

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

106

STREET: Solano Foothills Drive
FROM: Hilborn Road

SURVEY DATE: 6/29/2023
TO: Sanctuary Drive

SPEED DATA

| | | | |
|---|--------------------|--------------------------------|-----------------------|
| Location of Speed Survey | at Rockridge Dr | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 9:35 AM - 11:15 AM | Recommended Speed Limit | 30 mph |
| 50th Percentile Speed (Mean Speed) | 26.5 mph | Speed Limit Change | Yes |
| 85th Percentile Speed | 31.5 mph | Speed Justification | 85th-percentile speed |
| 10 mph Pace Speed | 22 - 31 mph | | |
| Percentage of Vehicles in Pace | 77.0% | | |
| Number of Survey Samples | 100 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 1 |
| Collision Rate (ACC/MVM) | 0.97 |
| Expected Collisions (ACC/MVM) | 1.57 |

TRAFFIC FACTORS

| | |
|--------------------------------|---|
| Average Daily Traffic | 2,331 |
| Type of Traffic Control | Traffic signal at Hilborn Rd; stop sign at Sanctuary Dr |
| Pedestrian Traffic | Low |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|---|
| Length of Segment | 2200' |
| Width | Varies - 28' - 38' |
| Number of Lanes | NB - 1 SB - 1 |
| Street Classification | Arterial |
| Divided Median? | No |
| Designated Bike Route? | No |
| Bike Lanes? | No |
| Mid-block Crosswalks? | No |
| On-Street Parking? | No |
| Sidewalks? | Yes - Continuous on the west side only |
| Driveways? | Few |
| Vertical Curve | Yes - significant vertical curve throughout the segment |
| Horizontal Curve | Yes - between Shelter Hill Dr and Rockridge Dr |
| Visibility | Good |
| Pavement Condition | Good |
| Adjacent Land Use | Non-fronting residential and open space |

COMMENTS

The 85th-percentile speed of 31.5 mph indicates a 30 mph speed limit. The 10 mph pace ranges from 22 mph to 31 mph and the suggested speed limit is within this range. Based on the 85th-percentile speed, it is recommended that the posted speed limit be reduced to 30 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

107

STREET: South Watney Way
FROM: Courage Drive (W)

SURVEY DATE: 4/27/2023
TO: Courage Drive (E)

SPEED DATA

| | | | |
|---|------------------------|--------------------------------|---|
| Location of Speed Survey | near Nippon Industries | Posted Speed Limit | 30 mph |
| Time of Speed Survey | 10:33 AM - 12:33 PM | Recommended Speed Limit | 35 mph |
| 50th Percentile Speed (Mean Speed) | 30.2 mph | Speed Limit Change | Yes |
| 85th Percentile Speed | 39.3 mph | Speed Justification | 85th-percentile speed per CVC Section 22358.6 |
| 10 mph Pace Speed | 26 - 35 mph | | |
| Percentage of Vehicles in Pace | 64.6% | | |
| Number of Survey Samples | 65 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 0 |
| Collision Rate (ACC/MVM) | 0.00 |
| Expected Collisions (ACC/MVM) | 1.57 |

TRAFFIC FACTORS

| | |
|--------------------------------|---|
| Average Daily Traffic | 596 |
| Type of Traffic Control | Stop signs at Courage Dr (W) and Courage Dr (E) |
| Pedestrian Traffic | Low |
| Truck Traffic | Moderate |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|---|
| Length of Segment | 4285' |
| Width | 38' |
| Number of Lanes | EB - 1 WB - 1 |
| Street Classification | Arterial |
| Divided Median? | No |
| Designated Bike Route? | No |
| Bike Lanes? | No |
| Mid-block Crosswalks? | No |
| On-Street Parking? | No |
| Sidewalks? | No |
| Driveways? | Few |
| Vertical Curve | None |
| Horizontal Curve | Yes - 2 approx. 90 degree turns 650' south of Courage Dr (W) and Courage Dr (E) |
| Visibility | Good |
| Pavement Condition | Fair |
| Adjacent Land Use | Industrial and office |

COMMENTS

The 85th-percentile speed of 39.3 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 26 mph to 35 mph and the suggested speed limit is outside of this range. Per CVC Section 22358.6, the 85th-percentile speed is rounded down to 35 mph. Therefore, it is recommended that the posted speed limit be increased to 35 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

108

STREET: Suisun Watney Way
FROM: I-80 EB Off Ramp

SURVEY DATE: 6/1/2023
TO: Neitzel Road

SPEED DATA

| | | | |
|---|--------------------------|--------------------------------|-----------------------|
| Location of Speed Survey | 700' south of Neitzel Rd | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 1:00 PM - 1:15 PM | Recommended Speed Limit | 30 mph |
| 50th Percentile Speed (Mean Speed) | 27.2 mph | Speed Limit Change | Yes |
| 85th Percentile Speed | 30.6 mph | Speed Justification | 85th-percentile speed |
| 10 mph Pace Speed | 25 - 34 mph | | |
| Percentage of Vehicles in Pace | 86.1% | | |
| Number of Survey Samples | 101 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 6 |
| Collision Rate (ACC/MVM) | 1.36 |
| Expected Collisions (ACC/MVM) | 1.57 |

TRAFFIC FACTORS

| | |
|--------------------------------|--|
| Average Daily Traffic | 14,446 |
| Type of Traffic Control | Traffic signal at I-80 EB Ramps; stop sign at Neitzel Rd |
| Pedestrian Traffic | Low |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|--|
| Length of Segment | 1470' |
| Width | Varies - 30' - 60' |
| Number of Lanes | NB - 1/2 SB - 1/2 |
| Street Classification | Arterial |
| Divided Median? | No |
| Designated Bike Route? | No |
| Bike Lanes? | No |
| Mid-block Crosswalks? | No |
| On-Street Parking? | No |
| Sidewalks? | No |
| Driveways? | None |
| Vertical Curve | Yes - overpass over I-80 |
| Horizontal Curve | Yes - approx. 500' south of Neitzel Rd |
| Visibility | Good |
| Pavement Condition | Fair |
| Adjacent Land Use | Industrial and open space |

COMMENTS

The 85th-percentile speed of 30.6 mph indicates a 30 mph speed limit. The 10 mph pace ranges from 25 mph to 34 mph and the suggested speed limit is within this range. Based on the 85th-percentile speed, it is recommended that the posted speed limit be reduced to 30 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

109

STREET: Suisun Valley Road
FROM: Neitzel Road

SURVEY DATE: 6/2/2023
TO: Solano College Rd (S)

SPEED DATA

| | | | |
|---|-------------------|--------------------------------|---|
| Location of Speed Survey | at Campus Ln | Posted Speed Limit | 40 mph |
| Time of Speed Survey | 2:00 PM - 2:22 PM | Recommended Speed Limit | 40 mph |
| 50th Percentile Speed (Mean Speed) | 36.8 mph | Speed Limit Change | No |
| 85th Percentile Speed | 44.0 mph | Speed Justification | 85th-percentile speed per CVC Section 22358.8 |
| 10 mph Pace Speed | 33 - 42 mph | | |
| Percentage of Vehicles in Pace | 55.0% | | |
| Number of Survey Samples | 100 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 12 |
| Collision Rate (ACC/MVM) | 2.47 |
| Expected Collisions (ACC/MVM) | 1.22 |

TRAFFIC FACTORS

| | |
|--------------------------------|---|
| Average Daily Traffic | 8,031 |
| Type of Traffic Control | Traffic signal at Business Center Dr, Kaiser Dr, and Solano College Rd (S); stop sign at Neitzel Rd |
| Pedestrian Traffic | Moderate |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|---|
| Length of Segment | 2920' |
| Width | Varies - 74' - 92' |
| Number of Lanes | NB - 2 SB - 2 |
| Street Classification | Arterial |
| Divided Median? | Yes |
| Designated Bike Route? | No |
| Bike Lanes? | Yes - between Solano College Rd (S) and Neitzel Rd |
| Mid-block Crosswalks? | No |
| On-Street Parking? | No |
| Sidewalks? | Yes - between Solano College Rd (S) and Business Center Dr |
| Driveways? | Few |
| Vertical Curve | None |
| Horizontal Curve | Yes - slight curve between Business Center Dr and Kaiser Dr |
| Visibility | Good |
| Pavement Condition | Good |
| Adjacent Land Use | Non-fronting residential, school, church, and office |

COMMENTS

The 85th-percentile speed of 44.0 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit does not fall within this range. There is moderate pedestrian activity and a nearby school. Per CVC Section 22358.8, maintaining the existing speed limit is justified. Therefore, it is recommended that the posted speed limit remains at 40 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

110

STREET: Suisun Valley Road
FROM: Solano College Rd (S)

SURVEY DATE: 6/29/2023
TO: City Limit (N)

SPEED DATA

| | | | |
|---|-----------------------------|--------------------------------|-----------------------|
| Location of Speed Survey | 160' south of Snowberry Way | Posted Speed Limit | 40 mph |
| Time of Speed Survey | 11:45 AM - 12:10 PM | Recommended Speed Limit | 40 mph |
| 50th Percentile Speed (Mean Speed) | 34.1 mph | Speed Limit Change | No |
| 85th Percentile Speed | 39.8 mph | Speed Justification | 85th-percentile speed |
| 10 mph Pace Speed | 32 - 41 mph | | |
| Percentage of Vehicles in Pace | 63.0% | | |
| Number of Survey Samples | 100 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 1 |
| Collision Rate (ACC/MVM) | 0.39 |
| Expected Collisions (ACC/MVM) | 1.22 |

