AM		0	0	44	62	0	57	93	0	0	28	0	37	0	0	0	0	321	1,384
8:30 AM		0	0	61	25	0	29	62	0	0	24	0	31	0	0	0	0	232	1,296
8:45 AM		0	0	58	47	0	32	83	0	0	19	0	31	0	0	0	0	270	1,198
Count Total		0	0	498	252	0	329	664	0	0	187	0	315	0	0	0	0	2,245	0
Peak Hour	All	0	0	299	155	0	208	416	0	0	114	0	192	0	0	0	0	1,384	0
	HV	0	0	8	1	0	3	9	0	0	1	0	2	0	0	0	0	24	0
	HV%	-	-	3%	1%	-	1%	2%	-	-	1%	-	1%	-	-	-	-	2%	0

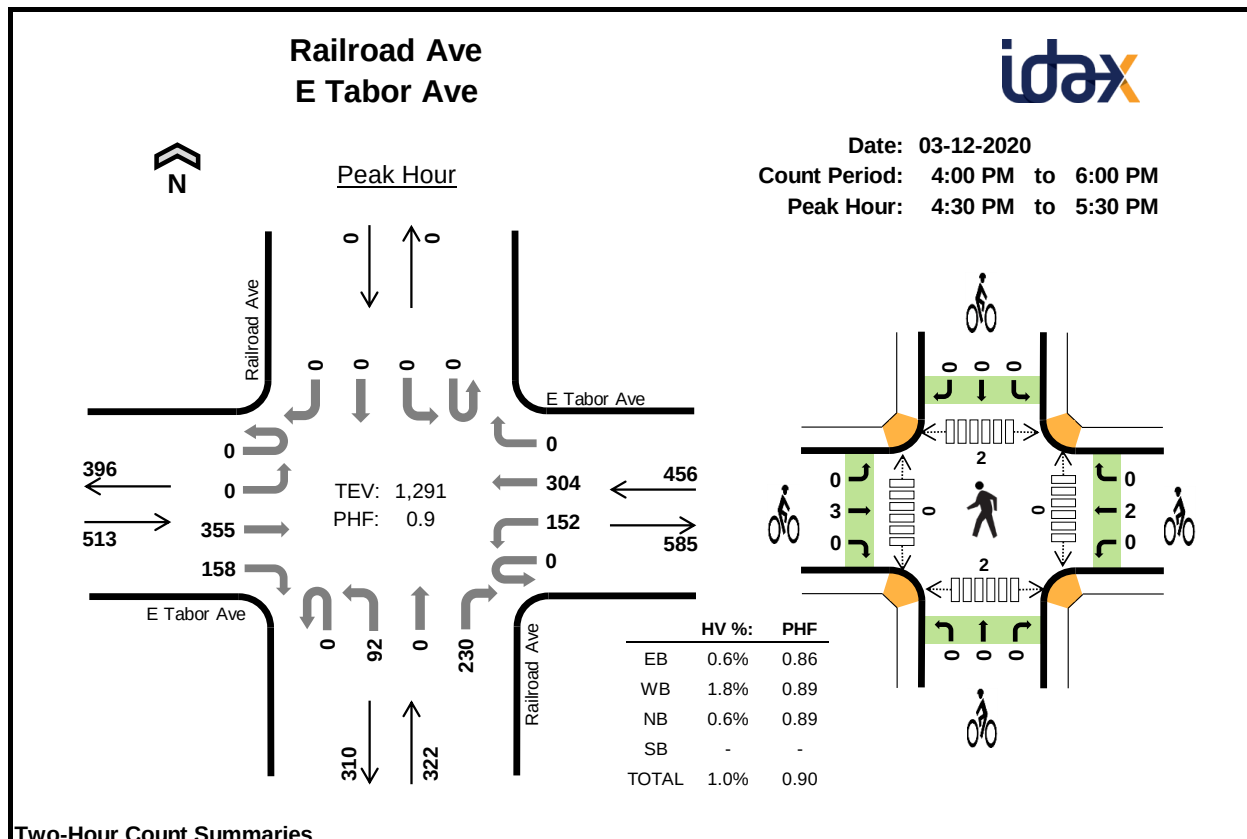
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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	3	2	0	0	5	1	1	0	0	2	0	0	0	0	0
7:15 AM	1	2	1	0	4	0	0	0	0	0	0	0	3	0	3
7:30 AM	3	1	0	0	4	0	2	0	0	2	1	0	8	0	9
7:45 AM	1	3	2	0	6	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	5	1	0	7	0	0	0	0	0	0	0	2	0	2
8:15 AM	4	3	0	0	7	0	0	1	0	1	0	0	1	0	1
8:30 AM	4	1	1	0	6	1	0	0	0	1	0	0	0	0	0
8:45 AM	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0
Count Total	19	21	5	0	45	2	3	1	0	6	1	0	14	0	15
Peak Hour	9	12	3	0	24	0	2	1	0	3	1	0	11	0	12

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Tabor Ave				E Tabor Ave				Railroad Ave				Railroad Ave				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	1	0	0	2	0	0	0	0	0	0	0	0	0	5	0
7:15 AM	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	4	0
7:30 AM	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4	0
7:45 AM	0	0	1	0	0	2	1	0	0	0	0	2	0	0	0	0	6	19
8:00 AM	0	0	1	0	0	0	5	0	0	1	0	0	0	0	0	0	7	21
8:15 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	24
8:30 AM	0	0	4	0	0	0	1	0	0	1	0	0	0	0	0	0	6	26
8:45 AM	0	0	1	1	0	1	3	0	0	0	0	0	0	0	0	0	6	26
Count Total	0	0	16	3	0	5	16	0	0	3	0	2	0	0	0	0	45	0
Peak Hour	0	0	8	1	0	3	9	0	0	1	0	2	0	0	0	0	24	0

