

Application of Criteria for a Project of Air Quality Concern
Walters Road/Pintail Drive Traffic Signal
Project Summary for Air Quality Conformity Task Force Meeting: January 22, 2015

Description

- The project is funded by Highway Safety Improvement Program (HSIP) grants and local monies to design and construct a new traffic signal at the t-intersection of Walters Road and Pintail Drive in Suisun City to address vehicular right of way issues.
- The project will also include minor landscaping particularly to address any sight distance issues and the required landscape/irrigation modification at the base of the new traffic signal poles.
- Other improvements include updating curb ramp to new accessible requirements, as well as striping and signing.

Background

- PES forms and documents have been approved, and remaining item is air quality conformity determination.
- No comments received on air quality thus far.

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- Not applicable. Not a new or expanded highway project.
- Roadway will not be widened and no additional travel lanes will be added.

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- This intersection is currently at LOS C.
- The proposed traffic signal project is anticipated to improve intersection to LOS B.
- There will be no project changes to land use that would affect diesel traffic percentage.

(iii) New bus and rail terminals and transfer points?—Not Applicable

(iv) Expanded bus and rail terminals and transfer points?—Not Applicable

(v) Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?

- Not identified in plan as an area of potential violation

RTIP ID# (required)				
240720				
TIP ID# (required)				
SOL110046				
Air Quality Conformity Task Force Consideration Date				
January 22, 2015				
Project Description (clearly describe project)				
<p>This project will install a traffic signal at the t-intersection of Walters Road and Pintail Drive where none currently exist. Walters Road is a major arterial while Pintail Drive is a connector street within subdivisions. See Exhibit A – Photos of Existing Conditions. The project will also include curb ramp upgrades to ADA-compliant curb ramps, striping, signs and landscape/irrigation modification. ADT on Walters Road is 12,600 vehicles, while ADT on Pintail Drive is approximately 1,000 vehicles. The percentage of truck traffic on Walters Road is approximately 5% and on Pintail Drive truck traffic is negligible. The above mentioned ADT and truck traffic percent on Walters Road is based on the information DKS Associates has collected for the City's 2014/2015 Program for Arterial System (PASS) project. See attached Exhibit B – PASS Approval Letter. Also, see attached Exhibit C- Traffic Volume Summary Report & Truck Traffic Percent, information gathered by DKS Associates as part of the PASS project.</p>				
Type of Project:				
New traffic signal				
County	<i>Narrative Location/Route & Postmiles</i>			
Solano	Walters Road and Pintail Drive (Local Streets)			
Caltrans Projects – EA#				
Lead Agency:				
<i>Contact Person</i>	<i>Phone#</i>	<i>Fax#</i>	<i>Email</i>	
Nick Lozano	(707) 580-0629	(707) 429-3758	nlozano@suisun.com	
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Categorical Exclusion (NEPA)</i>	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	<i>Other</i>
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type (check appropriate box)				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>
<i>Exempt</i>	Section 6004 – Categorical Exemption	Section 6005 – Non-Categorical Exemption		
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	January 2014	September 2014		June 2015
End	December 2014	January 2015		August 2015

Project Purpose and Need (Summary): *(please be brief)*

The purpose of the project is to address the safety issues related to a currently unsignalized intersection of a residential connector roadway (Pintail Drive) and an arterial roadway (Walters Road). The project will improve motorist, bicyclist and pedestrian safety by better assigning rights of way through the project t-intersection. Existing Level of Service is C, but with the project traffic signal installed a Level of Service B is anticipated per the Final Transportation, Circulation, and Parking Impact Study (Appendix J) prepared for the Walmart Draft EIR. The following is the link to this Appendix J : http://www.suisun.com/wp-content/files/WM_DEIR_Appendices_H-K.pdf

See attached **Exhibit D – Existing & Mitigated Levels of Service Summary**, which are excerpts from pages 8 and 29 of the above-mentioned Appendix J.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

In general Walters Road and Pintail Drive are surrounded by single-family homes. Traffic on Pintail Drive is from the single-family residential developments. On Walters Road the majority of traffic is from single-family residential developments, and to some extent include deliveries of goods to and from the Travis Air Force Base. See **Exhibit E – City of Suisun City Zoning Map**.