TRAFFIC FACTORS

| | |
|--------------------------------|---|
| Average Daily Traffic | 6,096 |
| Type of Traffic Control | Traffic signal at Solano College Rd (S) |
| Pedestrian Traffic | Low |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|---|
| Length of Segment | 2010' |
| Width | Varies - 52' - 72' |
| Number of Lanes | NB - 1/2 SB - 1/2 |
| Street Classification | Arterial |
| Divided Median? | Yes |
| Designated Bike Route? | No |
| Bike Lanes? | No |
| Mid-block Crosswalks? | No |
| On-Street Parking? | No |
| Sidewalks? | Yes - on the west side between Solano College Rd (S) and Fairfield CA LDS Institute Dwy |
| Driveways? | Few |
| Vertical Curve | None |
| Horizontal Curve | None |
| Visibility | Good |
| Pavement Condition | Fair |
| Adjacent Land Use | College and non-fronting residential |

COMMENTS

The 85th-percentile speed of 39.8 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 32 mph to 41 mph and the suggested speed limit is within this range. Based on the 85th-percentile speed, it is recommended that the posted speed limit remains at 40 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

111

STREET: Sunset Avenue
FROM: City Limit South

SURVEY DATE: 6/22/2023
TO: East Tabor Avenue

SPEED DATA

| | | | |
|---|-------------------------|--------------------------------|--|
| Location of Speed Survey | 210' south of Sunset Ct | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 1:10 PM - 1:33 PM | Recommended Speed Limit | 30 mph |
| 50th Percentile Speed (Mean Speed) | 30.8 mph | Speed Limit Change | Yes |
| 85th Percentile Speed | 35.2 mph | Speed Justification | 85th-percentile speed down to collision rate and pedestrian activity |
| 10 mph Pace Speed | 25 - 34 mph | | |
| Percentage of Vehicles in Pace | 70.0% | | |
| Number of Survey Samples | 100 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 31 |
| Collision Rate (ACC/MVM) | 3.95 |
| Expected Collisions (ACC/MVM) | 1.20 |

TRAFFIC FACTORS

| | |
|--------------------------------|--|
| Average Daily Traffic | 12,531 |
| Type of Traffic Control | Traffic signals at E Tabor Ave and E Travis Blvd |
| Pedestrian Traffic | Moderate |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|--|
| Length of Segment | 3020' |
| Width | 64' |
| Number of Lanes | NB - 2 SB - 1/2 |
| Street Classification | Arterial |
| Divided Median? | No - two-way left turn median lane between E Travis Blvd and 470' south of E Tabor Ave |
| Designated Bike Route? | Yes |
| Bike Lanes? | Yes |
| Mid-block Crosswalks? | No |
| On-Street Parking? | Yes- on the west side between 150' north of Sunset Ct and E Tabor Ave |
| Sidewalks? | Yes |
| Driveways? | Few |
| Vertical Curve | None |
| Horizontal Curve | None |
| Visibility | Good |
| Pavement Condition | Fair |
| Adjacent Land Use | Commercial, church, fronting and non-fronting residential |

COMMENTS

The 85th-percentile speed of 35.2 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 25 mph to 34 mph and the suggested speed limit does not fall within this range. There is moderate pedestrian activity and the collision rate is above the expected rate. Due to the higher than expected collision rate and pedestrian safety, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be reduced to 30 mph.

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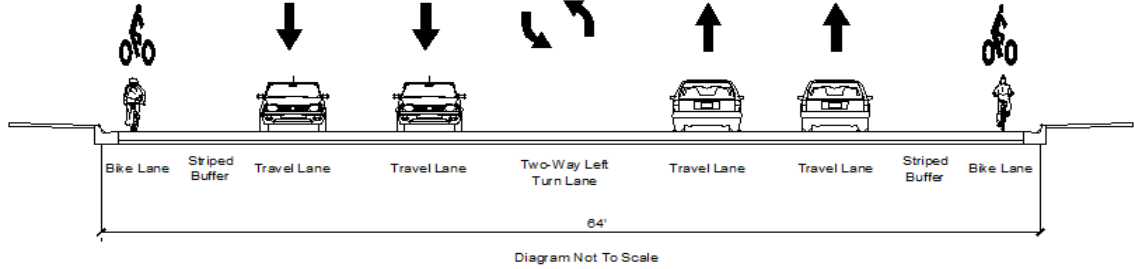
Date

**City of Fairfield
Transportation Services Division**

Street Name: Sunset Avenue

Limits: City Limit South to East Tabor Avenue

**Typical
Cross-section**



Radars Survey Sheet

X = North / = South

| | 5 | 10 | 15 | 20 | 25 | 30 | | | |
|----|---|----|----|----|----|----|----|-------|--------|
| 60 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 55 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 50 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 45 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 40 | X | X | | | | | 2 | 2.0% | 100.0% |
| | X | X | | | | | 2 | 2.0% | 98.0% |
| | X | X | / | | | | 3 | 3.0% | 96.0% |
| | X | / | / | / | | | 4 | 4.0% | 93.0% |
| | X | X | X | / | / | | 5 | 5.0% | 89.0% |
| 35 | X | X | X | X | X | / | 8 | 8.0% | 84.0% |
| | X | / | | | | | 2 | 2.0% | 76.0% |
| | X | X | X | X | X | X | 11 | 11.0% | 74.0% |
| | X | X | X | X | X | / | 11 | 11.0% | 63.0% |
| | X | X | X | X | X | / | 12 | 12.0% | 52.0% |
| 30 | X | X | X | X | / | | 5 | 5.0% | 40.0% |
| | X | X | X | X | / | | 5 | 5.0% | 35.0% |
| | X | X | X | / | | | 4 | 4.0% | 30.0% |
| | X | X | / | / | / | | 5 | 5.0% | 26.0% |
| | X | X | X | X | / | / | 6 | 6.0% | 21.0% |
| 25 | X | X | X | X | / | / | 9 | 9.0% | 15.0% |
| | X | | | | | | 1 | 1.0% | 6.0% |
| | / | | | | | | 1 | 1.0% | 5.0% |
| | X | X | X | | | | 3 | 3.0% | 4.0% |
| 20 | X | | | | | | 0 | | |
| | | | | | | | 1 | 1.0% | 1.0% |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 15 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 10 | | | | | | | 0 | | |
| | | | | | | | 0 | | |

Total Samples = 100

85th Percentile Speed: 35.2 mph
50th Percentile Speed: 30.8 mph
15th Percentile Speed: 25.0 mph
10 MPH Pace: 25 - 34
Number in Pace: 70
Percent in Pace: 70.0%

Date of Survey: 6/22/23
Weather: Sunny
Pavement Condition: Fair
Street Class.: Arterial
Field Study by: IDAX / KHA

Start Time: 1:10 PM
End Time: 1:33 PM
Posted Speed: 35 mph

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

112

STREET: Travis Boulevard
FROM: Oliver Road

SURVEY DATE: 6/15/2023
TO: I-80 EB Ramps

SPEED DATA

| | | | |
|---|------------------------|--------------------------------|-----------------------|
| Location of Speed Survey | 430' east of Oliver Rd | Posted Speed Limit | 30 mph |
| Time of Speed Survey | 3:00 PM - 3:15 PM | Recommended Speed Limit | 30 mph |
| 50th Percentile Speed (Mean Speed) | 24.8 mph | Speed Limit Change | No |
| 85th Percentile Speed | 29.6 mph | Speed Justification | 85th-percentile speed |
| 10 mph Pace Speed | 20 - 29 mph | | |
| Percentage of Vehicles in Pace | 78.0% | | |
| Number of Survey Samples | 100 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 36 |
| Collision Rate (ACC/MVM) | 4.71 |
| Expected Collisions (ACC/MVM) | 1.22 |

TRAFFIC FACTORS

| | |
|--------------------------------|--|
| Average Daily Traffic | 17,314 |
| Type of Traffic Control | Traffic signals at Oliver Rd, Holiday Ln, I-80 WB ramps, and I-80 EB ramps |
| Pedestrian Traffic | High |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|---|
| Length of Segment | 2130' |
| Width | Varies - 64' - 78' |
| Number of Lanes | EB - 2 WB - 2/3 |
| Street Classification | Arterial |
| Divided Median? | Yes |
| Designated Bike Route? | No |
| Bike Lanes? | Yes - between Holiday Ln and Oliver Rd |
| Mid-block Crosswalks? | No |
| On-Street Parking? | No |
| Sidewalks? | Yes - Continuous on the south side; discontinuous on the north side |
| Driveways? | Few |
| Vertical Curve | Yes - overpass over I-80 |
| Horizontal Curve | None |
| Visibility | Good |
| Pavement Condition | Fair |
| Adjacent Land Use | Commercial |

COMMENTS

The 85th-percentile speed of 29.6 mph indicates a 30 mph speed limit. The 10 mph pace ranges from 20 mph to 29 mph and the suggested speed limit is not within this range. Based on the 85th-percentile speed, it is recommended that the posted speed limit remains at 30 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

113

STREET: Travis Boulevard
FROM: I-80 EB Ramps

SURVEY DATE: 6/14/2023
TO: Pennsylvania Avenue

SPEED DATA

| | | | |
|---|---------------------------|--------------------------------|--|
| Location of Speed Survey | 590' east of Gateway Blvd | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 11:15 AM - 11:25 AM | Recommended Speed Limit | 30 mph |
| 50th Percentile Speed (Mean Speed) | 30.9 mph | Speed Limit Change | Yes |
| 85th Percentile Speed | 36.3 mph | Speed Justification | 85th-percentile speed downgraded due to collision rate and pedestrian activity |
| 10 mph Pace Speed | 27 - 36 mph | | |
| Percentage of Vehicles in Pace | 73.0% | | |
| Number of Survey Samples | 100 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 73 |
| Collision Rate (ACC/MVM) | 4.01 |
| Expected Collisions (ACC/MVM) | 1.22 |

