

3 . TRANSIT ELEMENT

INTRODUCTION

One of the primary goals of this Concept Plan is to ensure that the planning, design, and implementation of the Jepson Parkway takes full advantage of existing and planned transit services to encourage increased transit usage within the corridor, and to link to the regional transit system. For this reason, the Jepson Parkway will be designed as a multi-modal corridor that enhances opportunities for transit use and other alternative travel modes.

This goal will be accomplished through an integrated approach that links local and regional services to complementary facilities designed to encourage and facilitate increased transit usage. A new bus transit route will be considered to provide inter-city travel along the north-south route of the Parkway corridor, a route currently not being served by any bus operator. This new service will include a local bus route with several stops already identified and later an express bus route which will serve the major work centers along the 12-mile corridor.

Among the complementary facilities are a proposed park-and-ride lot located at the northern terminus of the Parkway and a proposed multi-modal station near the center of the route. Both of these facilities will enable local residents and commuters to link to the regional transit system. These facilities, coupled to the new transit routes, will reduce dependence on drive alone commuting, while also contributing to local and regional efforts to reduce traffic congestion.

PROPOSED BUS ROUTES

Two bus routes are proposed to provide future transit services along the Jepson Parkway. Identifying these routes at this time facilitates the future planning efforts required to obtain funding for the proposed bus service. It also provides guidance that will allow for the basic transit infrastructure (i.e., bus stop facilities, signage, etc.) to be constructed as segments of the corridor are completed and as development proceeds along the Parkway. This will require future funding commitments by the Solano Transportation Authority, Fairfield-Suisun Transit or Vacaville City Coach for the proposed bus service.

The two proposed bus routes include a “local” bus route and a “local express” bus route. Both routes would be designed to be adaptive to changing future conditions in the corridor. Major factors that may influence future decisions to modify routes include the construction of the planned Fairfield-Vacaville Multi-modal Station and the timing of development activities along the corridor. Figure 3 shows the general location of the proposed routes and potential bus stops along the Parkway. These bus stops are likely locations based on anticipated circulation and land use, but may be added or changed as transit needs warrant.

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Local Bus Route

The long-term objective of a local bus route along the Jepson Parkway is to provide linkages between major residential areas and employment centers in Suisun City, Fairfield and Vacaville. Employment centers that could be served include Travis Air Force Base, the Vacaville Business Park (e.g., Genentech, Kaiser), the Fairfield Industrial Park, downtown Suisun City and the I-80/West Texas interchange area.

The terminus points of the local bus route would be the Fairfield Transportation Center and the Vacaville Downtown Transfer Center. Beginning at the Fairfield terminus, the local bus route would travel to the Suisun City-Fairfield train station via Beck Avenue and State Route 12. The route would then link to Walters Road via State Route 12, Sunset Avenue and Pintail Road. The route would connect to Travis Air Force Base via Air Base Parkway. The next major destination would be the planned Fairfield-Vacaville Multi-modal Station via Peabody Road. The route would continue through Solano County into Vacaville via Vanden Road and Leisure Town Road. As the local bus travels north on Leisure Town Road, it would connect to the Vacaville Downtown Transfer Center.

As development occurs along the corridor and the local route matures, it may be desirable to develop a special shuttle between Travis Air Force Base and the planned Fairfield-Vacaville train station. Passengers on the local bus route that are destined for Travis Air Force Base would then transfer to the special shuttle at the planned train station.

Local Express Bus Route

The objective of the local express route is to reduce travel times between major destination points along the corridor by serving only a limited number of stops. Destination points could include the Fairfield Transportation Center, the Suisun City-Fairfield Train Station, the Fairfield-Vacaville Multi-modal Station and the Vacaville Downtown Transfer Center. A key destination point would be the planned Fairfield-Vacaville Multi-modal Center, and initiation of this route would likely be tied to the completion of that facility. The terminus points of the local express bus route would be the Fairfield Transportation Center and the Vacaville Downtown Transfer Center. Beginning at the Fairfield terminus, the express bus route would travel to the Suisun City-Fairfield train station via Beck Avenue and State Route 12. The express route would then travel to Fairfield-Vacaville Multi-Modal Center via State Route 12, Walters Road and Cement Hill Road. The final link to the Vacaville Downtown Transfer Center would be via Peabody Road. Figure 3 shows the express route and its key destinations.

