

JEPSON PARKWAY CONCEPT PLAN



Prepared for:
SOLANO TRANSPORTATION AUTHORITY

In partnership with:
METROPOLITAN TRANSPORTATION COMMISSION
CITY OF FAIRFIELD
CITY OF SUISUN CITY
CITY OF VACAVILLE
COUNTY OF SOLANO

Prepared by:
MOORE IACOFANO GOLTSMAN, INC.

With assistance from:
GRANDY AND ASSOCIATES

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EXECUTIVE SUMMARY

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The Jepson Parkway Concept Plan was developed by the Solano Transportation Authority, Fairfield, Suisun City, Vacaville and Solano County to improve local traffic in the heart of Solano County and to encourage the linkage between transportation and land use. The Concept Plan provides a comprehensive, innovative and coordinated strategy for developing a multi-modal corridor, linking land use and transportation decisions to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The Plan provides guidelines so that the four communities spanned by the project can build their individual segments in a coordinated and integrated fashion.

The project is a four-lane parkway designed to provide intra-county mobility for Solano residents. The project upgrades and links a series of narrow local roads to provide a north-south travel route for residents who face increasing congestion when traveling between jurisdictions in central Solano County. The project also includes safety improvements such as the provision of medians, traffic signals, shoulders, separate turn lanes and separate bike lanes.

The multi-modal Parkway connects the I-80/Leisure Town Road interchange in Vacaville with Highway 12 in Suisun City. The project links the existing road segments of Leisure Town, Vanden, Cement Hill and Walters roads including three new bridges, railroad separations, traffic signals and improved intersections.

The project responds to a series of critical immediate and future needs. It provides an essential north-south connection supporting the continued vitality of the three cities, the County, emerging job centers, Travis Air Force Base and local destinations including area schools. It relieves existing and future traffic congestion problems and addresses serious safety problems on narrow, disconnected road segments. And, it integrates opportunities for improved transit, bicycle and pedestrian connections throughout the County with land use/transportation linkages.

The Jepson Parkway Concept Plan provides unique features not typically associated with a roadway project. The primary goals of the project highlight these features:

- ❑ The 12-mile Parkway emphasizes multi-jurisdictional cooperation and community involvement;
- ❑ The Parkway integrates multiple modes of travel from the outset including bicycle, pedestrian, train, bus, automobile and park and ride opportunities;
- ❑ The Concept Plan encourages local jurisdictions to develop land use/transportation strategies that link land use and development decisions and designs to opportunities for transit, pedestrian and bicycle use;
- ❑ The Concept Plan supports strategic purchases of open space along the Parkway to preserve the Vacaville-Fairfield Greenbelt that acts as a community separator between the two communities; and
- ❑ The Concept Plan proposes consistent streetscape features including landscaping, signage, gateways and lighting that are complementary and responds to the varying conditions along the Parkway to buffer neighboring uses from traffic impacts and offer visual relief and interest.

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The Concept Plan is divided into five elements: Transit, Bicycle and Pedestrian, Landscape, Land Use/Design, and Roadway Phasing and Management. The accompanying map graphically depicts key Parkway features.

The **transit element** plans for local and express bus routes and strategically-placed transit stops to connect land uses along the Parkway to key destinations such as Travis Air Force Base and Fairfield and Vacaville's downtowns. The transit element also features connections to the multi-modal station in the Fairfield area, planned as a future hub of bus, train and vehicle activity. Finally, the transit element features a park-and-ride lot near I-80 to facilitate car pooling and ride sharing in the region.

The **bicycle and pedestrian element** incorporates a 12-mile, continuous multi-use bike path with four staging areas or rest stops along the Parkway. The bike path is planned as an off-street, Class I facility for nearly 10 miles of the Parkway to enable bicycle use by all levels of riders. The bike path connects to established and planned regional bike facilities linking into each community. The staging areas are associated with parks, creeks, the train station or existing public land. They are designed to encompass parking for bikes and cars, picnic areas, landscaping, drinking water and potentially interpretive or recreational features.

The **landscape element** features a consistent streetscape design throughout the 12-mile Parkway using native plantings with associated lighting, signage and gateways at the entrances to each community. The plantings are designed to complement and buffer adjacent land uses. For example, along established residential areas, the landscape buffer is very wide incorporating street trees, understory and grasses, noise mitigation and pathways. In the rural portions the landscape is informal emphasizing random tree clusters and native grasses. Also part of this element is a strategy to purchase conservation easements or other mechanisms to protect the designated Vacaville-Fairfield Greenbelt in perpetuity.

The **guide to transit-compatible land use/design** provides suggestions on how local jurisdictions can ensure that future land uses and development projects are integrated with the transit, bicycle and pedestrian opportunities along the Parkway. These measures provide examples of how to integrate land use and project design decisions with transportation decisions in the future. The measures range from large, master-planned communities to individual projects such as residential, commercial and industrial. The measures are advisory only, but can be used to guide future changes in the plans and policies of the local communities.

The **roadway phasing and management element** offers cooperative management strategies to ensure smooth traffic flow and coordinated project phasing and future maintenance. The element includes policies for driveway placement, traffic signal location, roadway phasing, truck traffic limitations and long-term maintenance.

The Jepson Parkway Concept Plan provides a unique opportunity to plan a road, roadside landscape treatment, and its adjacent land uses in an integrated and high quality manner. Each component of the Concept Plan is integrated and designed to be implemented with a cooperative approach of the STA and its member jurisdictions. The result will be an efficient and attractive roadway, and a model transportation corridor that recognizes the critical linkages between land use, design and transportation management.