TRAFFIC FACTORS

| | |
|--------------------------------|---|
| Average Daily Traffic | 28,668 |
| Type of Traffic Control | Traffic signals at I-80 EB Ramps, Gateway Blvd, Mall Entrance, and Pennsylvania Ave |
| Pedestrian Traffic | Moderate |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|--|
| Length of Segment | 3060' |
| Width | Varies - 90' - 108' |
| Number of Lanes | EB - 2/3 WB - 2/3 |
| Street Classification | Arterial |
| Divided Median? | Yes |
| Designated Bike Route? | No |
| Bike Lanes? | Yes - Class III Bike Route between Gateway Blvd and Pennsylvania Ave |
| Mid-block Crosswalks? | No |
| On-Street Parking? | No |
| Sidewalks? | Yes - Continuous on the south side; discontinuous on the north side |
| Driveways? | Few |
| Vertical Curve | None |
| Horizontal Curve | None |
| Visibility | Good |
| Pavement Condition | Fair |
| Adjacent Land Use | Commercial and non-fronting residential |

COMMENTS

The 85th-percentile speed of 36.3 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 27 mph to 36 mph and the suggested speed limit falls within this range. There is moderate pedestrian activity and the collision rate is above the expected rate. Due to the higher than expected collision rate and pedestrian safety, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be reduced to 30 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

114

STREET: Travis Boulevard
FROM: Pennsylvania Avenue

SURVEY DATE: 6/14/2023
TO: North Texas Street

SPEED DATA

| | | | |
|---|---------------------|--------------------------------|------------------------------|
| Location of Speed Survey | at Clay St | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 11:15 AM - 11:25 AM | Recommended Speed Limit | 35 mph |
| 50th Percentile Speed (Mean Speed) | 32.7 mph | Speed Limit Change | No |
| 85th Percentile Speed | 37.8 mph | Speed Justification | 85th-percentile speed |
| 10 mph Pace Speed | 30 - 39 mph | | downgraded due to collision |
| Percentage of Vehicles in Pace | 73.0% | | rate and pedestrian activity |
| Number of Survey Samples | 100 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 90 |
| Collision Rate (ACC/MVM) | 3.76 |
| Expected Collisions (ACC/MVM) | 1.20 |

TRAFFIC FACTORS

| | |
|--------------------------------|---|
| Average Daily Traffic | 25,649 |
| Type of Traffic Control | Traffic signals at Pennsylvania Ave, Webster St, Fairfield Ave, Union Ave, and N Texas St |
| Pedestrian Traffic | Moderate |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|---|
| Length of Segment | 4500' |
| Width | Varies - 58' - 78' |
| Number of Lanes | EB - 2 WB - 2 |
| Street Classification | Arterial |
| Divided Median? | No |
| Designated Bike Route? | No |
| Bike Lanes? | Yes - Class III Bike Route |
| Mid-block Crosswalks? | Yes - at Clay St |
| On-Street Parking? | No |
| Sidewalks? | Yes |
| Driveways? | Many |
| Vertical Curve | None |
| Horizontal Curve | None |
| Visibility | Good |
| Pavement Condition | Fair |
| Adjacent Land Use | Commercial, church, office, park, and fronting and non-fronting residential |

COMMENTS

The 85th-percentile speed of 37.8 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 30 mph to 39 mph and the suggested speed limit does not fall within this range. There is moderate pedestrian activity and the collision rate is above the expected rate. Due to the higher than expected collision rate and pedestrian safety, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

115

STREET: Union Avenue
FROM: Ohio Street

SURVEY DATE: 6/22/2023
TO: Texas Street

SPEED DATA

| | | | |
|---|---------------------------|--------------------------------|--|
| Location of Speed Survey | 110' north of Delaware St | Posted Speed Limit | 25 mph |
| Time of Speed Survey | 9:40 AM - 11:00 AM | Recommended Speed Limit | 25 mph |
| 50th Percentile Speed (Mean Speed) | 22.8 mph | Speed Limit Change | No |
| 85th Percentile Speed | 27.9 mph | Speed Justification | 85th-percentile speed downgraded due to collision rate and pedestrian activity |
| 10 mph Pace Speed | 20 - 29 mph | | |
| Percentage of Vehicles in Pace | 81.0% | | |
| Number of Survey Samples | 100 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 5 |
| Collision Rate (ACC/MVM) | 3.84 |
| Expected Collisions (ACC/MVM) | 1.57 |

TRAFFIC FACTORS

| | |
|--------------------------------|----------------------------|
| Average Daily Traffic | 3,929 |
| Type of Traffic Control | Traffic signal at Texas St |
| Pedestrian Traffic | High |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|--|
| Length of Segment | 1600' |
| Width | Varies - 40' - 50' |
| Number of Lanes | NB - 1 SB - 1 |
| Street Classification | Local |
| Divided Median? | No |
| Designated Bike Route? | Yes |
| Bike Lanes? | No - Class III Bike Route |
| Mid-block Crosswalks? | Yes - at Solano County Hall of Justice, Delaware St, and Broadway St |
| On-Street Parking? | Yes - between Broadway St and 180' south of Texas St |
| Sidewalks? | Yes |
| Driveways? | Few |
| Vertical Curve | None |
| Horizontal Curve | Yes - near Ohio St |
| Visibility | Good |
| Pavement Condition | Fair |
| Adjacent Land Use | Government, office, and commercial |

COMMENTS

The 85th-percentile speed of 27.9 mph indicates a 30 mph speed limit. The 10 mph pace ranges from 20 mph to 29 mph and the suggested speed limit does not fall within this range. There is high pedestrian activity and the collision rate is above the expected rate. Due to the higher than expected collision rate and pedestrian safety, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.

Approved and Authorized for release by City of Fairfield, CA:

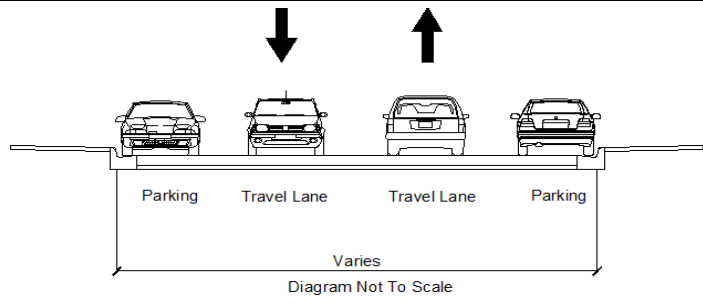
Date

**City of Fairfield
Transportation Services Division**

Street Name: Union Avenue

Limits: Ohio Street to Texas Street

Typical Cross-section



Radar Survey Sheet

X = North / = South

| | 5 | 10 | 15 | 20 | 25 | 30 | | | |
|----|-------------------------------|----|----|----|----|----|----|-------|--------|
| 60 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 55 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 50 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 45 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 40 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 35 | / | | | | | | 1 | 1.0% | 100.0% |
| | / | | | | | | 1 | 1.0% | 99.0% |
| | / / | | | | | | 2 | 2.0% | 98.0% |
| | / | | | | | | 1 | 1.0% | 96.0% |
| | X / / | | | | | | 3 | 3.0% | 95.0% |
| 30 | X / | | | | | | 2 | 2.0% | 92.0% |
| | X / / / | | | | | | 4 | 4.0% | 90.0% |
| | X X X X / / / / | | | | | | 8 | 8.0% | 86.0% |
| | / / / / | | | | | | 4 | 4.0% | 78.0% |
| | X / / / / / / / | | | | | | 7 | 7.0% | 74.0% |
| 25 | X X X X X X / | | | | | | 7 | 7.0% | 67.0% |
| | X X / / / / / / / | | | | | | 8 | 8.0% | 60.0% |
| | X X X X X X / / / / / / | | | | | | 12 | 12.0% | 52.0% |
| | X X X X X X X X / / / / / | | | | | | 12 | 12.0% | 40.0% |
| | X X X X X X X X X X / / / / / | | | | | | 15 | 15.0% | 28.0% |
| 20 | X X / / | | | | | | 4 | 4.0% | 13.0% |
| | X / | | | | | | 2 | 2.0% | 9.0% |
| | X X X / / | | | | | | 5 | 5.0% | 7.0% |
| | X X | | | | | | 2 | 2.0% | 2.0% |
| | | | | | | | 0 | | |
| 15 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 10 | | | | | | | 0 | | |

Total Samples = 100

85th Percentile Speed: 27.9 mph
50th Percentile Speed: 22.8 mph
15th Percentile Speed: 20.1 mph
10 MPH Pace: 20 - 29
Number in Pace: 81
Percent in Pace: 81.0%

Date of Survey: 6/22/23
Weather: Sunny
Pavement Condition: Fair
Street Class.: Local
Field Study by: IDAX / KHA