Near-term Bus Route

The near-term objective of a bus route would be to provide service to Travis Air Force Base from Suisun City and Vacaville. This could be accomplished either by developing a new bus route similar to the one described above for the local express bus route or through a modification of an existing line such as Route 20. Route 20 currently links the Solano Mall in Fairfield with the Walmart, Factory Stores, Nut Tree, and Downtown Transfer Center in Vacaville.

JEPSON PARKWAY CONCEPT PLAN

TRANSIT ELEMENT

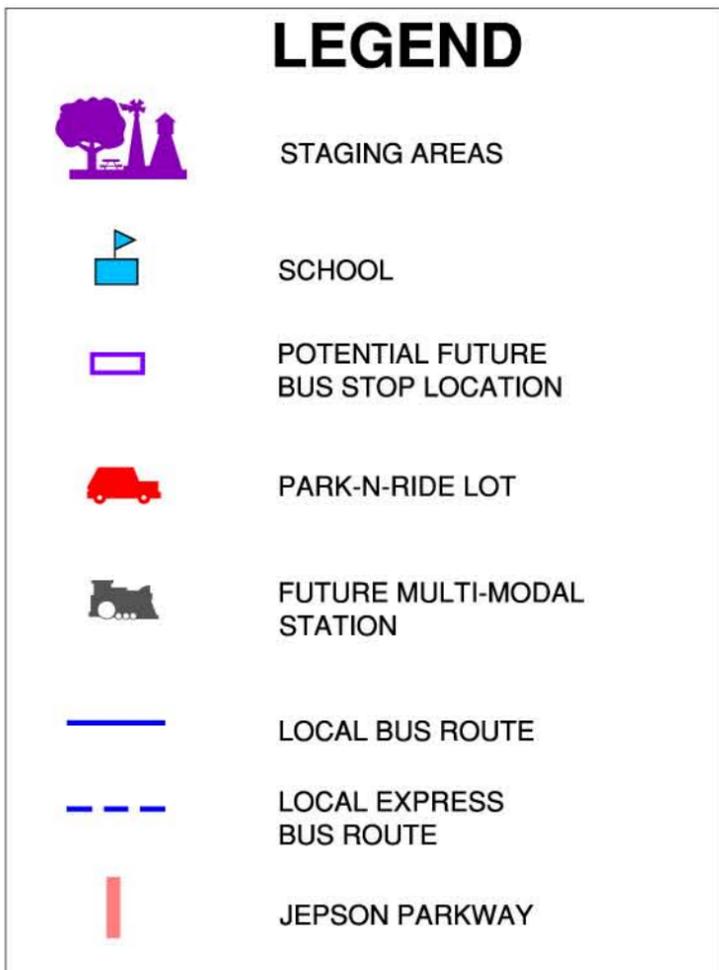
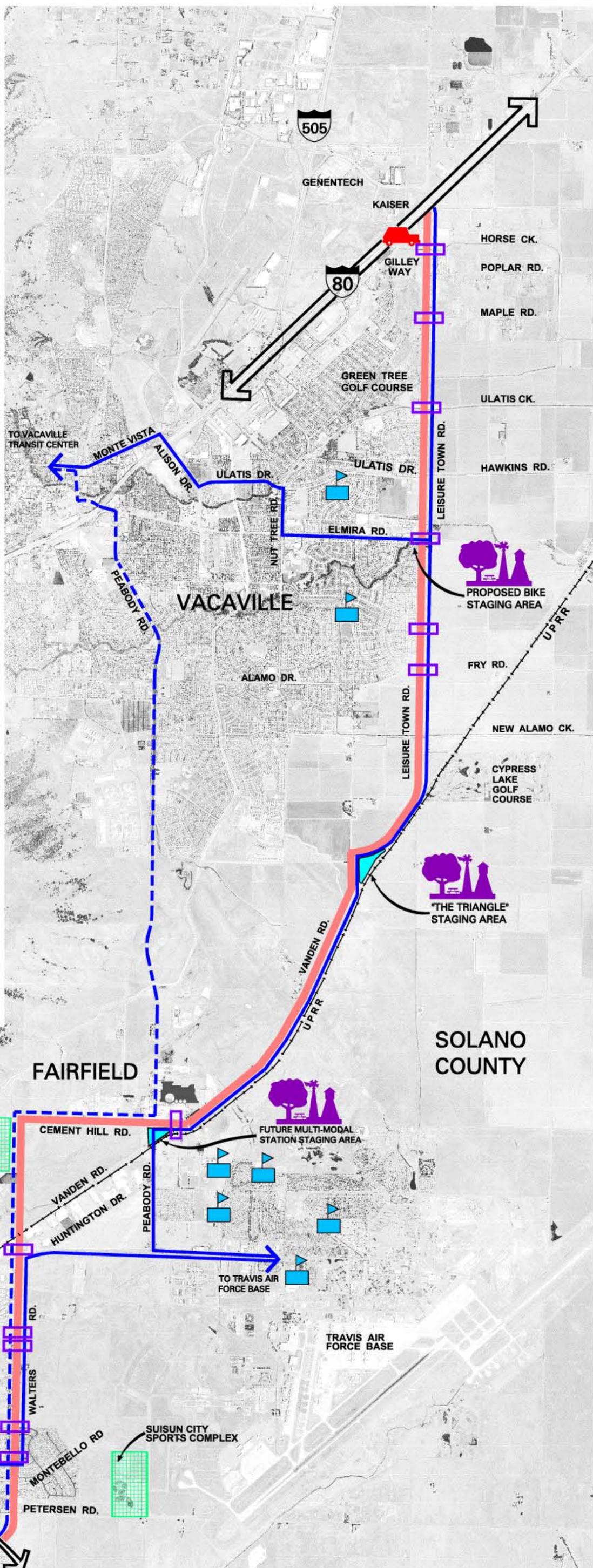