Two-Hour Count Summaries - Bikes																	
Interval Start	E Tabor Ave			E Tabor Ave			Railroad Ave			Railroad Ave			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	1	0	0	0	0	0	0	0	2	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	2	0	0	0	0	0	0	0	2	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
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	1	0	0	0	1	3			
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	2			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
Count Total	0	2	0	0	3	0	0	0	1	0	0	0	6	0			
Peak Hour	0	0	0	0	2	0	0	0	1	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				Railroad Ave				Railroad Ave				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	74	44	0	42	72	0	0	29	0	48	0	0	0	0	309	0
4:15 PM		1	0	46	23	0	40	58	0	0	18	0	43	0	0	0	0	229	0
4:30 PM		0	0	103	46	0	34	86	0	0	27	0	63	0	0	0	0	359	0
4:45 PM		0	0	82	29	0	41	72	0	0	21	0	52	0	0	0	0	297	1,194
5:00 PM		0	0	80	39	0	27	68	0	0	24	0	58	0	0	0	0	296	1,181
5:15 PM		0	0	90	44	0	50	78	0	0	20	0	57	0	0	0	0	339	1,291
5:30 PM		0	0	75	35	0	34	55	0	0	21	0	59	0	0	0	0	279	1,211
5:45 PM		0	0	66	40	0	54	72	0	0	22	0	59	0	0	0	0	313	1,227
Count Total		1	0	616	300	0	322	561	0	0	182	0	439	0	0	0	0	2,421	0
Peak Hour	All	0	0	355	158	0	152	304	0	0	92	0	230	0	0	0	0	1,291	0
	HV	0	0	3	0	0	1	7	0	0	1	0	1	0	0	0	0	13	0
	HV%	-	-	1%	0%	-	1%	2%	-	-	1%	-	0%	-	-	-	-	1%	0

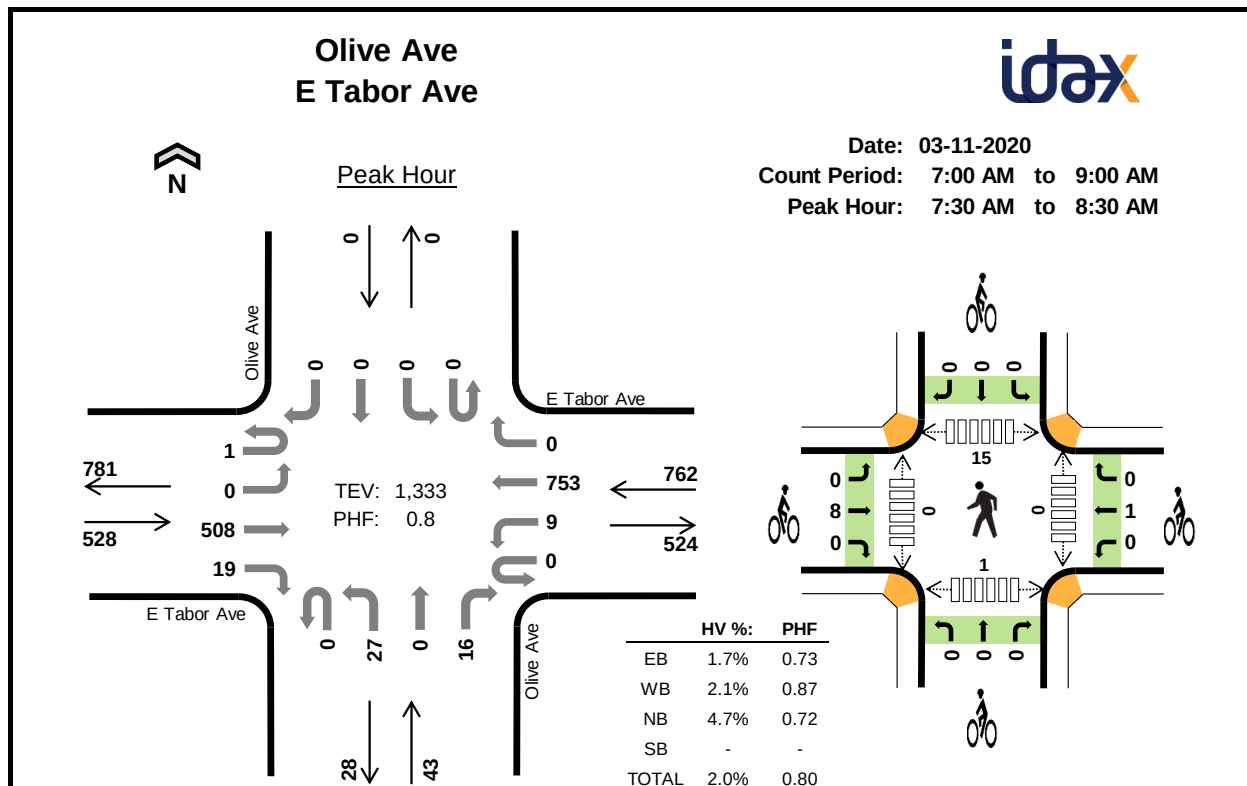
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1
4:30 PM	2	3	1	0	6	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	1	1	0	2	2	0	0	0	2	0	0	1	0	1
5:00 PM	1	2	0	0	3	1	2	0	0	3	0	0	1	1	2
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
5:30 PM	4	0	1	0	5	1	0	1	0	2	0	0	0	0	0
5:45 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	1	1
Count Total	11	12	3	0	26	4	4	1	0	9	0	0	3	3	6
Peak Hour	3	8	2	0	13	3	2	0	0	5	0	0	2	2	4

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Tabor Ave				E Tabor Ave				Railroad Ave				Railroad Ave				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	1	0	0	1	0	0	0	0	0	0	0	0	0	4	0
4:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	2	0	0	0	3	0	0	0	0	1	0	0	0	0	6	0
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	14
5:00 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	13
5:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	13
5:30 PM	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	5	12
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	12
Count Total	0	0	10	1	0	1	11	0	0	1	0	2	0	0	0	0	26	0
Peak Hour	0	0	3	0	0	1	7	0	0	1	0	1	0	0	0	0	13	0