Start Time: 9:40 AM
End Time: 11:00 AM
Posted Speed: 25 mph

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

116

STREET: Union Avenue
FROM: Empire Street

SURVEY DATE: 6/14/2023
TO: Travis Boulevard

SPEED DATA

| | | | |
|---|---------------------|--------------------------------|------------------------------|
| Location of Speed Survey | at Utah St | Posted Speed Limit | 30 mph |
| Time of Speed Survey | 10:15 AM - 10:45 AM | Recommended Speed Limit | 30 mph |
| 50th Percentile Speed (Mean Speed) | 30.4 mph | Speed Limit Change | No |
| 85th Percentile Speed | 34.6 mph | Speed Justification | 85th-percentile speed |
| 10 mph Pace Speed | 26 - 35 mph | | downgraded due to collision |
| Percentage of Vehicles in Pace | 78.0% | | rate and pedestrian activity |
| Number of Survey Samples | 100 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 19 |
| Collision Rate (ACC/MVM) | 5.58 |
| Expected Collisions (ACC/MVM) | 1.57 |

TRAFFIC FACTORS

| | |
|--------------------------------|--|
| Average Daily Traffic | 5,665 |
| Type of Traffic Control | Traffic signal at Travis Blvd; stop signs at Kentucky St and Empire St |
| Pedestrian Traffic | High |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|---|
| Length of Segment | 2900' |
| Width | 40' |
| Number of Lanes | NB - 1 SB - 1 |
| Street Classification | Arterial |
| Divided Median? | No |
| Designated Bike Route? | Yes |
| Bike Lanes? | No - Class III Bike Route |
| Mid-block Crosswalks? | Yes - at Oregon St and south of Carpenter St |
| On-Street Parking? | Yes - between Empire St and 460' south of Travis St |
| Sidewalks? | Yes |
| Driveways? | Few |
| Vertical Curve | None |
| Horizontal Curve | None |
| Visibility | Good |
| Pavement Condition | Fair |
| Adjacent Land Use | Park, commercial, office, and fronting and non-fronting residential |

COMMENTS

The 85th-percentile speed of 34.6 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 25 mph to 35 mph and the suggested speed limit falls within this range. There is high pedestrian activity and the collision rate is above the expected rate. Due to the higher than expected collision rate and pedestrian safety, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 30 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

117

STREET: Union Avenue
FROM: Travis Boulevard

SURVEY DATE: 6/14/2023
TO: Alaska Avenue

SPEED DATA

| | | | |
|---|-----------------------------|--------------------------------|--------------------------------|
| Location of Speed Survey | 190' south of Cottonwood Dr | Posted Speed Limit | 30 mph |
| Time of Speed Survey | 12:15 PM - 12:40 PM | Recommended Speed Limit | 30 mph |
| 50th Percentile Speed (Mean Speed) | 32.3 mph | Speed Limit Change | No |
| 85th Percentile Speed | 36.5 mph | Speed Justification | 85th-percentile speed |
| 10 mph Pace Speed | 28 - 37 mph | | downgraded due to collision |
| Percentage of Vehicles in Pace | 70.0% | | rate, pedestrian activity, and |
| Number of Survey Samples | 100 | | proximity to school |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 35 |
| Collision Rate (ACC/MVM) | 4.77 |
| Expected Collisions (ACC/MVM) | 1.57 |

TRAFFIC FACTORS

| | |
|--------------------------------|--|
| Average Daily Traffic | 6,752 |
| Type of Traffic Control | Traffic signal at Travis Blvd; stop signs at Tabor Ave and Pacific Ave |
| Pedestrian Traffic | Moderate |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|---|
| Length of Segment | 5240' |
| Width | 40' |
| Number of Lanes | NB - 1 SB - 1 |
| Street Classification | Arterial |
| Divided Median? | No |
| Designated Bike Route? | Yes |
| Bike Lanes? | No - Class III Bike Route |
| Mid-block Crosswalks? | Yes - at Sycamore Dr, Linear Park Pathway, and Pear Tree Ln |
| On-Street Parking? | Yes - except for between Travis Blvd and Sycamore Dr |
| Sidewalks? | Yes |
| Driveways? | Few |
| Vertical Curve | None |
| Horizontal Curve | None |
| Visibility | Good |
| Pavement Condition | Fair |
| Adjacent Land Use | Fronting and non-fronting residential, church, school, and fire station |

COMMENTS

The 85th-percentile speed of 36.5 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 28 mph to 37 mph and the suggested speed limit falls within this range. There is moderate pedestrian activity, many uncontrolled crossings, and a nearby school. The collision rate is above the expected rate. Due to the higher than expected collision rate and pedestrian safety, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 30 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

118

STREET: Vanden Road
FROM: Cement Hill Road

SURVEY DATE: 6/13/2023
TO: City Limit

SPEED DATA

| | | | |
|---|-------------------|--------------------------------|---|
| Location of Speed Survey | at Lake Trl | Posted Speed Limit | 45 mph |
| Time of Speed Survey | 9:32 AM - 9:51 AM | Recommended Speed Limit | 55 mph |
| 50th Percentile Speed (Mean Speed) | 53.3 mph | Speed Limit Change | Yes |
| 85th Percentile Speed | 58.3 mph | Speed Justification | 85th-percentile speed per CVC Section 22358.6 |
| 10 mph Pace Speed | 50 - 59 mph | | |
| Percentage of Vehicles in Pace | 65.0% | | |
| Number of Survey Samples | 100 | | |

COLLISION HISTORY

| | |
|--------------------------------------|-------------|
| Number of Years Studied | 3 |
| Total Collisions | 37 |
| Collision Rate (ACC/MVM) | 0.91 |
| Expected Collisions (ACC/MVM) | 1.22 - 1.57 |

TRAFFIC FACTORS

| | |
|--------------------------------|---|
| Average Daily Traffic | 15,133 |
| Type of Traffic Control | Traffic signals at Peabody Rd, Transit Center Rd, and One Lake Dr |
| Pedestrian Traffic | Low |
| Truck Traffic | High |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|---|
| Length of Segment | 12,940 |
| Width | Varies - 20' - 96' |
| Number of Lanes | NB - 1-3 SB - 1-3 |
| Street Classification | Arterial |
| Divided Median? | Yes - between Peabody Rd and Lake Trl |
| Designated Bike Route? | No |
| Bike Lanes? | Yes - between Peabody Rd and Lake Trl |
| Mid-block Crosswalks? | No |
| On-Street Parking? | No |
| Sidewalks? | Yes - between Peabody Rd and 830' north of Lake Visa on the west side and between Peabody Rd and Transit Center Rd on the east side |
| Driveways? | Few |
| Vertical Curve | None |
| Horizontal Curve | Yes - Slight curve between Transit Center Rd and Lake Trl |
| Visibility | Good |
| Pavement Condition | Fair |
| Adjacent Land Use | Industrial, train station, and open space |

COMMENTS

The 85th-percentile speed of 58.3 mph indicates a 60 mph speed limit. The 10 mph pace ranges from 50 mph to 59 mph and the suggested speed limit is outside of this range. Per CVC Section 22358.6, the 85th-percentile speed is rounded down. Therefore, it is recommended that the posted speed limit be increased to 55 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

119

STREET: Viking Lane
FROM: Whitney Drive

SURVEY DATE: 7/6/2023
TO: Markeley Lane

SPEED DATA

| | | | |
|---|---------------------------|--------------------------------|---|
| Location of Speed Survey | 550' south of Markeley Ln | Posted Speed Limit | 25 mph |
| Time of Speed Survey | 9:00 AM - 10:57 AM | Recommended Speed Limit | 25 mph |
| 50th Percentile Speed (Mean Speed) | 30.0 mph | Speed Limit Change | No |
| 85th Percentile Speed | 38.2 mph | Speed Justification | 85th-percentile speed per CVC Section 22358.8 |
| 10 mph Pace Speed | 27 - 36 mph | | |
| Percentage of Vehicles in Pace | 61.5% | | |
| Number of Survey Samples | 52 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 1 |
| Collision Rate (ACC/MVM) | 0.99 |
| Expected Collisions (ACC/MVM) | 1.57 |

TRAFFIC FACTORS

| | |
|--------------------------------|--|
| Average Daily Traffic | 3,637 |
| Type of Traffic Control | Stop signs at Whitney Dr and Markeley Ln |
| Pedestrian Traffic | Moderate |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|-------------------------------------|
| Length of Segment | 1340' |
| Width | 40' |
| Number of Lanes | NB - 1 SB - 1 |
| Street Classification | Arterial |
| Divided Median? | No |
| Designated Bike Route? | Yes |
| Bike Lanes? | Yes |
| Mid-block Crosswalks? | No |
| On-Street Parking? | Yes - on the east side only |
| Sidewalks? | Yes |
| Driveways? | Few |
| Vertical Curve | None |
| Horizontal Curve | None |
| Visibility | Good |
| Pavement Condition | Fair |
| Adjacent Land Use | Non-fronting residential and school |

COMMENTS

The 85th-percentile speed of 38.2 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 27 mph to 36 mph and the suggested speed limit is outside of this range. The corridor is adjacent to Viking High School with moderate pedestrian activity and Per CVC Section 22358.8, maintaining the existing speed limit is justified. Therefore, it is recommended that the posted speed limit remains at 25 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

120

STREET: W.R. Glusen Drive
FROM: Joseph Gerevas Drive

SURVEY DATE: 6/14/2023
TO: South End

SPEED DATA

| | | | |
|---|-------------------|--------------------------------|---|
| Location of Speed Survey | at Huber Dr | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 1:30 PM - 2:45 PM | Recommended Speed Limit | 35 mph |
| 50th Percentile Speed (Mean Speed) | 31.7 mph | Speed Limit Change | No |
| 85th Percentile Speed | 38.3 mph | Speed Justification | 85th-percentile speed per CVC Section 22358.6 |
| 10 mph Pace Speed | 26 - 35 mph | | |
| Percentage of Vehicles in Pace | 63.0% | | |
| Number of Survey Samples | 100 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 0 |
| Collision Rate (ACC/MVM) | 0.00 |
| Expected Collisions (ACC/MVM) | 1.57 |