Figure 3



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PARK-AND-RIDE LOT

A major park-and-ride lot is planned in Vacaville at the southwest corner of the intersection of the Jepson Parkway and Interstate 80. This park-and-ride facility is located near Genentech, Kaiser and other future uses at the various business and industrial parks. The park-and-ride facility would include parking for 50 or more vehicles and operate as a local transfer point.

Residents utilizing the local bus service will be able to transfer at this location to regional bus services that operate along I-80. In addition transit commuters arriving at this site from other places in the region will be able to transfer to the local bus routes in order to reach work locations in Vacaville, Fairfield and Suisun City. A park-and-ride can also serve as a location to join a vanpool or carpool to reduce single occupant driving.

FAIRFIELD-VACAVILLE MULTI-MODAL STATION

The tracks for the Capitol Corridor Rail Service parallel the middle portion of the Jepson Parkway between Vacaville and Fairfield. This proximity creates a potential opportunity to incorporate future regional or commuter rail traffic as an integral element of the Jepson Parkway Corridor. Given the potential synergies between bus and rail transit and other elements of the corridor, a multi-modal station is proposed as a major feature of Fairfield and Vacaville's general plans. The closest station is currently at Suisun City near its downtown.

The location of the proposed Fairfield/Vacaville Station is near the intersection of Peabody Road and Vanden Road. This location will take advantage of the natural confluence of rail, bus, and auto traffic that is anticipated to eventually develop at this point in the corridor. In addition, the surrounding area, although now largely undeveloped, is slated for future development as a major commercial and business center.

As a multi-modal transportation hub, feeder bus systems will serve the train station and bus bays will be incorporated into its design. The ample bus facilities should also provide a transit hub serving routes from both Fairfield and Vacaville.