Brief summary of assumptions and methodology used for conducting analysis

The Walmart Draft EIR (Appendix J : http://www.suisun.com/wp-content/files/WM_DEIR_Appendices_H-K.pdf) provides an LOS analysis of intersections on Walters Road, including the subject t-intersection of Walters Road and Pintail Drive for existing conditions and plus the project condition under current and forecasted (2030) traffic volumes. The Walters Road/Pintail Drive Traffic Signal Project is assumed in all project scenarios (build and no-build). ADT for the Walters Road was derived from both the work on the Draft EIR, as well as on the information DKS Associates has collected for the City's 2014/2015 Program for Arterial System (PASS) project.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility (The facility is an on-street bike lane.)

Intersection	NO BUILDING			BUILD		
	AADT	LOS	Trucks	AADT	LOS	Trucks
Walters Rd./Pintail Dr.	12,600	C	5%	12,600	B	5%

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Intersection	NO BUILDING			BUILD		
	AADT	LOS	Trucks	AADT	LOS	Trucks
Walters Rd./Pintail Dr.	23,400	F	5%	23,400	D or better	5%

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

N/A

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

N/A

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

None. The project goal is to address safety concerns and is not intended to attract traffic not currently using the project streets of Walters Road and Pintail Drive. This is the only intersection on Walters Road along with two other intersections with minor residential streets that is not signalized.

Comments/Explanation/Details (please be brief)

The project is not a Project of Air Quality Concern because it would not result in a substantial increase in diesel truck traffic. The majority of diesel trucks with destinations to and from the Travis Air Force Base utilize Air Base Parkway expressway or Petersen Road, completely avoiding this project intersection of Walters Road and Pintail Drive. Also, the majority of diesel trucks with destinations to and from the industrial areas on Walters Road in Fairfield utilize the Air Base Parkway expressway.

MTC's 2014/2015 Program for Arterial System (PASS) will provide services for and implementation of traffic signal coordination on Walters Road, including this project t-intersection.

The City does not feel that this Walters Road/Pintail Drive Traffic Signal Project is of air quality concern since currently there is low truck count volumes at the project location and there will likely be no or insignificant traffic diversion impacts. This project will not widen roadways.

Existing Level of Service is C, but with the project traffic signal installed a Level of Service B is anticipated per the Final Transportation, Circulation, and Parking Impact Study (Appendix J) prepared for the Walmart Draft EIR. The following is the link to this Appendix J : http://www.suisun.com/wp-content/files/WM_DEIR_Appendices_H-K.pdf

The project area is not included in the Bay Area Air Quality Management District's Community Air Risk Evaluation (CARE) program, which identifies Bay Area communities that are disproportionately impacted by emissions from transportation and stationary sources. See attached **Exhibit F – BAAQMD CARE Map**.

EXHIBIT A
Photos of Existing Conditions



Camera pointing north on Walters Road at project intersection



Camera pointing south on Walters Road at project intersection



Camera at project intersection, pointing west on Pintail Drive

EXHIBIT B
Program for Arterial System Synchronization (PASS)
FY 2014/2015 Cycle
Approval Letter



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bore Metro Center
101 Eighth Street
Oakland, CA 94617-4700
TEL: 510.817.5700
TTY/TDD: 510.817.5709
FAX: 510.817.5848
EMAIL: info@mtc.ca.gov
WEB: www.mtc.ca.gov

July 23, 2013

Amy Ryan Harth, Chair
City of Contra Costa County

Dave Corcoran, Vice Chair
San Joaquin County

Maria C. Aguiar
City of San Mateo County

Tom Amador
U.S. Department of Housing
and Urban Development

Tom Bates
City of Alameda County

Debi of Campos
City and County of San Francisco

Bill Dostal
Santa Contra Costa County

Dorrie M. Giampini
U.S. Department of Transportation

Federal D. Glycer
City of Contra Costa

Scott Haggerty
Alameda County

Anne H. Halbur
San Francisco Bay Area Council
and Development Contractors

Steve Kinney
Marin County and Cities

Sara Liccardo
San Diego Metro's Authority

Mark Lutz
Association of Bay Area Governments

Jake Mackenzie
Sonoma County and Cities

Joe Parzynski
City of Santa Ine County

Jean Quera
Oakland Mayor's Office

Rajan Sastry
California State
Transportation Agency

James P. Spring
Santa Contra Costa County

Melissa J. Taylor
San Mateo County

Scott Weaver
San Francisco Mayor's Office

Steve Wroninger
Fresno County

Ally Bachmann
Depth Consulting, Danville, CA

Andrew B. Frazier
Henry J. Kaiser, Division Director

Nick Lozano
Associate Engineer, City of Suisun City
701 Civic Center Blvd
Suisun City, CA

RE: PASS FY 14/15 Cycle Project

Dear Mr. Lozano,

Thank you for applying for the Program for Arterial System Synchronization (PASS) FY 14/15 Cycle. I am pleased to let you know that MTC has approved the project and the approved corridors and services are listed below:

Participating Agencies	# of Signals	Project Corridors	Approved Services
City of Suisun City; Caltrans	11	Sunset Ave, Walters Ave, SR 12	Weekday Plans (AM/MD/PM)

This project has been assigned to DKS Associates and the Project Manager David Mahama (Tel: 510.267.6613; Email: dcm@dksassociates.com) will be contacting you and other project stakeholders to schedule a Project Kick-off meeting in the coming weeks. If not already submitted with the application, please send all available signal timing data as indicated in the project application to David before this meeting.