TRAFFIC FACTORS

| | |
|--------------------------------|--|
| Average Daily Traffic | 991 |
| Type of Traffic Control | Stop signs at Joseph Gerevas Dr and Digerud Dr |
| Pedestrian Traffic | Low |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|---|
| Length of Segment | 2260' |
| Width | Varies - 40' - 48' |
| Number of Lanes | NB - 1 SB - 1 |
| Street Classification | Arterial |
| Divided Median? | No |
| Designated Bike Route? | Yes |
| Bike Lanes? | Yes |
| Mid-block Crosswalks? | No |
| On-Street Parking? | Yes - on the east side between the south end and Huber Dr and on the west side between Huber Dr and Joseph Gerevas Dr |
| Sidewalks? | Yes |
| Driveways? | Few |
| Vertical Curve | None |
| Horizontal Curve | Yes - near the south end |
| Visibility | Good |
| Pavement Condition | Fair |
| Adjacent Land Use | Fronting and non-fronting residential and park |

COMMENTS

The 85th-percentile speed of 38.3 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 26 mph to 35 mph and the suggested speed limit is outside of this range. Per CVC Section 22358.6, the 85th-percentile speed is rounded down. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

121

STREET: Walters Road
FROM: City Limit South

SURVEY DATE: 6/13/2023
TO: Huntington Drive

SPEED DATA

| | | | |
|---|---------------------|--------------------------------|--|
| Location of Speed Survey | at Walters Ct | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 12:00 PM - 12:18 PM | Recommended Speed Limit | 40 mph |
| 50th Percentile Speed (Mean Speed) | 39.9 mph | Speed Limit Change | Yes |
| 85th Percentile Speed | 45.0 mph | Speed Justification | 85th-percentile speed downgraded due to collision rate |
| 10 mph Pace Speed | 37 - 46 mph | | |
| Percentage of Vehicles in Pace | 68.0% | | |
| Number of Survey Samples | 100 | | |

COLLISION HISTORY

| | |
|--------------------------------------|-------------|
| Number of Years Studied | 3 |
| Total Collisions | 30 |
| Collision Rate (ACC/MVM) | 3.62 |
| Expected Collisions (ACC/MVM) | 1.20 - 1.57 |

TRAFFIC FACTORS

| | |
|--------------------------------|--|
| Average Daily Traffic | 12,538 |
| Type of Traffic Control | Traffic signals at Air Base Pkwy and E Tabor Ave |
| Pedestrian Traffic | Low |
| Truck Traffic | High |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|---|
| Length of Segment | 3190' |
| Width | Varies - 48' - 82' |
| Number of Lanes | NB - 1/2 SB - 1/2 |
| Street Classification | Arterial |
| Divided Median? | Yes - between South City Limits and approx. 450' north of E Tabor Ave |
| Designated Bike Route? | No |
| Bike Lanes? | Yes - between South City Limits and E Tabor Ave |
| Mid-block Crosswalks? | No |
| On-Street Parking? | No |
| Sidewalks? | Yes - between Walters Ct and South City Limits on the west side and between South City Limits and approx. 450' north of E Tabor Ave |
| Driveways? | Few |
| Vertical Curve | None |
| Horizontal Curve | None |
| Visibility | Good |
| Pavement Condition | Fair |
| Adjacent Land Use | Non-fronting residential, church, commercial and fire station |

COMMENTS

The 85th-percentile speed of 45.0 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 37 mph to 46 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be increased to 40 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

122

STREET: Waterman Boulevard
FROM: Oliver Road

SURVEY DATE: 6/15/2023
TO: Hilborn Road

SPEED DATA

| | | | |
|---|-------------------|--------------------------------|--|
| Location of Speed Survey | at Alturas Ct | Posted Speed Limit | 40 mph |
| Time of Speed Survey | 1:10 PM - 1:29 PM | Recommended Speed Limit | 40 mph |
| 50th Percentile Speed (Mean Speed) | 38.7 mph | Speed Limit Change | No |
| 85th Percentile Speed | 44.4 mph | Speed Justification | 85th-percentile speed downgraded due to collision rate |
| 10 mph Pace Speed | 36 - 45 mph | | |
| Percentage of Vehicles in Pace | 69.0% | | |
| Number of Survey Samples | 100 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 31 |
| Collision Rate (ACC/MVM) | 1.37 |
| Expected Collisions (ACC/MVM) | 1.20 |

TRAFFIC FACTORS

| | |
|--------------------------------|---|
| Average Daily Traffic | 14,859 |
| Type of Traffic Control | Traffic signals at Hilborn Rd, Safeway Entrance, Barbour Dr, and Capitola Way; Stop sign at Oliver Rd |
| Pedestrian Traffic | Low |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|--|
| Length of Segment | 7340' |
| Width | Varies - 58' - 64' |
| Number of Lanes | EB - 2 WB - 2 |
| Street Classification | Arterial |
| Divided Median? | Yes - between Hilborn Rd and Safeway Entrance |
| Designated Bike Route? | Yes |
| Bike Lanes? | Yes |
| Mid-block Crosswalks? | Yes - at Monterey Dr |
| On-Street Parking? | No |
| Sidewalks? | Yes |
| Driveways? | Few |
| Vertical Curve | Yes - slight vertical curves |
| Horizontal Curve | Yes - slight curve at Alturas Ct and between Hilborn Rd and Barbour Dr |
| Visibility | Good |
| Pavement Condition | Good |
| Adjacent Land Use | Commercial and fronting and non-fronting residential |

COMMENTS

The 85th-percentile speed of 44.4 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 36 mph to 45 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and fronting residentials, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 40 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

123

STREET: Watt Drive
FROM: Red Top Road

SURVEY DATE: 6/7/2023
TO: Fulton Drive

SPEED DATA

| | | | |
|---|--------------------------|--------------------------------|-----------------------|
| Location of Speed Survey | 470' north of Eastman Ct | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 10:01 AM - 11:13 AM | Recommended Speed Limit | 35 mph |
| 50th Percentile Speed (Mean Speed) | 32.2 mph | Speed Limit Change | No |
| 85th Percentile Speed | 36.0 mph | Speed Justification | 85th-percentile speed |
| 10 mph Pace Speed | 28 - 37 mph | | |
| Percentage of Vehicles in Pace | 85.0% | | |
| Number of Survey Samples | 100 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 4 |
| Collision Rate (ACC/MVM) | 1.88 |
| Expected Collisions (ACC/MVM) | 1.57 |

TRAFFIC FACTORS

| | |
|--------------------------------|------------------------------|
| Average Daily Traffic | 3,182 |
| Type of Traffic Control | Traffic signal at Red Top Rd |
| Pedestrian Traffic | Low |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|--|
| Length of Segment | 3230' |
| Width | 48' |
| Number of Lanes | NB - 1 SB - 1 |
| Street Classification | Arterial |
| Divided Median? | No |
| Designated Bike Route? | No |
| Bike Lanes? | No |
| Mid-block Crosswalks? | No |
| On-Street Parking? | Yes - for vehicles under 8 feet high |
| Sidewalks? | Yes - between Red Top Rd and O-I driveway on the east side and between Eastman Ct and Fulton Dr on the west side |
| Driveways? | Few |
| Vertical Curve | None |
| Horizontal Curve | Yes - near Eastman Ct and an approx. 90 degree turn at Fulton Dr |
| Visibility | Good |
| Pavement Condition | Good |
| Adjacent Land Use | Industrial, offices, church, and school |

COMMENTS

The 85th-percentile speed of 36.0 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 28 mph to 37 mph and the suggested speed limit is within this range. Based on the 85th-percentile speed, it is recommended that the posted speed limit remains at 35 mph.

Approved and Authorized for release by City of Fairfield, CA:

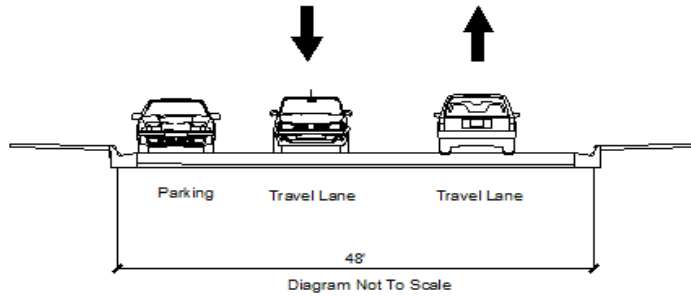
Date

**City of Fairfield
Transportation Services Division**

Street Name: Watt Drive

Limits: Red Top Road to Fulton Drive

Typical Cross-section



Radar Survey Sheet

X = North / = South

| | 5 | 10 | 15 | 20 | 25 | 30 | | | |
|---------|---------|-----|----|----|----|----|----|-------|--------|
| 60 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 55 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 50 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 45 | | | | | | | 0 | | |
| / | | | | | | | 1 | 1.0% | 100.0% |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 40 | / | / | | | | | 2 | 2.0% | 99.0% |
| X X | / | / | | | | | 4 | 4.0% | 97.0% |
| X / | / | / | | | | | 3 | 3.0% | 93.0% |
| X X | / | / | / | | | | 5 | 5.0% | 90.0% |
| X X X X | X | X | / | / | | | 7 | 7.0% | 85.0% |
| 35 | X X | X | / | / | / | / | 8 | 8.0% | 78.0% |
| X X X X | X | X | / | / | / | | 8 | 8.0% | 70.0% |
| X X X X | X X X X | / | / | / | / | / | 15 | 15.0% | 62.0% |
| X X X X | / | / | / | / | / | / | 7 | 7.0% | 47.0% |
| X X X X | X X X X | / | / | / | / | / | 13 | 13.0% | 40.0% |
| 30 | X X | X X | / | / | / | / | 8 | 8.0% | 27.0% |
| X X X X | / | / | / | / | / | / | 9 | 9.0% | 19.0% |
| X X X X | / | | | | | | 5 | 5.0% | 10.0% |
| / | / | / | | | | | 3 | 3.0% | 5.0% |
| | | | | | | | 0 | | |
| 25 | / | | | | | | 1 | 1.0% | 2.0% |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| / | | | | | | | 1 | 1.0% | 1.0% |
| | | | | | | | 0 | | |
| 20 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 15 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 10 | | | | | | | 0 | | |
| | | | | | | | 0 | | |