Two-Hour Count Summaries - Bikes																		
Interval Start	E Tabor Ave			E Tabor Ave			Railroad Ave			Railroad Ave			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	1	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	2	0	0	0	0	0	0	0	0	0	0	2	3				
5:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	6				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5				
5:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	2	7				
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	6				
Count Total	0	4	0	0	4	0	0	0	1	0	0	0	9	0				
Peak Hour	0	3	0	0	2	0	0	0	0	0	0	0	5	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				Olive Ave				Olive Ave				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	65	1	0	0	68	0	0	4	0	0	0	0	0	0	138	0
7:15 AM		0	0	72	4	0	2	106	0	0	6	0	3	0	0	0	0	193	0
7:30 AM		0	0	124	4	0	3	163	0	0	6	0	3	0	0	0	0	303	0
7:45 AM		0	0	177	3	0	1	218	0	0	11	0	4	0	0	0	0	414	1,048
8:00 AM		0	0	127	7	0	5	195	0	0	6	0	4	0	0	0	0	344	1,254
8:15 AM		1	0	80	5	0	0	177	0	0	4	0	5	0	0	0	0	272	1,333
8:30 AM		0	0	98	4	0	2	138	0	0	5	0	1	0	0	0	0	248	1,278
8:45 AM		0	0	67	8	0	3	141	0	0	8	0	1	0	0	0	0	228	1,092
Count Total		1	0	810	36	0	16	1,206	0	0	50	0	21	0	0	0	0	2,140	0
Peak Hour	All	1	0	508	19	0	9	753	0	0	27	0	16	0	0	0	0	1,333	0
	HV	0	0	9	0	0	0	16	0	0	1	0	1	0	0	0	0	27	0
	HV%	0%	-	2%	0%	-	0%	2%	-	-	4%	-	6%	-	-	-	-	2%	0

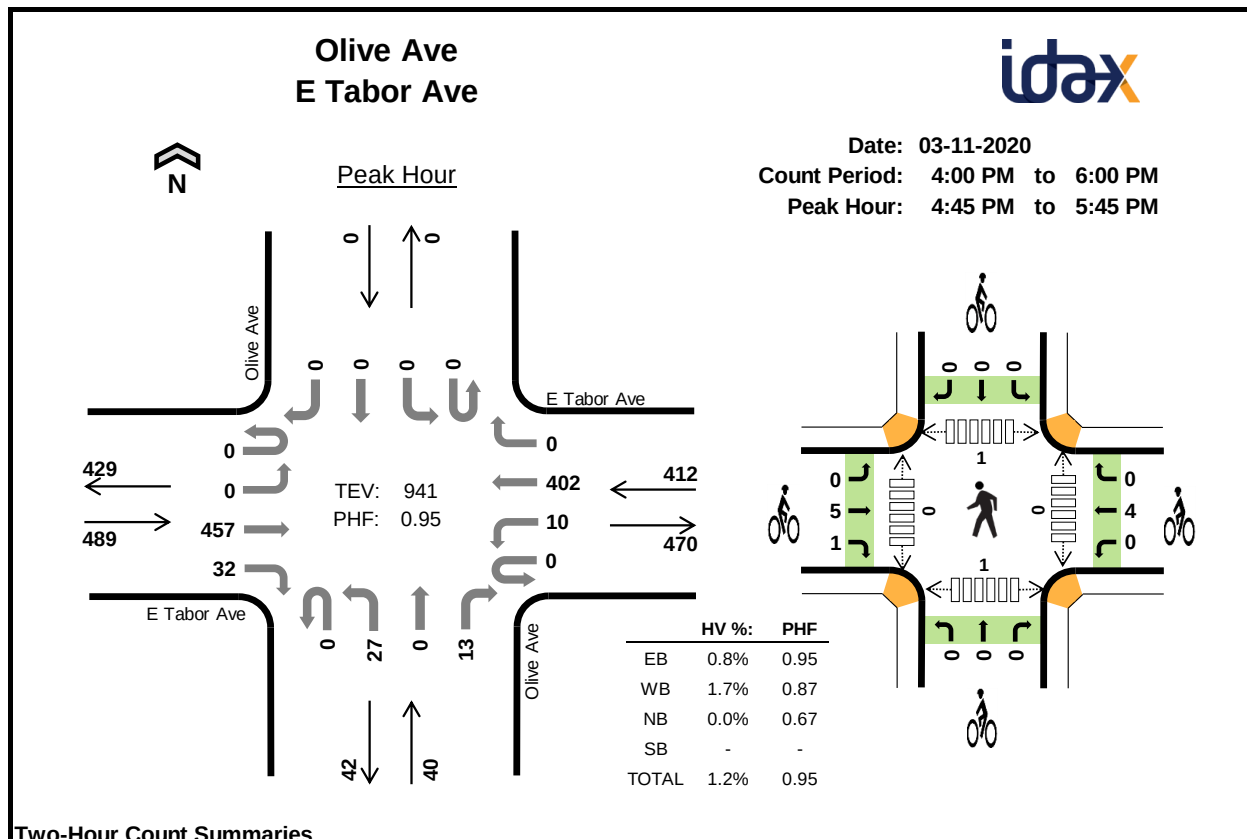
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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	0	2	0	0	2	0	0	0	0	0	2	2	0	0	4
7:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
7:30 AM	3	3	1	0	7	5	1	0	0	6	0	0	5	0	5
7:45 AM	3	4	0	0	7	2	0	0	0	2	0	0	3	0	3
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	3	0	3
8:15 AM	3	6	1	0	10	1	0	0	0	1	0	0	4	1	5
8:30 AM	3	3	0	0	6	1	0	0	0	1	0	0	2	1	3
8:45 AM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
Count Total	14	24	2	0	40	10	1	0	0	11	2	2	17	2	23
Peak Hour	9	16	2	0	27	8	1	0	0	9	0	0	15	1	16

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Tabor Ave				E Tabor Ave				Olive Ave				Olive Ave				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	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	3	0	0	0	3	0	0	0	0	1	0	0	0	0	7	0
7:45 AM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	7	17
8:00 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	18
8:15 AM	0	0	3	0	0	0	6	0	0	1	0	0	0	0	0	0	10	27
8:30 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	26
8:45 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	23
Count Total	0	0	14	0	0	0	24	0	0	1	0	1	0	0	0	0	40	0
Peak Hour	0	0	9	0	0	0	16	0	0	1	0	1	0	0	0	0	27	0