I look forward to working with you on this project. Please feel free to contact me at 510.817.5936 or vtabjulu@mtc.ca.gov if you have any questions or concerns.

Sincerely,

Vamsi Tabjulu
Arterial Operations Program Manager

CC: Kevin Moirano, Suisun City
Einar Acuna, Caltrans
Linda Lee, MTC

EXHIBIT C

Volume Report Summary & Truck Traffic Percent

From DKS Associate's Traffic Count Activities from 10/20/14 to 10/26/14

Page 1 of 2

Vehicle Classification Report Summary

Location: Walters Rd S/O Montebello Dr
Count Direction: Southbound / Northbound
Date Range: 10/20/2014 to 10/26/2014
Site Code: 03



FHWA Vehicle Classification

Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Total Study Average

Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	39	9	0	0	0	0	0	0	0	0	0	0	49
1:00 AM	0	23	6	0	0	0	0	0	1	0	0	0	0	30
2:00 AM	0	24	4	0	0	0	0	0	2	0	0	0	0	30
3:00 AM	1	33	9	1	0	0	0	2	3	0	0	0	0	49
4:00 AM	1	75	30	1	0	0	0	1	3	0	0	0	0	111
5:00 AM	1	176	63	0	1	4	0	2	3	0	0	0	0	250
6:00 AM	3	222	80	2	3	4	0	3	6	0	1	0	0	324
7:00 AM	4	299	91	2	3	3	1	3	4	0	1	0	0	411
8:00 AM	3	238	79	3	3	5	0	4	9	0	1	0	0	345
9:00 AM	3	247	79	2	2	7	0	4	10	0	1	0	0	355
10:00 AM	3	251	78	3	3	7	0	3	12	0	1	0	0	361
11:00 AM	3	271	89	3	2	5	0	4	10	0	1	0	0	388
12:00 PM	3	278	79	2	2	5	1	5	11	0	2	0	0	388
1:00 PM	5	289	75	2	3	5	1	3	8	0	1	0	0	392
2:00 PM	4	326	88	2	2	7	1	2	11	0	1	0	0	444
3:00 PM	4	345	98	2	2	5	2	3	7	0	1	0	0	469
4:00 PM	4	406	90	1	1	2	1	2	5	0	1	0	0	513
5:00 PM	4	382	86	1	1	2	1	2	5	0	0	0	0	484
6:00 PM	3	294	70	0	1	1	0	1	4	0	0	0	0	374
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	1	150	28	0	0	0	0	0	2	0	0	0	0	181
9:00 PM	1	146	24	0	0	0	0	0	1	0	0	0	0	172
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	56	11	0	0	0	0	0	1	0	0	0	0	68
Total	52	4,570	1,266	27	29	62	8	44	118	0	12	0	0	6,188
Percent	0.8%	73.9%	20.5%	0.4%	0.5%	1.0%	0.1%	0.7%	1.9%	0.0%	0.2%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total "truck" (vehicle classifications 5 thru 13) percent for southbound = **4.4%**

EXHIBIT C (Continued)
Volume Report Summary & Truck Traffic Percent
From DKS Associate's Traffic Count Activities from 10/20/14 to 10/26/14
Page 2 of 2