Total Samples = 100

85th Percentile Speed: 36.0 mph
 50th Percentile Speed: 32.2 mph
 15th Percentile Speed: 28.6 mph
 10 MPH Pace: 28 - 37
 Number in Pace: 85
 Percent in Pace: 85.0%

Date of Survey: 6/7/23
 Weather: Cloudy
 Pavement Condition: Good
 Street Class.: Arterial
 Field Study by: IDAX / KHA

Start Time: 10:01 AM
 End Time: 11:13 AM
 Posted Speed: 35 mph

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

124

STREET: Webster Street
FROM: Illinois Street

SURVEY DATE: 6/20/2023
TO: Kentucky Street

SPEED DATA

| | | | |
|---|---------------------------|--------------------------------|--|
| Location of Speed Survey | 110' north of Delaware St | Posted Speed Limit | 30 mph |
| Time of Speed Survey | 9:40 AM - 10:45 AM | Recommended Speed Limit | 30 mph |
| 50th Percentile Speed (Mean Speed) | 29.4 mph | Speed Limit Change | No |
| 85th Percentile Speed | 34.3 mph | Speed Justification | 85th-percentile speed downgraded due to collision rate |
| 10 mph Pace Speed | 25 - 34 mph | | |
| Percentage of Vehicles in Pace | 78.0% | | |
| Number of Survey Samples | 100 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 19 |
| Collision Rate (ACC/MVM) | 6.75 |
| Expected Collisions (ACC/MVM) | 1.57 |

TRAFFIC FACTORS

| | |
|--------------------------------|--|
| Average Daily Traffic | 4,780 |
| Type of Traffic Control | Traffic signal at Texas St; stop signs at Kentucky St, Empire St, Missouri St, and Broadway St |
| Pedestrian Traffic | Low |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|---|
| Length of Segment | 2840' |
| Width | 46' |
| Number of Lanes | NB - 1 SB - 1 |
| Street Classification | Arterial |
| Divided Median? | No |
| Designated Bike Route? | No |
| Bike Lanes? | No |
| Mid-block Crosswalks? | No |
| On-Street Parking? | Yes |
| Sidewalks? | Yes |
| Driveways? | Few |
| Vertical Curve | None |
| Horizontal Curve | None |
| Visibility | Good |
| Pavement Condition | Good |
| Adjacent Land Use | Commercial, office, and fronting and non-fronting residential |

COMMENTS

The 85th-percentile speed of 34.3 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 25 mph to 34 mph and the suggested speed limit does not fall within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and presence of fronting residentials, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 30 mph.

Approved and Authorized for release by City of Fairfield, CA:

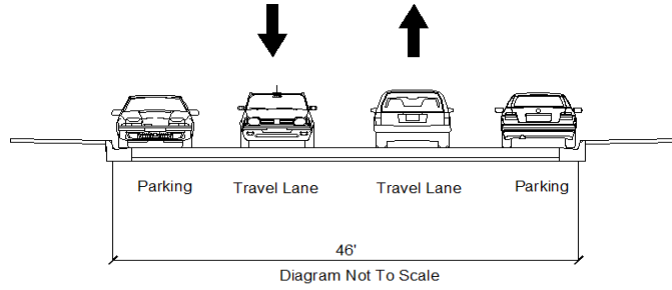
Date

**City of Fairfield
Transportation Services Division**

Street Name: Webster Street

Limits: Illinois Street to Kentucky Street

**Typical
Cross-section**



Radar Survey Sheet

X = North / = South

| | 5 | 10 | 15 | 20 | 25 | 30 | | | |
|----|---------------------------|----|----|----|----|----|----|-------|--------|
| 60 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 55 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 50 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 45 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 40 | X | | | | | | 1 | 1.0% | 100.0% |
| | | | | | | | 0 | | |
| | X / | | | | | | 2 | 2.0% | 99.0% |
| | X X | | | | | | 2 | 2.0% | 97.0% |
| | X X / / / / / | | | | | | 7 | 7.0% | 95.0% |
| 35 | X X X / | | | | | | 4 | 4.0% | 88.0% |
| | X X / | | | | | | 3 | 3.0% | 84.0% |
| | X X / / / / / / / | | | | | | 9 | 9.0% | 81.0% |
| | X X / / / / / | | | | | | 7 | 7.0% | 72.0% |
| | X X X X / / / / | | | | | | 8 | 8.0% | 65.0% |
| 30 | X X X X X X / / / / / | | | | | | 11 | 11.0% | 57.0% |
| | X X / / / / | | | | | | 6 | 6.0% | 46.0% |
| | X X X X X X / / / / | | | | | | 11 | 11.0% | 40.0% |
| | X X X X / / | | | | | | 6 | 6.0% | 29.0% |
| | X X X X X X / / / / / / / | | | | | | 13 | 13.0% | 23.0% |
| 25 | X X X / | | | | | | 4 | 4.0% | 10.0% |
| | X X / | | | | | | 3 | 3.0% | 6.0% |
| | | | | | | | 0 | | |
| | X / / | | | | | | 3 | 3.0% | 3.0% |
| | | | | | | | 0 | | |
| 20 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 15 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 10 | | | | | | | 0 | | |
| | | | | | | | 0 | | |

Total Samples = 100

85th Percentile Speed: 34.3 mph
50th Percentile Speed: 29.4 mph
15th Percentile Speed: 25.4 mph
10 MPH Pace: 25 - 34
Number in Pace: 78
Percent in Pace: 78.0%

Date of Survey: 6/20/23
Weather: Sunny
Pavement Condition: Good
Street Class.: Arterial
Field Study by: IDAX / KHA

Start Time: 9:40 AM
End Time: 10:45 AM
Posted Speed: 30 mph

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

125

STREET: Webster Street
FROM: Kentucky Street

SURVEY DATE: 6/14/2023
TO: Travis Boulevard

SPEED DATA

| | | | |
|---|-----------------------|--------------------------------|--|
| Location of Speed Survey | 350' north of Utah St | Posted Speed Limit | 30 mph |
| Time of Speed Survey | 2:30 PM - 3:00 PM | Recommended Speed Limit | 30 mph |
| 50th Percentile Speed (Mean Speed) | 28.7 mph | Speed Limit Change | No |
| 85th Percentile Speed | 33.0 mph | Speed Justification | 85th-percentile speed downgraded due to collision rate and pedestrian activity |
| 10 mph Pace Speed | 25 - 34 mph | | |
| Percentage of Vehicles in Pace | 80.0% | | |
| Number of Survey Samples | 100 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 10 |
| Collision Rate (ACC/MVM) | 4.65 |
| Expected Collisions (ACC/MVM) | 1.22 |

TRAFFIC FACTORS

| | |
|--------------------------------|---|
| Average Daily Traffic | 3,703 |
| Type of Traffic Control | Traffic signal at Travis Blvd; stop sign at Kentucky St |
| Pedestrian Traffic | Moderate |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|--|
| Length of Segment | 2800' |
| Width | 68' |
| Number of Lanes | NB - 2 SB - 2 |
| Street Classification | Arterial |
| Divided Median? | Yes |
| Designated Bike Route? | No |
| Bike Lanes? | No |
| Mid-block Crosswalks? | Yes - approx. 230' north of Kentucky St and at Utah St |
| On-Street Parking? | No |
| Sidewalks? | Yes - Continuous on the west side; discontinuous on the east side |
| Driveways? | Few |
| Vertical Curve | None |
| Horizontal Curve | Yes - slight curve between approx. 350' north of Utah St and Travis Blvd |
| Visibility | Good |
| Pavement Condition | Fair |
| Adjacent Land Use | Commercial, office, city hall, and non-fronting residential |

COMMENTS

The 85th-percentile speed of 33.0 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 25 mph to 34 mph and the suggested speed limit does not fall within this range. There is moderate pedestrian activity and two uncontrolled crossings. The collision rate is above the expected rate. Due to the higher than expected collision rate and pedestrian safety, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 30 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