Two-Hour Count Summaries - Bikes																		
Interval Start	E Tabor Ave			E Tabor Ave			Olive Ave			Olive Ave			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	1	0	0	0	0	0	0	0	0	0	0	1	0				
7:30 AM	0	5	0	0	1	0	0	0	0	0	0	0	6	0				
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	9				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9				
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	9				
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	4				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
Count Total	0	10	0	0	1	0	0	0	0	0	0	0	11	0				
Peak Hour	0	8	0	0	1	0	0	0	0	0	0	0	9	0				

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

**Two-Hour Count Summaries**

Interval Start	E Tabor Ave Eastbound				E Tabor Ave Westbound				Olive Ave Northbound				Olive Ave 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	103	10	0	5	109	0	0	8	0	3	0	0	0	0	238	0
4:15 PM	0	0	109	9	0	4	87	0	0	7	0	1	0	0	0	0	217	0
4:30 PM	0	0	115	6	0	1	88	0	0	5	0	1	0	0	0	0	216	0
4:45 PM	0	0	115	6	0	3	115	0	0	5	0	3	0	0	0	0	247	918
5:00 PM	0	0	103	10	0	3	97	0	0	10	0	5	0	0	0	0	228	908
5:15 PM	0	0	119	7	0	3	104	0	0	8	0	2	0	0	0	0	243	934
5:30 PM	0	0	120	9	0	1	86	0	0	4	0	3	0	0	0	0	223	941
5:45 PM	0	0	93	9	0	2	93	0	0	13	0	2	0	0	0	0	212	906
Count Total	0	0	877	66	0	22	779	0	0	60	0	20	0	0	0	0	1,824	0
Peak Hour	All	0	0	457	32	0	10	402	0	0	27	0	13	0	0	0	941	0
	HV	0	0	4	0	0	0	7	0	0	0	0	0	0	0	0	11	0
	HV%	-	-	1%	0%	-	0%	2%	-	-	0%	-	0%	-	-	-	1%	0

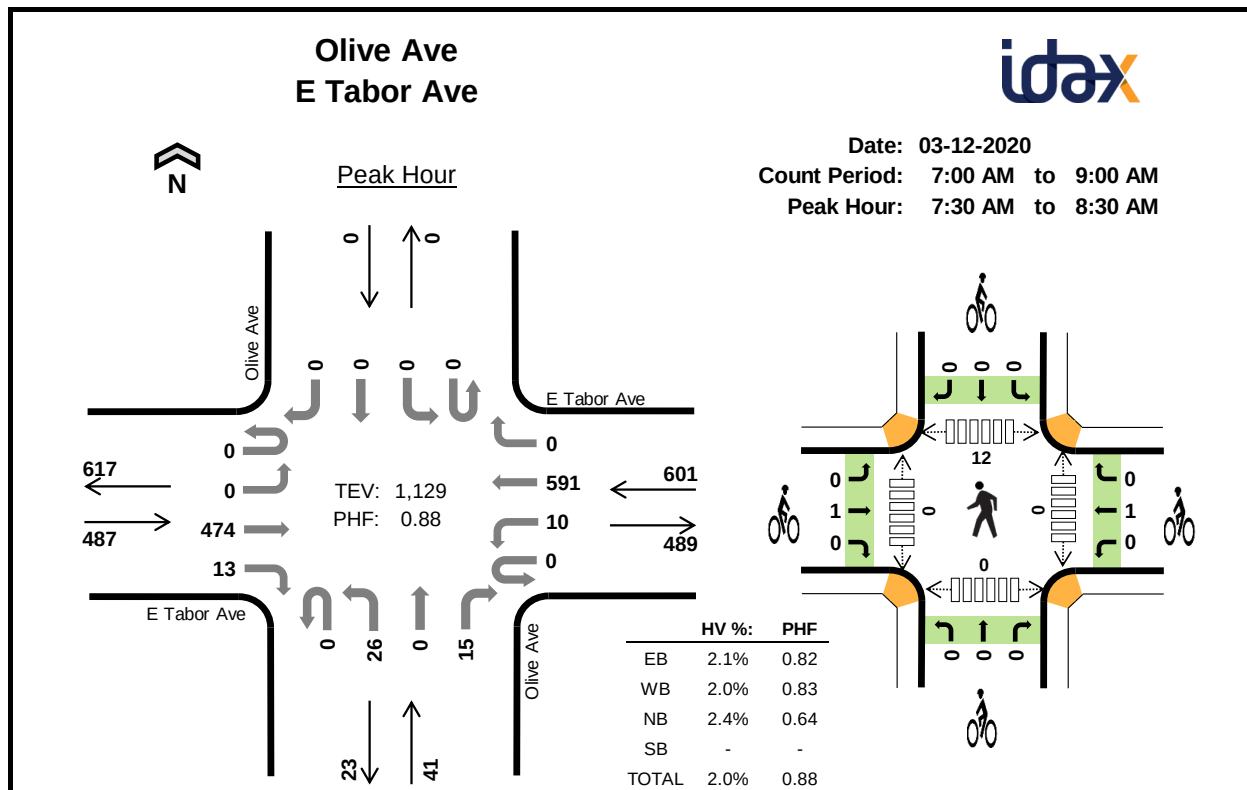
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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	2	1	0	0	3	2	1	2	0	5	0	0	3	0	3
4:15 PM	3	1	0	0	4	3	1	0	0	4	0	0	4	0	4
4:30 PM	2	2	0	0	4	1	0	0	0	1	0	0	1	0	1
4:45 PM	2	2	0	0	4	3	0	0	0	3	0	0	0	0	0
5:00 PM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0
5:15 PM	1	2	0	0	3	1	0	0	0	1	0	0	1	0	1
5:30 PM	1	1	0	0	2	1	2	0	0	3	0	0	0	1	1
5:45 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	2	2
Count Total	12	12	0	0	24	12	7	2	0	21	0	0	9	3	12
Peak Hour	4	7	0	0	11	6	4	0	0	10	0	0	1	1	2