Total Study Average														
Northbound														
Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	53	8	0	0	0	0	0	1	0	0	0	0	63
1:00 AM	0	39	5	0	0	0	0	0	0	0	0	0	0	44
2:00 AM	0	19	4	0	0	0	0	0	2	0	0	0	0	25
3:00 AM	0	15	4	1	0	1	0	0	2	0	0	0	0	23
4:00 AM	0	33	9	0	0	2	0	0	5	0	1	0	0	50
5:00 AM	0	70	25	1	0	2	0	0	5	0	1	0	0	104
6:00 AM	3	191	60	1	1	7	2	2	7	1	1	0	1	277
7:00 AM	4	265	72	1	2	6	3	4	7	0	1	0	0	365
8:00 AM	3	211	62	1	2	6	1	3	7	0	1	0	0	297
9:00 AM	2	195	65	4	3	6	2	3	10	0	1	0	0	291
10:00 AM	2	201	63	2	1	7	1	2	7	1	1	0	0	288
11:00 AM	4	221	77	1	2	8	1	2	9	0	1	0	0	326
12:00 PM	3	269	76	2	2	6	3	2	6	1	0	0	0	370
1:00 PM	6	274	76	1	3	8	1	1	6	1	1	0	0	378
2:00 PM	5	305	83	1	2	8	1	5	7	1	1	0	0	419
3:00 PM	6	353	101	1	3	9	4	4	5	0	1	0	0	487
4:00 PM	6	406	113	0	2	11	4	8	5	1	1	0	1	558
5:00 PM	4	420	96	0	1	8	5	6	2	0	1	0	0	543
6:00 PM	3	349	77	0	1	5	5	5	2	1	1	0	0	449
7:00 PM	2	275	55	0	0	4	2	2	2	0	0	0	0	342
8:00 PM	1	206	39	0	0	2	1	1	3	0	0	0	0	253
9:00 PM	2	185	25	0	0	2	1	1	2	0	0	0	0	218
10:00 PM	1	126	23	0	0	0	0	0	1	0	0	0	0	151
11:00 PM	0	86	12	0	0	0	0	0	1	0	0	0	0	99
Total	58	4,767	1,230	17	25	108	37	51	104	7	14	0	2	6,420
Percent	0.9%	74.3%	19.2%	0.3%	0.4%	1.7%	0.6%	0.8%	1.6%	0.1%	0.2%	0.0%	0.0%	
Total "truck" (vehicle classifications 5 thru 13) percent for northbound =														5.7%

Note:

The average between the total study for the southbound and northbound direction is approximately 12,600 ADT and 5% truck traffic.

EXHIBIT D
Existing & Mitigated Levels of Service
Excerpts from Appendix J

Table 2 – Existing Levels of Service Summary

	Intersection	Criteria	AM Peak		PM Peak	
			LOS	Delay	LOS	Delay
1	Rio Vista Road (SR-12) / Marina Boulevard	C	F	126.1	D	41.5
2	Pintail Drive / Sunset Avenue	C	C	25.4	C	20.1
3	Rio Vista Road (SR-12) / Sunset Avenue	C	C	28.7	C	27.1
4	Pintail Drive / Emperor Drive	C	B	10.7	B	13.1
5	Rio Vista Road (SR-12) / Emperor Drive	C	C	24.1	C	20.1
6	Pintail Drive / Woodlark Drive	C	A	9.0	A	9.2
7	Rio Vista Road (SR-12) / Woodlark Drive	C	C	16.0	B	12.1
8	Pintail Drive / Fulmar Drive	C	A	7.7	A	7.9
9	Petersen Road / Fulmar Drive	C	A	7.0	A	6.9
10	Air Base Parkway / Walters Road	D	C	33.2	D	36.9
11	Tabor Avenue / Walters Road	D	C	21.7	B	15.5
12	Bella Vista Drive / Walters Road	C	C	21.5	B	17.6
13	Pintail Drive / Walters Road	C	C	17.2	C	29.4
14	Montebello Drive / Walters Road	C	B	18.9	B	14.3
15	Petersen Road / Walters Road	C	A	6.8	A	5.0
16	Main Driveway / Walters Road	C	A	0.2	A	9.4
17	South Driveway / Walters Road	C	A	0.0	A	0.0
18	Rio Vista Road (SR-12) / Walters Road	C	C	23.9	C	26.4

Exiting
LOS



Impact #9 – Near-Term

The Pintail Drive/Walters Road intersection will operate at LOS F during the AM and PM peak hours under the near-term traffic condition and will experience slight increases in delay due to the Wal-Mart. A traffic signal is warranted based on the existing condition.

