

4. BICYCLE & PEDESTRIAN ELEMENT

INTRODUCTION

One of the central objectives of this Plan is to provide safe, attractive and convenient bicycle and pedestrian travel along the corridor. The Parkway has been designed to encourage bicycle and pedestrian usage for both recreational and transportation purposes in the following ways.

1. To provide a safe, comfortable and continuous off-street paved bikeway along nearly the entire 12-mile length of the corridor. The ten-foot wide multi-use bikeway will safely accommodate two-way travel by bicyclists, pedestrians, roller-bladers and other users. The bikeway concept and many of its specific features are illustrated in Figure 5.
2. To provide activity nodes or staging areas for bicyclists (or motorists, joggers, etc.) at strategic locations to enhance travel and offer facilities such as water, picnic tables and rest rooms.
3. To provide linkages to existing and planned bike and pedestrian facilities and recreational opportunities within each of the communities.



BICYCLE/PEDESTRIAN FACILITIES

A ten-foot wide, multi-use, paved off-street bike path is provided for nearly all of the 12-mile Parkway. This path is separated from vehicle traffic, and in some areas, designed within a wide landscaped buffer. It offers a safe route for all levels of bicycle-riding ability. The only exception to the separated path is a

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short segment south of Cement Hill Road on Walters Road (between Air Base Parkway and East Tabor Avenue) in Fairfield where the presence of sensitive plant species may require a narrow cross-section which could preclude a Class I bike path. In addition, along several short segments in Vacaville and Suisun City, existing developed uses make it difficult to achieve a full Class I bikeway, where the path is separated from the road by at least five feet of landscaping. In these constrained segments, a wide multi-use “sidewalk” can accommodate both bikes and pedestrians adjacent to the road. In addition to the off-street path, the entire Parkway will have 8-foot shoulders where experienced cyclists may travel. These would not be specifically signed for bicycle use (i.e. Class II) to encourage use of the off-street path.

STAGING AREAS

The multi-use path is supported by four “activity-nodes” or staging areas that can serve as rest stops and recreational starting points. Each staging area would need to be designed to fit the particular site and needs of the jurisdiction. Basic elements would include bicycle parking, lighting, an available parking area for vehicles, picnic areas, landscaping and drinking water. The rest stops may also have restrooms, decorative features (such as a windmill design) that can serve as information displays and a children’s play area. Three of these staging areas are located to provide a connection between the Jepson Parkway and other planned or existing bikeways, while the fourth offers the possibility of facilitation bicycle transit linkages at the proposed Fairfield/Vacaville Multi-modal station.

The theme and architectural design of the staging area is intended to reflect the environment of the corridor and produce a consistent identity for the Parkway. Landscaping is designed to provide informal tree clusters for shade mixed with native grasses to reflect the open “prairie” landscape of the area. A windmill design for restrooms or any interpretive structures or exhibits is used to reflect the agricultural heritage of the area. Signage for the four staging areas should be consistent.