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Tabor Ave				E Tabor Ave				Olive Ave				Olive Ave				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	1	0	0	0	0	0	0	0	0	0	3	0
4:15 PM	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	4	0
4:30 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
4:45 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	15
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	14
5:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	13
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	11
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	9
Count Total	0	0	11	1	0	0	12	0	0	0	0	0	0	0	0	0	24	0
Peak Hour	0	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	11	0

Two-Hour Count Summaries - Bikes																		
Interval Start	E Tabor Ave			E Tabor Ave			Olive Ave			Olive Ave			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	1	0	0	0	2	0	0	0	5	0				
4:15 PM	0	3	0	0	1	0	0	0	0	0	0	0	4	0				
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0				
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	3	13				
5:00 PM	0	0	1	0	0	2	0	0	0	0	0	0	3	11				
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	8				
5:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	3	10				
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	8				
Count Total	0	10	2	0	7	0	0	0	2	0	0	0	21	0				
Peak Hour	0	5	1	0	4	0	0	0	0	0	0	0	10	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				Olive Ave				Olive Ave				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	60	2	0	1	61	0	0	3	0	0	0	0	0	0	0	127	0
7:15 AM		0	0	78	2	0	0	100	0	0	2	0	2	0	0	0	0	0	184	0
7:30 AM		0	0	124	3	0	3	132	0	0	9	0	7	0	0	0	0	278	0	
7:45 AM		0	0	142	6	0	2	142	0	0	7	0	5	0	0	0	0	304	893	
8:00 AM		0	0	129	1	0	3	178	0	0	7	0	2	0	0	0	0	320	1,086	
8:15 AM		0	0	79	3	0	2	139	0	0	3	0	1	0	0	0	0	227	1,129	
8:30 AM		0	0	88	5	0	2	83	0	0	6	0	1	0	0	0	0	185	1,036	
8:45 AM		0	0	85	3	0	0	111	0	0	7	0	2	0	0	0	0	208	940	
Count Total		0	0	785	25	0	13	946	0	0	44	0	20	0	0	0	0	1,833	0	
Peak Hour	All	0	0	474	13	0	10	591	0	0	26	0	15	0	0	0	0	1,129	0	
	HV	0	0	10	0	0	0	12	0	0	0	0	1	0	0	0	0	23	0	
	HV%	-	-	2%	0%	-	0%	2%	-	-	0%	-	7%	-	-	-	-	2%	0	

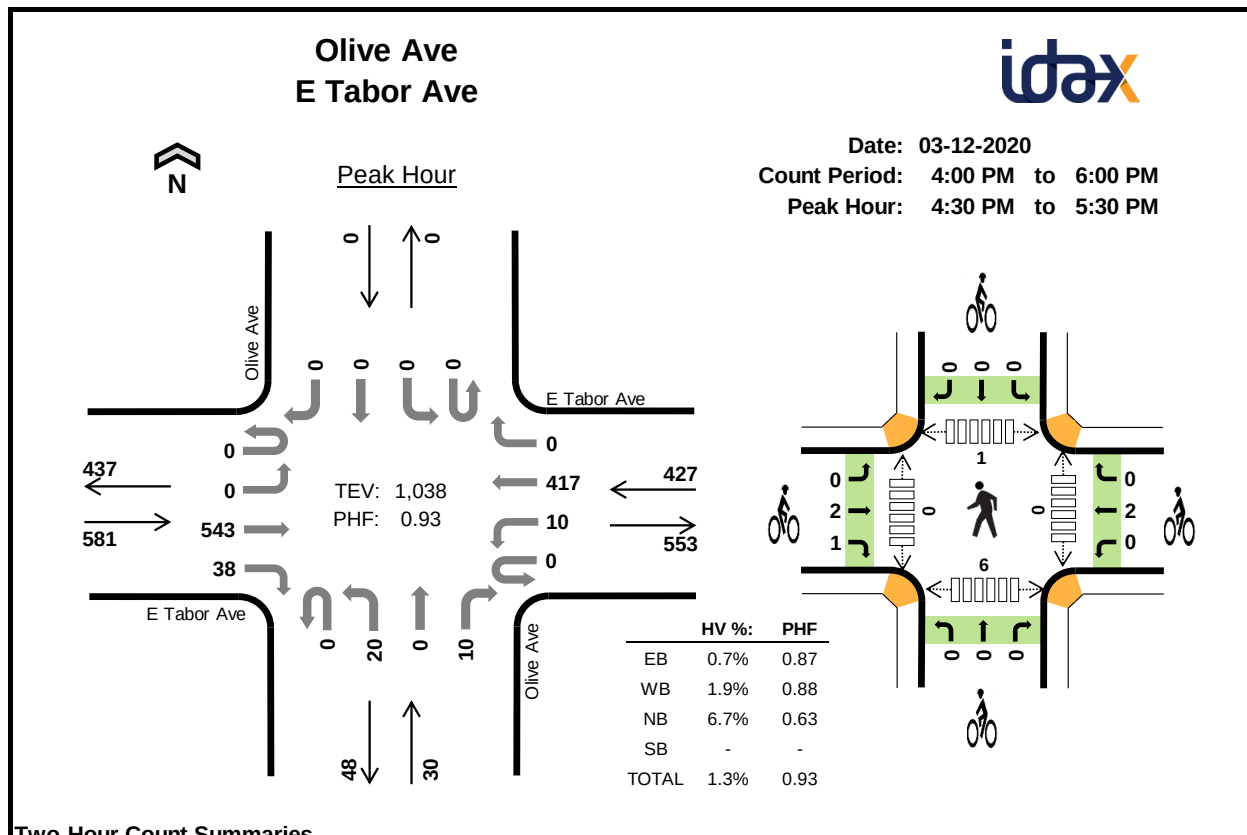
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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	2	0	0	4	1	1	0	0	2	0	1	3	0	4
7:15 AM	1	2	0	0	3	0	1	0	0	1	0	0	1	0	1
7:30 AM	2	1	0	0	3	0	1	0	0	1	0	0	7	0	7
7:45 AM	3	4	1	0	8	0	0	0	0	0	0	0	2	0	2
8:00 AM	1	4	0	0	5	0	0	0	0	0	0	0	2	0	2
8:15 AM	4	3	0	0	7	1	0	0	0	1	0	0	1	0	1
8:30 AM	4	1	0	0	5	1	0	0	0	1	0	0	0	0	0
8:45 AM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0
Count Total	18	21	1	0	40	3	3	0	0	6	0	1	16	0	17
Peak Hour	10	12	1	0	23	1	1	0	0	2	0	0	12	0	12