Mitigation #9

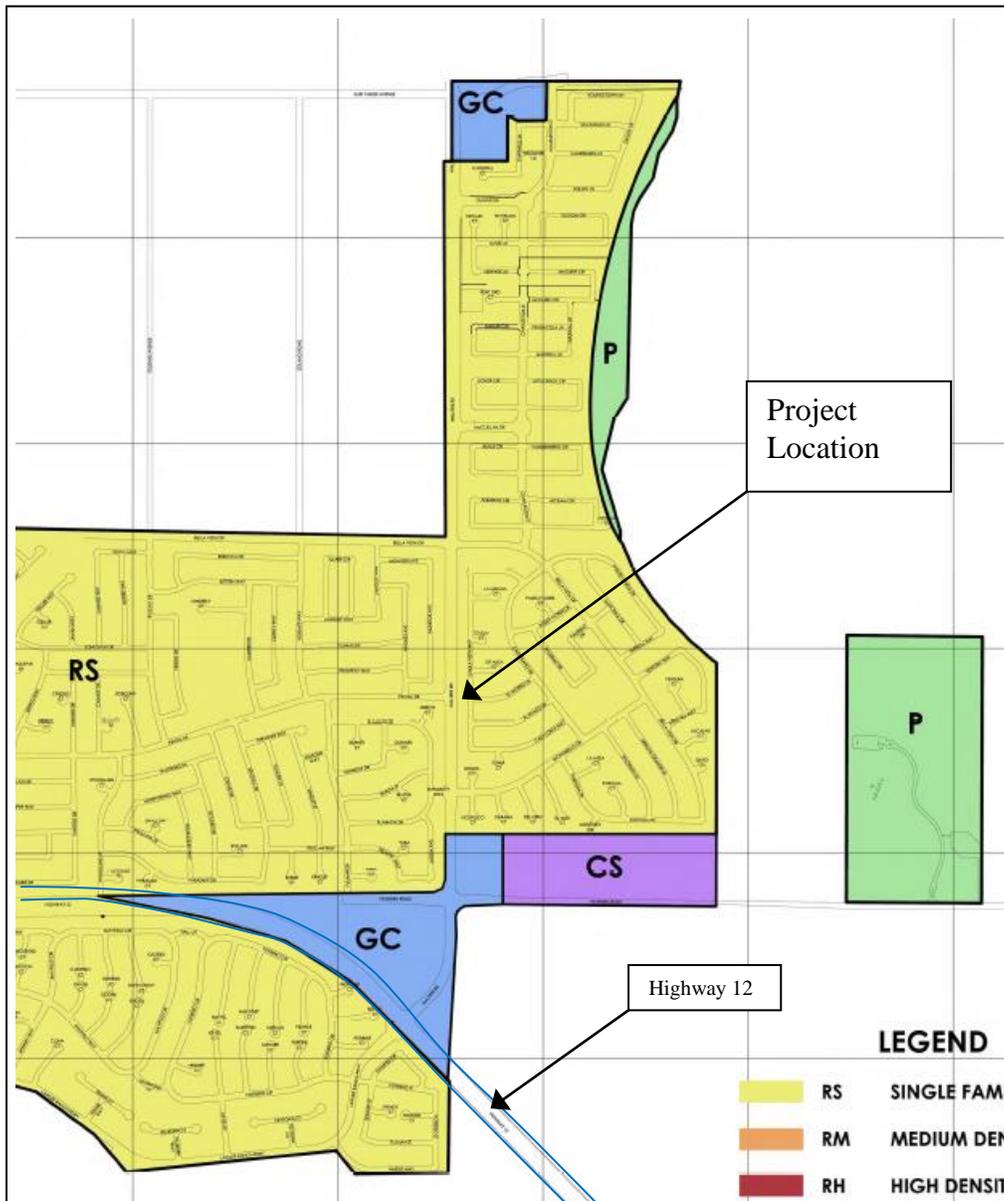
A traffic signal should be installed in the near-term that includes vehicle and pedestrian signals with placement of the signal indications where they can be clearly seen by approaching vehicles as well as OPTICOM signal pre-emption.

Near-Term
Mitigated
LOS



Level of service B or better is expected when installed. Mitigation will reduce the impact to less than significant. Based on expected traffic generated by the Wal-Mart, it should contribute 15 percent of the costs for design and construction of the signal based on Caltrans methodology for calculating equitable share.

EXHIBIT E City of Suisun City Zoning Map



LEGEND

	RS	SINGLE FAMILI
	RM	MEDIUM DEN
	RH	HIGH DENSITY

LEGEND

	RS	SINGLE FAMILY RESIDENTIAL
	RM	MEDIUM DENSITY RESIDENTIAL
	RH	HIGH DENSITY RESIDENTIAL
	GC	GENERAL COMMERCIAL
	CS	COMMERCIAL SERVICE
	PUD	PLANNED UNIT DEVELOPMENT
	P	PARK/OPEN SPACE
	DW	DOWNTOWN WATERFRONT

EXHIBIT F
Bay Area Air Quality Management District (BAAQMD)
Community Air Risk Evaluation (CARE) Map



EXHIBIT G Truck Route Map