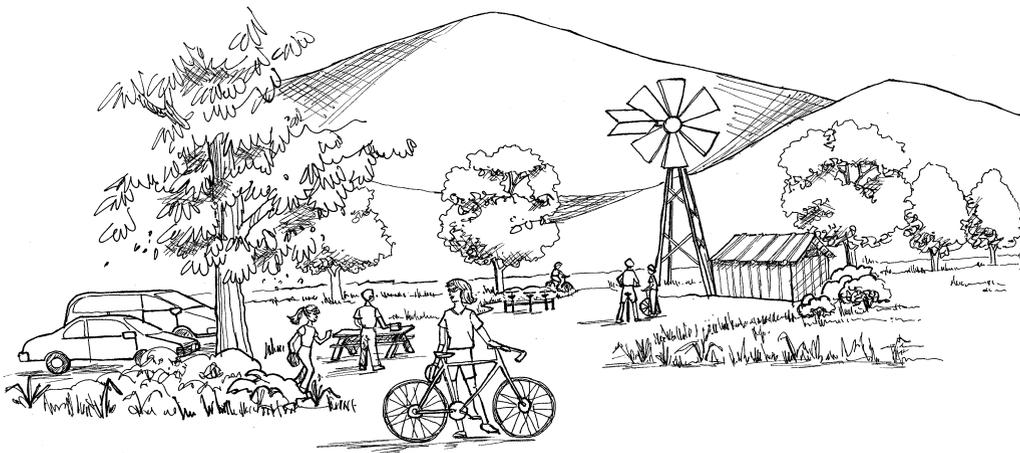


Figure 4: Sketch of a Typical Staging Area

JEPSON PARKWAY CONCEPT PLAN

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LEGEND

-  STAGING AREAS
-  SCHOOL
-  PARK-N-RIDE LOT
-  CONNECTION TO OTHER BIKEWAYS
-  FUTURE MULTI-MODAL STATION
-  CLASS I MULTI-USE BIKEWAY
-  MODIFIED CLASS I MULTI-USE BIKEWAY/ SIDEWALK
-  EXISTING COMBINED BIKE/ PEDESTRIAN "WALKWAY"
-  BIKE/PEDESTRIAN PATH CONNECTION OPPORTUNITY
-  JEPSON PARKWAY