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Tabor Ave				E Tabor Ave				Olive Ave				Olive Ave				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	2	0	0	0	0	0	0	0	0	0	4	0
7:15 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
7:30 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
7:45 AM	0	0	3	0	0	0	4	0	0	0	0	1	0	0	0	0	8	18
8:00 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	19
8:15 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	23
8:30 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	25
8:45 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	22
Count Total	0	0	18	0	0	0	21	0	0	0	0	1	0	0	0	0	40	0
Peak Hour	0	0	10	0	0	0	12	0	0	0	0	1	0	0	0	0	23	0

Two-Hour Count Summaries - Bikes																		
Interval Start	E Tabor Ave			E Tabor Ave			Olive Ave			Olive Ave			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	1	0	0	0	0	0	0	0	2	0				
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0				
7:30 AM	0	0	0	0	1	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	4				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	2				
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	2				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
Count Total	0	3	0	0	3	0	0	0	0	0	0	0	6	0				
Peak Hour	0	1	0	0	1	0	0	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				Olive Ave				Olive Ave				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	116	6	0	5	105	0	0	11	0	1	0	0	0	0	244	0
4:15 PM		0	0	89	1	0	1	108	0	0	6	0	2	0	0	0	0	207	0
4:30 PM		0	0	161	6	0	3	98	0	0	5	0	0	0	0	0	0	273	0
4:45 PM		0	0	121	12	0	3	109	0	0	4	0	2	0	0	0	0	251	975
5:00 PM		0	0	121	14	0	3	89	0	0	5	0	2	0	0	0	0	234	965
5:15 PM		0	0	140	6	0	1	121	0	0	6	0	6	0	0	0	0	280	1,038
5:30 PM		0	0	125	11	0	2	90	0	0	2	0	3	0	0	0	0	233	998
5:45 PM		1	0	114	10	0	2	114	0	0	10	0	3	0	0	0	0	254	1,001
Count Total		1	0	987	66	0	20	834	0	0	49	0	19	0	0	0	0	1,976	0
Peak Hour	All	0	0	543	38	0	10	417	0	0	20	0	10	0	0	0	0	1,038	0
	HV	0	0	4	0	0	1	7	0	0	1	0	1	0	0	0	0	14	0
	HV%	-	-	1%	0%	-	10%	2%	-	-	5%	-	10%	-	-	-	-	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	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	0	2	0	2	1	0	3	0	0	1	0	1
4:30 PM	3	4	0	0	7	0	0	0	0	0	0	0	0	3	3
4:45 PM	0	1	1	0	2	2	0	0	0	2	0	0	0	2	2
5:00 PM	1	2	0	0	3	1	2	0	0	3	0	0	1	1	2
5:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
5:30 PM	5	0	0	0	5	2	0	0	0	2	0	0	0	1	1
5:45 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	1	1
Count Total	12	12	2	0	26	5	5	1	0	11	0	0	2	8	10
Peak Hour	4	8	2	0	14	3	2	0	0	5	0	0	1	6	7

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Tabor Ave				E Tabor Ave				Olive Ave				Olive Ave				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	1	0	0	0	0	0	0	0	0	0	3	0
4:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	3	0	0	1	3	0	0	0	0	0	0	0	0	0	7	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	14
5:00 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	14
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	14
5:30 PM	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	12
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	12
Count Total	0	0	11	1	0	1	11	0	0	1	0	1	0	0	0	0	26	0
Peak Hour	0	0	4	0	0	1	7	0	0	1	0	1	0	0	0	0	14	0

Two-Hour Count Summaries - Bikes																		
Interval Start	E Tabor Ave			E Tabor Ave			Olive Ave			Olive Ave			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	1	1	0	0	0	1	0	0	0	3	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	2	5				
5:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	8				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5				
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	7				
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	6				
Count Total	0	4	1	1	4	0	0	0	1	0	0	0	11	0				
Peak Hour	0	2	1	0	2	0	0	0	0	0	0	0	5	0				

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

[illegible]

Attachment 2

SimTraffic Results

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

E Tabor Ave at Railroad Ave
Existing Conditions
AM Peak Hour

Intersection 1 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	326	327	100.2%	25.7	11.6	D
	Through						
	Right Turn	269	268	99.7%	11.8	3.8	B
	Subtotal	595	595	100.0%	19.5	7.7	C
EB	Left Turn	148	152	102.4%	12.0	2.0	B
	Through	189	184	97.2%	12.0	1.3	B
	Right Turn						
	Subtotal	337	335	99.5%	12.0	1.6	B
WB	Left Turn						
	Through	293	299	101.9%	21.1	7.1	C
	Right Turn	318	308	96.9%	8.7	2.9	A
	Subtotal	611	607	99.3%	15.2	4.7	C
Total		1,543	1,537	99.6%	16.3	4.8	C

Intersection 2 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	116	116	99.8%	234.4	90.4	F
	Through						
	Right Turn	206	209	101.6%	115.6	75.6	F
	Subtotal	322	325	100.9%	162.9	77.4	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	324	329	101.5%	0.8	0.2	A
	Right Turn	191	185	97.0%	0.8	0.2	A
	Subtotal	515	514	99.8%	0.8	0.1	A
WB	Left Turn	285	289	101.5%	11.5	1.7	B
	Through	495	486	98.2%	7.1	1.5	A
	Right Turn						
	Subtotal	780	775	99.4%	8.7	1.5	A
Total		1,617	1,614	99.8%	41.4	15.3	E