**City of Fairfield
Transportation Services Division**

Street Name: Webster Street

Limits: Kentucky Street to Travis Boulevard

Typical Cross-section

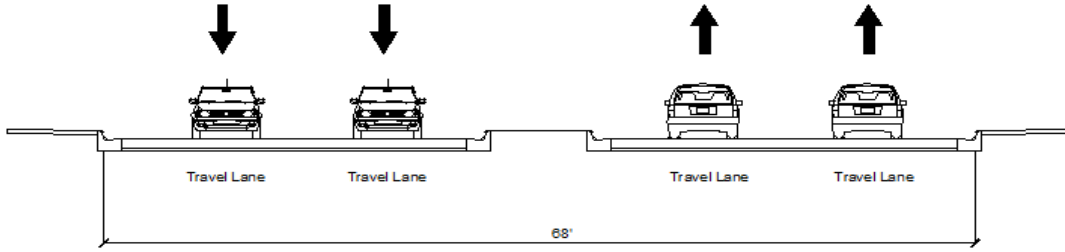


Diagram Not To Scale

Radars Survey Sheet

X = North / = South

| | 5 | 10 | 15 | 20 | 25 | 30 | | |
|----|---|----|----|----|----|----|----|-------------|
| 60 | | | | | | | 0 | |
| | | | | | | | 0 | |
| | | | | | | | 0 | |
| | | | | | | | 0 | |
| | | | | | | | 0 | |
| 55 | | | | | | | 0 | |
| | | | | | | | 0 | |
| | | | | | | | 0 | |
| | | | | | | | 0 | |
| | | | | | | | 0 | |
| 50 | | | | | | | 0 | |
| | | | | | | | 0 | |
| | | | | | | | 0 | |
| | | | | | | | 0 | |
| | | | | | | | 0 | |
| 45 | | | | | | | 0 | |
| | | | | | | | 0 | |
| | | | | | | | 0 | |
| | | | | | | | 0 | |
| 40 | | | | | | | 0 | |
| | | | | | | | 0 | |
| | | | | | | | 0 | |
| | | | | | | | 0 | |
| | X | X | | | | | 2 | 2.0% 100.0% |
| | / | | | | | | 1 | 1.0% 98.0% |
| 35 | X | X | / | / | / | / | 6 | 6.0% 97.0% |
| | X | X | / | / | / | / | 6 | 6.0% 91.0% |
| | X | X | / | / | / | / | 7 | 7.0% 85.0% |
| | / | / | / | / | / | / | 7 | 7.0% 78.0% |
| | X | X | / | / | / | / | 11 | 11.0% 71.0% |
| 30 | X | X | X | / | / | / | 8 | 8.0% 60.0% |
| | X | / | / | / | / | / | 6 | 6.0% 52.0% |
| | X | X | / | / | / | / | 5 | 5.0% 46.0% |
| | X | X | X | X | X | / | 10 | 10.0% 41.0% |
| | X | X | X | X | / | / | 7 | 7.0% 31.0% |
| 25 | X | X | X | X | X | X | 13 | 13.0% 24.0% |
| | X | X | / | / | / | / | 4 | 4.0% 11.0% |
| | / | | | | | | 1 | 1.0% 7.0% |
| | X | X | | | | | 2 | 2.0% 6.0% |
| | X | / | | | | | 2 | 2.0% 4.0% |
| 20 | X | | | | | | 1 | 1.0% 2.0% |
| | X | | | | | | 1 | 1.0% 1.0% |
| | | | | | | | 0 | |
| | | | | | | | 0 | |
| | | | | | | | 0 | |
| 15 | | | | | | | 0 | |
| | | | | | | | 0 | |
| | | | | | | | 0 | |
| | | | | | | | 0 | |
| 10 | | | | | | | 0 | |

Total Samples = 100

85th Percentile Speed: 33.0 mph
 50th Percentile Speed: 28.7 mph
 15th Percentile Speed: 24.3 mph
 10 MPH Pace: 25 - 34
 Number in Pace: 80
 Percent in Pace: 80.0%

Date of Survey: 6/14/23
 Weather: Cloudy
 Pavement Condition: Fair
 Street Class.: Arterial
 Field Study by: IDAX / KHA

Start Time: 2:30 PM
 End Time: 3:00 PM
 Posted Speed: 30 mph

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

126

STREET: West America Drive
FROM: Mangels Boulevard

SURVEY DATE: 6/29/2023
TO: Suisun Valley Road

SPEED DATA

| | | | |
|---|----------------------------|--------------------------------|-----------------------|
| Location of Speed Survey | 250' south of Sandstone Wy | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 10:40 AM - 11:49 AM | Recommended Speed Limit | 30 mph |
| 50th Percentile Speed (Mean Speed) | 26.0 mph | Speed Limit Change | Yes |
| 85th Percentile Speed | 29.8 mph | Speed Justification | 85th-percentile speed |
| 10 mph Pace Speed | 21 - 30 mph | | |
| Percentage of Vehicles in Pace | 82.0% | | |
| Number of Survey Samples | 100 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 2 |
| Collision Rate (ACC/MVM) | 1.77 |
| Expected Collisions (ACC/MVM) | 1.57 |

TRAFFIC FACTORS

| | |
|--------------------------------|--|
| Average Daily Traffic | 2,283 |
| Type of Traffic Control | Traffic signals at Mangels Blvd and Suisun Valley Rd |
| Pedestrian Traffic | Low |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|---|
| Length of Segment | 2390' |
| Width | Varies - 40' - 70' |
| Number of Lanes | NB - 1/2 SB - 1/2 |
| Street Classification | Arterial |
| Divided Median? | No - two-way left turn median lane |
| Designated Bike Route? | Yes |
| Bike Lanes? | No - Class III Bike Route |
| Mid-block Crosswalks? | No |
| On-Street Parking? | No |
| Sidewalks? | Yes - Continuous on the west side; discontinuous on the east side |
| Driveways? | Few |
| Vertical Curve | None |
| Horizontal Curve | Yes - throughout the entire segment |
| Visibility | Good |
| Pavement Condition | Fair |
| Adjacent Land Use | Commercial, office, and non-fronting residential |

COMMENTS

The 85th-percentile speed of 29.8 mph indicates a 30 mph speed limit. The 10 mph pace ranges from 21 mph to 30 mph and the suggested speed limit is within this range. Based on the 85th-percentile speed, it is recommended that the posted speed limit be reduced to 30 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

127

STREET: West Texas Street
FROM: Oliver Road

SURVEY DATE: 6/22/2023
TO: Pennsylvania Avenue

SPEED DATA

| | | | |
|---|---------------------|--------------------------------|---|
| Location of Speed Survey | 330' west of 1st St | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 9:07 AM - 9:31 AM | Recommended Speed Limit | 30 mph |
| 50th Percentile Speed (Mean Speed) | 33.9 mph | Speed Limit Change | Yes |
| 85th Percentile Speed | 37.7 mph | Speed Justification | 85th-percentile speed downgraded per CVC Section 22358.6, collision rate, and pedestrian activity |
| 10 mph Pace Speed | 30 - 39 mph | | |
| Percentage of Vehicles in Pace | 83.0% | | |
| Number of Survey Samples | 100 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 91 |
| Collision Rate (ACC/MVM) | 3.95 |
| Expected Collisions (ACC/MVM) | 1.20 |

TRAFFIC FACTORS

| | |
|--------------------------------|--|
| Average Daily Traffic | 18,782 |
| Type of Traffic Control | Traffic signals at Oliver Rd, I-80 EB off-ramp, Beck Ave, Foodmax Dwy Entrance, 5th St, Gregory Ln, and Pennsylvania Ave |
| Pedestrian Traffic | High |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|--|
| Length of Segment | 5920' |
| Width | Varies - 64' - 90' |
| Number of Lanes | EB - 2 WB - 2 |
| Street Classification | Arterial |
| Divided Median? | No - two-way left turn median lane; raised median between Beck Ave and Oliver Rd |
| Designated Bike Route? | Yes |
| Bike Lanes? | No - Class III Bike Route between Foodmax Dwy Entrance and Pennsylvania Ave |
| Mid-block Crosswalks? | No |
| On-Street Parking? | No |
| Sidewalks? | Yes - except for between Oliver Rd and I-80 EB off-ramp on the south side |
| Driveways? | Many |
| Vertical Curve | None |
| Horizontal Curve | None |
| Visibility | Good |
| Pavement Condition | Poor |
| Adjacent Land Use | Commercial, office, park, and apartments |

COMMENTS

The 85th-percentile speed of 37.7 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 30 mph to 39 mph and the suggested speed limit does not fall within this range. Per CVC Section 22358.6, the speed limit is rounded down to 35 mph. There is high pedestrian activity and the collision rate is above the expected rate. Due to the higher than expected collision rate and pedestrian safety, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be reduced to 30 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

128

STREET: Western Street
FROM: Horizon Drive

SURVEY DATE: 7/6/2023
TO: Clay Bank Road

SPEED DATA

| | | | |
|---|-------------------------|--------------------------------|---|
| Location of Speed Survey | 650' east of Horizon Dr | Posted Speed Limit | 25 mph |
| Time of Speed Survey | 11:20 AM - 12:45 PM | Recommended Speed Limit | 25 mph |
| 50th Percentile Speed (Mean Speed) | 26.6 mph | Speed Limit Change | No |
| 85th Percentile Speed | 32.6 mph | Speed Justification | 85th-percentile speed per CVC Section 22358.8 |
| 10 mph Pace Speed | 22 - 31 mph | | |
| Percentage of Vehicles in Pace | 65.3% | | |
| Number of Survey Samples | 150 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | - |
| Collision Rate (ACC/MVM) | - |
| Expected Collisions (ACC/MVM) | 1.57 |

TRAFFIC FACTORS

| | |
|--------------------------------|---|
| Average Daily Traffic | 959 |
| Type of Traffic Control | Stop signs at Horizon Dr and Clay Bank Rd |
| Pedestrian Traffic | Low |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|---|
| Length of Segment | 1500' |
| Width | 40' |
| Number of Lanes | EB - 1 WB - 1 |
| Street Classification | Arterial |
| Divided Median? | No |
| Designated Bike Route? | No |
| Bike Lanes? | No |
| Mid-block Crosswalks? | No |
| On-Street Parking? | Yes |
| Sidewalks? | Yes - continuous on the south side; discontinuous on the north side |
| Driveways? | Few |
| Vertical Curve | None |
| Horizontal Curve | Yes - near Public Storage and Solano Glass |
| Visibility | Good |
| Pavement Condition | Fair |
| Adjacent Land Use | Commercial, storage, and church |

COMMENTS

The 85th-percentile speed of 32.6 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 22 mph to 31 mph and the suggested speed limit does not fall within this range. There has been no change or modification to the roadway geometry and its adjacent land use since the existing speed limit of 25 mph was established during the prior traffic survey. Per CVC Section 22358.8, maintaining the existing speed limit is justified. Therefore, it is recommended that the posted speed limit remains at 25 mph.