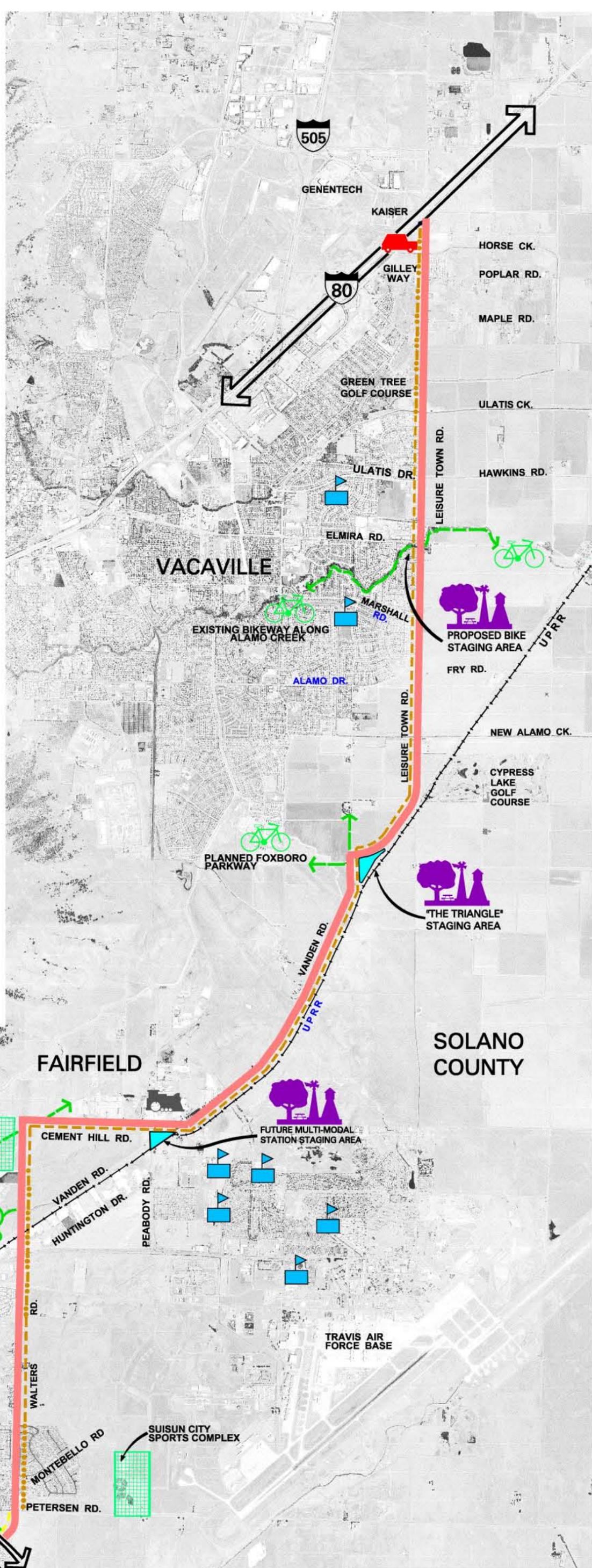
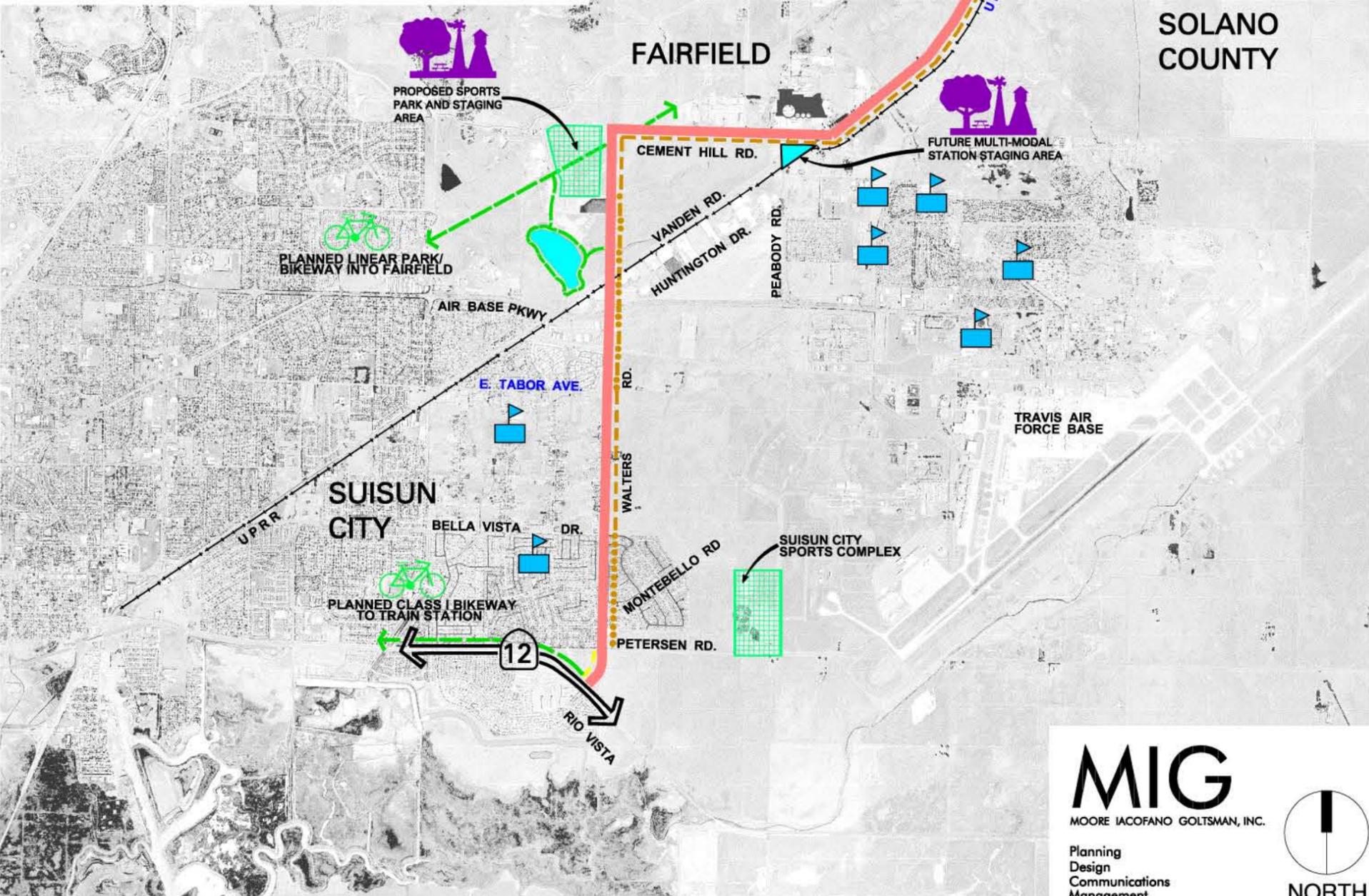


Figure 5



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BICYCLE/PEDESTRIAN FACILITIES BY SEGMENT

Although the bike/pedestrian concept is consistent throughout the corridor, specific features vary along the length of the Parkway. These variations are described in terms of individual segments of the Parkway traveling from Vacaville to Suisun City. In the first segments from I-80 in Vacaville to the Triangle Staging Area near the planned Foxboro Parkway, the bikeway will be located on the west side of the Parkway. At this point, nearly five miles along the length of the corridor, the bikeway switches to the east for the remaining seven miles to Suisun City.