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

E Tabor Ave at Railroad Ave
Existing Conditions
AM Peak Hour

Intersection 3

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	27	26	94.4%	32.3	11.9	D
	Through						
	Right Turn	16	16	101.3%	16.7	19.2	C
	Subtotal	43	42	97.0%	23.9	13.1	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	511	513	100.3%	1.0	0.1	A
	Right Turn	19	19	97.9%	0.5	0.3	A
	Subtotal	530	531	100.2%	0.9	0.1	A
WB	Left Turn	9	7	78.9%	6.3	5.3	A
	Through	753	750	99.5%	3.0	2.1	A
	Right Turn						
	Subtotal	762	757	99.3%	3.0	2.1	A
Total		1,335	1,330	99.6%	3.0	1.6	A

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

E Tabor Ave at Railroad Ave
Existing Conditions
PM Peak Hour

Intersection 1 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	244	242	99.1%	9.5	1.7	A
	Through						
	Right Turn	178	178	99.7%	5.3	0.9	A
	Subtotal	422	419	99.3%	7.6	1.2	A
EB	Left Turn	200	201	100.5%	10.2	2.0	B
	Through	269	270	100.3%	12.1	1.3	B
	Right Turn						
	Subtotal	469	471	100.4%	11.3	1.5	B
WB	Left Turn						
	Through	210	211	100.2%	12.1	2.5	B
	Right Turn	186	189	101.4%	5.5	0.8	A
	Subtotal	396	399	100.8%	9.0	1.6	A
Total		1,287	1,289	100.2%	9.4	1.4	A

Intersection 2 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	92	91	98.8%	29.0	12.2	D
	Through						
	Right Turn	230	223	97.0%	6.2	1.6	A
	Subtotal	322	314	97.5%	13.3	4.8	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	355	354	99.7%	0.9	0.1	A
	Right Turn	158	158	99.7%	0.7	0.2	A
	Subtotal	513	511	99.7%	0.8	0.1	A
WB	Left Turn	152	152	99.9%	8.6	3.9	A
	Through	304	309	101.7%	5.3	3.0	A
	Right Turn						
	Subtotal	456	461	101.1%	6.3	3.1	A
Total		1,291	1,287	99.7%	5.8	2.2	A

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

E Tabor Ave at Railroad Ave
Existing Conditions
PM Peak Hour

Intersection 3

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	20	19	96.0%	16.1	6.7	C
	Through						
	Right Turn	10	11	110.0%	6.5	4.4	A
	Subtotal	30	30	100.7%	11.7	3.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	547	542	99.1%	1.0	0.2	A
	Right Turn	38	36	95.5%	0.6	0.3	A
	Subtotal	585	578	98.8%	1.0	0.2	A
WB	Left Turn	10	9	91.0%	4.2	2.4	A
	Through	436	441	101.1%	1.1	0.3	A
	Right Turn						
	Subtotal	446	450	100.9%	1.2	0.4	A
Total		1,061	1,059	99.8%	1.4	0.3	A

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

E Tabor Ave at Railroad Ave
Cumulative Conditions
AM Peak Hour

Intersection 1 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	375	378	100.9%	71.0	66.5	F
	Through						
	Right Turn	309	303	98.2%	12.6	3.4	B
	Subtotal	684	682	99.6%	46.1	39.4	E
EB	Left Turn	170	174	102.1%	15.8	4.3	C
	Through	226	217	96.2%	13.8	1.6	B
	Right Turn						
	Subtotal	396	391	98.7%	14.8	2.7	B
WB	Left Turn						
	Through	376	356	94.6%	39.2	21.3	E
	Right Turn	366	333	91.1%	11.4	3.5	B
	Subtotal	742	689	92.9%	26.1	12.2	D
Total		1,822	1,762	96.7%	31.7	19.1	D

Intersection 2 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	135	60	44.2%	661.0	44.2	F
	Through						
	Right Turn	241	241	99.9%	194.4	169.0	F
	Subtotal	376	300	79.9%	302.5	136.7	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	378	381	100.9%	0.8	0.1	A
	Right Turn	223	224	100.2%	0.5	0.2	A
	Subtotal	601	605	100.6%	0.7	0.1	A
WB	Left Turn	333	328	98.4%	9.7	1.4	A
	Through	607	621	102.3%	9.2	2.2	A
	Right Turn						
	Subtotal	940	949	101.0%	9.4	1.8	A
Total		1,917	1,854	96.7%	56.6	20.3	F

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

E Tabor Ave at Railroad Ave
Cumulative Conditions
AM Peak Hour

Intersection 3

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	97.5%	90.1	64.1	F
	Through						
	Right Turn	29	30	102.8%	76.2	83.6	F
	Subtotal	89	88	99.2%	82.9	68.0	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	593	587	99.0%	1.2	0.2	A
	Right Turn	26	27	105.0%	0.7	0.4	A
	Subtotal	619	614	99.2%	1.2	0.2	A
WB	Left Turn	14	13	91.4%	7.4	2.6	A
	Through	880	890	101.2%	4.7	2.2	A
	Right Turn						
	Subtotal	894	903	101.0%	4.8	2.1	A
Total		1,602	1,606	100.2%	7.4	3.6	A

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

E Tabor Avenue at Railroad Avenue
Cumulative Conditions
PM Peak Hour

Intersection 1 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	338	334	98.9%	40.9	21.7	E
	Through						
	Right Turn	246	244	99.1%	9.5	1.7	A
	Subtotal	584	578	99.0%	27.8	13.4	D
EB	Left Turn	277	282	101.7%	67.4	36.8	F
	Through	398	395	99.2%	70.7	35.6	F
	Right Turn						
	Subtotal	675	677	100.2%	69.3	35.8	F
WB	Left Turn						
	Through	309	297	96.1%	28.3	8.2	D
	Right Turn	257	252	97.9%	12.6	2.8	B
	Subtotal	566	548	96.9%	21.4	4.8	C
Total		1,825	1,803	98.8%	42.1	15.7	E

Intersection 2 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	128	111	86.5%	459.4	67.1	F
	Through						
	Right Turn	324	322	99.3%	21.4	11.2	C
	Subtotal	452	432	95.6%	131.6	21.3	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	515	504	97.8%	1.1	0.1	A
	Right Turn	221	226	102.3%	0.6	0.3	A
	Subtotal	736	730	99.2%	1.0	0.1	A
WB	Left Turn	213	208	97.4%	13.3	4.3	B
	Through	438	437	99.7%	10.4	3.7	B
	Right Turn						
	Subtotal	651	644	99.0%	11.3	3.8	B
Total		1,839	1,807	98.2%	36.9	5.6	E