Approved and Authorized for release by City of Fairfield, CA:

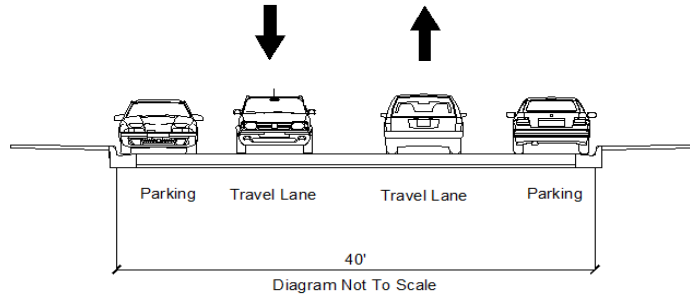
Date

**City of Fairfield
Transportation Services Division**

Street Name: Western Street

Limits: Horizon Drive to Clay Bank Road

**Typical
Cross-section**



Radars Survey Sheet

X = East / = West

| | 5 | 10 | 15 | 20 | 25 | 30 | | | |
|----|---|-------|-----|---------------|---------------|-----------|----|------|--------|
| 60 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 55 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 50 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 45 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | X | | | | | | 1 | 0.7% | 100.0% |
| | | | | | | | 0 | | |
| 40 | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| | X | | | | | | 1 | 0.7% | 99.3% |
| | X | X | X | X | / | | 5 | 3.3% | 98.7% |
| | X | X | X | X | X | / / | 7 | 4.7% | 95.3% |
| 35 | X | | | | | | 1 | 0.7% | 90.7% |
| | X | X | / / | | | | 4 | 2.7% | 90.0% |
| | X | X | X | X | X | / / | 8 | 5.3% | 87.3% |
| | X | X | X | X | X | X / | 8 | 5.3% | 82.0% |
| | X | X | X | X | X | X / / / | 10 | 6.7% | 76.7% |
| 30 | X | / | | | | | 2 | 1.3% | 70.0% |
| | X | X | X | X | X | X X / | 11 | 7.3% | 68.7% |
| | X | X | X | X | X | X / / / / | 11 | 7.3% | 61.3% |
| | X | X | X | X | X | X X X / / | 14 | 9.3% | 54.0% |
| | X | X | X | / / / / / / / | | | 10 | 6.7% | 44.7% |
| 25 | X | X | X | X | X / / | | 8 | 5.3% | 38.0% |
| | X | X | X | X | X X / / / / / | | 13 | 8.7% | 32.7% |
| | X | X | X | X / / / / / / | | | 9 | 6.0% | 24.0% |
| | X | X | X | X | X / / / / / | | 10 | 6.7% | 18.0% |
| | X | X | / / | | | | 4 | 2.7% | 11.3% |
| 20 | X | / / / | | | | | 4 | 2.7% | 8.7% |
| | X | / | | | | | 2 | 1.3% | 6.0% |
| | X | / / | | | | | 3 | 2.0% | 4.7% |
| | | | | | | | 0 | | |
| | X | | | | | | 1 | 0.7% | 2.7% |
| 15 | / | | | | | | 1 | 0.7% | 2.0% |
| | / | | | | | | 1 | 0.7% | 1.3% |
| | / | | | | | | 1 | 0.7% | 0.7% |
| | | | | | | | 0 | | |
| | | | | | | | 0 | | |
| 10 | | | | | | | 0 | | |

Total Samples = 150

85th Percentile Speed: 32.6 mph
50th Percentile Speed: 26.6 mph
15th Percentile Speed: 21.6 mph
10 MPH Pace: 22 - 31
Number in Pace: 98
Percent in Pace: 65.3%

Date of Survey: 7/6/23
Weather: Sunny
Pavement Condition: Fair
Street Class.: Arterial
Field Study by: IDAX / KHA

Start Time: 11:20 AM
End Time: 12:45 PM
Posted Speed: 25 mph

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

129

STREET: Wood Creek Drive
FROM: Oliver Road

SURVEY DATE: 6/13/2023
TO: Capitola Way

SPEED DATA

| | | | |
|---|------------------------|--------------------------------|-------------------------------|
| Location of Speed Survey | 100' west of Armijo Ct | Posted Speed Limit | 30 mph |
| Time of Speed Survey | 11:30 AM - 12:25 PM | Recommended Speed Limit | 30 mph |
| 50th Percentile Speed (Mean Speed) | 32.3 mph | Speed Limit Change | No |
| 85th Percentile Speed | 37.5 mph | Speed Justification | 85th-percentile speed |
| 10 mph Pace Speed | 29 - 38 mph | | downgraded due to CVC |
| Percentage of Vehicles in Pace | 79.0% | | Section 22358.6, collision |
| Number of Survey Samples | 100 | | rate, and pedestrian activity |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 6 |
| Collision Rate (ACC/MVM) | 4.49 |
| Expected Collisions (ACC/MVM) | 1.57 |

TRAFFIC FACTORS

| | |
|--------------------------------|-----------------------------|
| Average Daily Traffic | 3,974 |
| Type of Traffic Control | Traffic signal at Oliver Rd |
| Pedestrian Traffic | Moderate |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|--|
| Length of Segment | 2380' |
| Width | 42' |
| Number of Lanes | EB - 1 WB - 1 |
| Street Classification | Arterial |
| Divided Median? | No |
| Designated Bike Route? | No |
| Bike Lanes? | No |
| Mid-block Crosswalks? | No |
| On-Street Parking? | Yes |
| Sidewalks? | Yes |
| Driveways? | Few |
| Vertical Curve | None |
| Horizontal Curve | Yes - near Capitola Way |
| Visibility | Good |
| Pavement Condition | Good |
| Adjacent Land Use | Commercial, senior homes, soccer field, and non-fronting residential |

COMMENTS

The 85th-percentile speed of 37.5 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 29 mph to 38 mph and the suggested speed limit does not fall within this range. Per CVC Section 22358.6, the speed limit is rounded down to 35 mph. There is moderate pedestrian activity and nearby senior homes. The collision rate is above the expected rate. Due to the higher than expected collision rate and pedestrian safety, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 30 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

CITY OF FAIRFIELD

ENGINEERING AND TRAFFIC SURVEY

130

STREET: Woolner Avenue
FROM: Beck Avenue

SURVEY DATE: 4/27/2023
TO: Gregory Ln

SPEED DATA

| | | | |
|---|--------------------------------|--------------------------------|-------------------------------------|
| Location of Speed Survey | 570' west of Enterprise Dr (E) | Posted Speed Limit | 30 mph |
| Time of Speed Survey | 2:42 PM - 3:34 PM | Recommended Speed Limit | 30 mph |
| 50th Percentile Speed (Mean Speed) | 29.9 mph | Speed Limit Change | No |
| 85th Percentile Speed | 35.6 mph | Speed Justification | 85th-percentile speed |
| 10 mph Pace Speed | 27 - 36 mph | | downgraded due to collision |
| Percentage of Vehicles in Pace | 76.0% | | rate and pedestrian activity |
| Number of Survey Samples | 100 | | |

COLLISION HISTORY

| | |
|--------------------------------------|------|
| Number of Years Studied | 3 |
| Total Collisions | 8 |
| Collision Rate (ACC/MVM) | 0.29 |
| Expected Collisions (ACC/MVM) | 1.57 |

TRAFFIC FACTORS

| | |
|--------------------------------|---|
| Average Daily Traffic | 15,313 |
| Type of Traffic Control | Traffic signal at Beck Ave; stop sign at Gregory Ln |
| Pedestrian Traffic | Moderate |
| Truck Traffic | Low |

ROADWAY CHARACTERISTICS

| | |
|-------------------------------|---|
| Length of Segment | 2910' |
| Width | 48' |
| Number of Lanes | EB - 1 WB - 1 |
| Street Classification | Arterial |
| Divided Median? | No |
| Designated Bike Route? | Yes |
| Bike Lanes? | Yes |
| Mid-block Crosswalks? | Yes - at Vine Dr, 470' east of Vine Dr, and at Edwards Way |
| On-Street Parking? | Yes - between Beck Ave and 200' west of Edwards Way |
| Sidewalks? | Yes |
| Driveways? | Few |
| Vertical Curve | None |
| Horizontal Curve | None |
| Visibility | Good |
| Pavement Condition | Fair |
| Adjacent Land Use | Commercial, park, school, and fronting and non-fronting residential |

COMMENTS

The 85th-percentile speed of 35.6 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 27 mph to 36 mph and the suggested speed limit falls within this range. There is moderate pedestrian activity and the **collision rate is above the expected rate**. Due to the higher than expected collision rate and pedestrian safety, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 30 mph.

Approved and Authorized for release by City of Fairfield, CA:

Date