Vacaville: Leisure Town Road from I-80 to New Ulatis Creek Channel

Adjacent land uses on the west side of the road in this area are primarily commercial, recreational (golf course), and institutional (church). Land use on the east side is commercial and rural residential, with the exception of an existing mobile home park. The ten-foot multi-use pathway would be adjacent to the road for most of this segment. Because of constrained right-of-way, the path is not separated from the road by landscaping. On portions of the undeveloped east side of the road, the multi-use path and any landscape buffer would be provided if residential development occurs. In future residential areas, a 35' landscape buffer would be provided with the path meandering within the greenway.



Vacaville: Leisure Town Road from New Ulatis Creek to Alamo Drive

In this segment, the ten-foot wide paved, multi-use path continues to travel on the west side of an urban tree-lined boulevard. Given the proximity of existing homes in this segment, a special treatment area has been designed to provide 35 to 55 feet of landscaped greenway to buffer noise and other impacts from auto traffic along the Parkway. A similar landscaped buffer with a path would be provided on the east if residential development proceeds in that area. These buffers are described in detail in Chapter 5.

Near the middle of this segment, the pathway reaches the Alamo Creek Staging Area, which is linked to an existing bikeway, along Alamo Creek. The Alamo Creek bikeway connects to the Jepson Parkway enabling cyclists and others to travel to various destinations in Vacaville. This staging area has a planned creek park adjacent to it. Vehicle parking would be provided adjacent to the staging areas, because there is not adequate space at the site for a parking area.

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Vacaville: Leisure Town Road from Alamo Drive to Vanden Road

This section of the multi-use pathway is similar to the previous section adjacent to the existing residences of Leisure Town Road. The only difference is that the landscape buffer on the west side may not be quite as wide (35 foot minimum). The pathway connects to the proposed Foxboro Parkway at a signalized intersection. Eventually, a cyclist will be able to travel Foxboro Parkway to the west and then onto a bikepath into the hills on the west side of Vacaville.

Solano County: Vanden Road

This section of the bikeway enters the open grassland area with scattered clusters of trees. Soon after entering this section of the route, the bikeway reaches the second staging area called the “Triangle.” This area is bounded by the Parkway and the nearby tracks of the Union Pacific Railroad (UPRR). The Triangle land is owned by the City of Vacaville and portions of it may be available for an “activity node.” Figure 6 shows a conceptual plan of how this staging area or “activity node” might work on a portion of the City-owned land.