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

E Tabor Avenue at Railroad Avenue
Cumulative Conditions
PM Peak Hour

Intersection 3

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	42	38	90.2%	27.5	11.7	D
	Through						
	Right Turn	21	20	95.7%	11.5	5.9	B
	Subtotal	63	58	92.1%	21.5	8.5	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	758	746	98.4%	2.1	0.5	A
	Right Turn	81	80	99.0%	1.1	0.4	A
	Subtotal	839	826	98.5%	1.9	0.5	A
WB	Left Turn	28	30	105.7%	8.6	5.3	A
	Through	609	604	99.2%	3.1	1.5	A
	Right Turn						
	Subtotal	637	634	99.5%	3.4	1.7	A
Total		1,539	1,518	98.6%	3.3	1.1	A

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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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

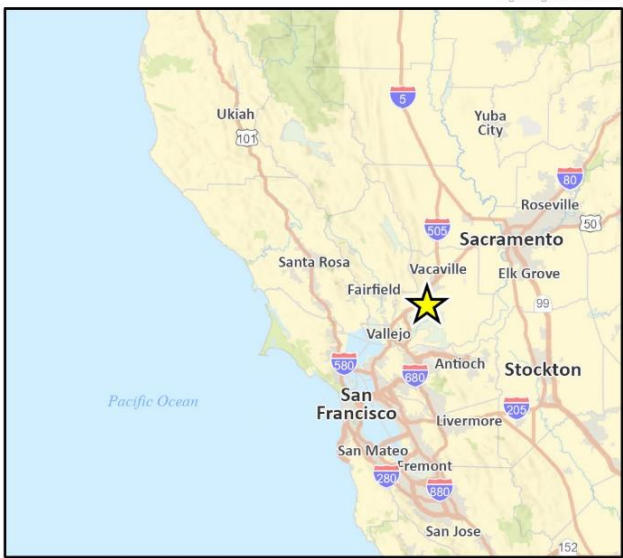
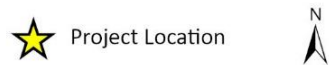
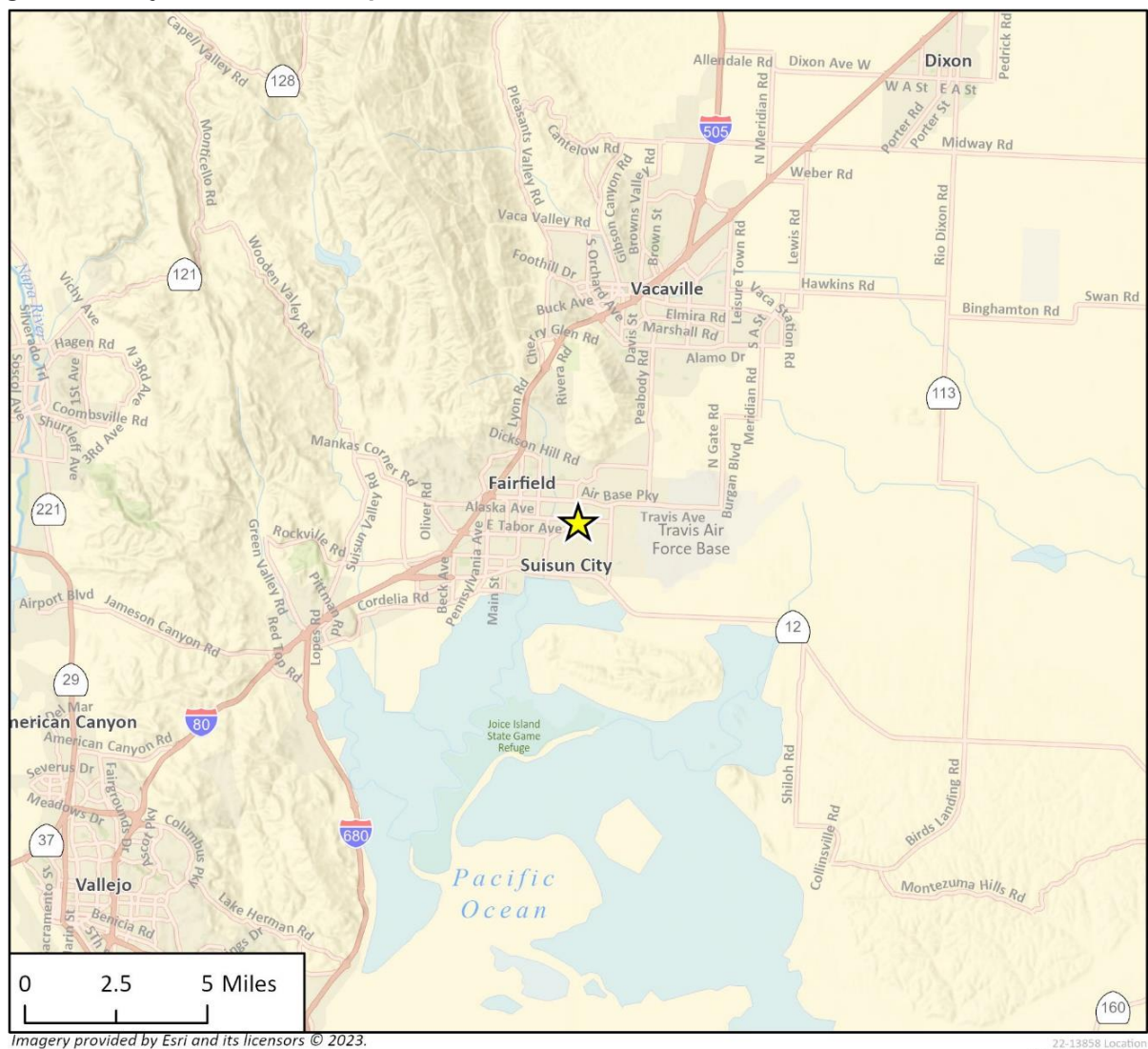


Figure 2 Project Area Map



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

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