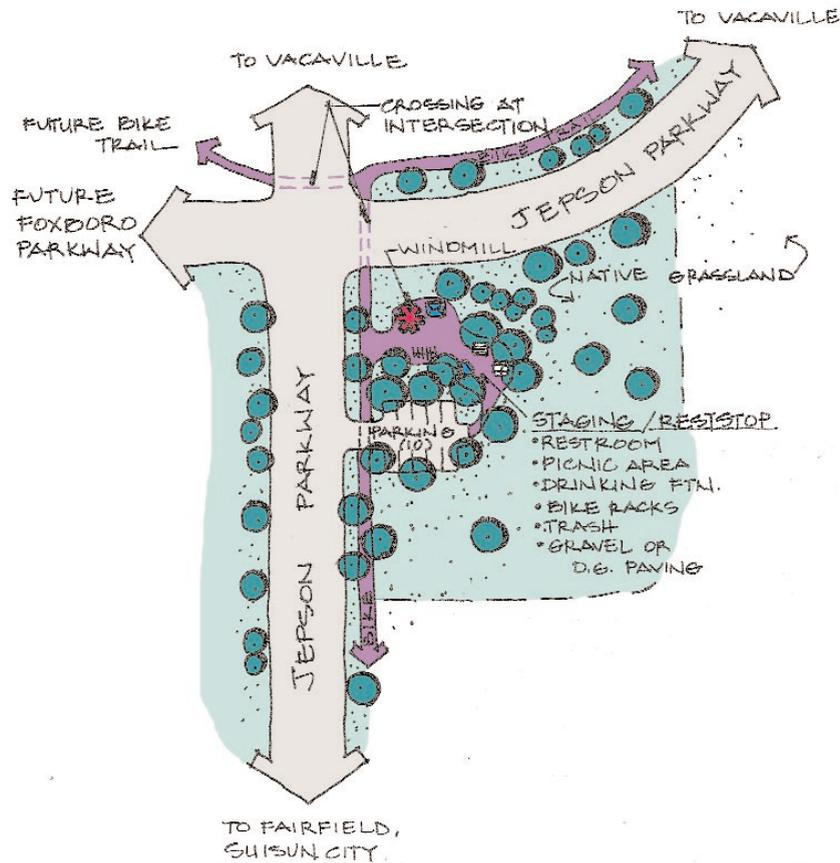


Figure 6: Typical Site Plan of the Triangle Staging Area

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At the north end of this section, the bikeway switches from the west side to the east side of the Parkway. A signalized intersection is designed to facilitate the safe crossing of bicyclists. At this point, cyclists will still travel along a 10-foot wide bikepath separated from the Parkway by a landscaped area and they will also have the tracks of the UPRR on the other side. Visitors who stop at this staging area will enjoy a scenic view across the prairie to Mount Diablo in the distance. In addition, the bikeway along this portion of the route affords a variety of views of rolling grassy hills and other features of the surrounding landscape.

Near the southern end of this segment, the bikeway travels through existing and proposed light industrial land uses. The bikeway is still separated from the vehicle traffic, although the landscaped area is reduced to five feet. In addition, there is a 10-foot wide sidewalk on the west side of the Parkway without landscape.

The planned **Fairfield/Vacaville Multi-modal Station** is located in this segment. It could also serve as a staging area for the Parkway. This third staging area would facilitate biking connections with bus and rail transit. Bicyclists will be able to store their bikes in staging area lockers, or if they prefer, take them on board the trains or attach them to bike racks on buses. This multi-modal facility will expand the regional reach of bicyclists using the Jepson Parkway for both recreational and commuting purposes.



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Fairfield: Cement Hill Road between Walters Road and Peabody Road

This portion of the route is similar to the southerly portion of Vanden Road as it travels through existing and proposed light industrial uses. The bikeway is still separated from the vehicle traffic with a five-foot landscaped buffer on the south side of the Parkway. A sidewalk continues on the north side.

Fairfield: Walters Road South of the North Bay Aqueduct and North of Air Base Parkway

This section of the bikeway continues along an industrial boulevard, with the path separated from the road by a landscaped buffer. The sidewalk on the west side of the boulevard remains. In this segment, there are constraints to the overall right-of-way width due to the presence of various special status plants and habitat areas. Additional analysis of these environmental issues may lead to changes in detailed design.

This segment includes the fourth and final staging area located at or near the proposed Fairfield Sports Park near the intersection of Cement Hill Road and Walters Road. The exact location and design of the proposed Sports Park have not been determined by the City of Fairfield. This staging area is also connected to the proposed Fairfield Linear Parkway that uses an abandoned rail line to connect bicyclists, joggers and others to other destinations within Fairfield.

In this same area, there may be an opportunity to provide a walking or jogging trail around or near the Bureau of Reclamation drainage pond. The pond, used for flood storage and run-off from surrounding industrial uses, offers a visual amenity and potential urban habitat. The feasibility of providing a linking trail in the pond area needs further study in order to understand sensitive species issues, flooding issues, and Federal regulatory interests.

Fairfield: South of Air Base Parkway and North of East Tabor Avenue

In this short section of the Parkway, biological constraints limit the roadway cross-section to 77 feet total, possibly eliminating landscape buffer opportunities. A multi-use pathway is still possible adjacent to the road. Existing development near the roadway on the west side limits space, while a potential habitat area for the endangered Contra Costa Goldfields further restrict options on the east side.

Suisun City: Tolenas Segment, from East Tabor Avenue to Bella Vista Drive

In this segment, the Parkway relies on a frontage road and soundwall to provide an adequate buffer from established residential areas and to allow existing residents to continue to have access. The 10-foot wide, paved, multi-use path resumes on the east side of the Parkway separated by a narrow, five-foot band of landscaping.

Suisun City: Bella Vista Drive to Highway 12

This section of the roadway has already been constructed. The multi-use path is essentially a wide sidewalk without the landscaping separation that characterizes much of the route. At the southern end of the Jepson Parkway, the bikeway connects with a planned Class I bikeway along Highway 12 which will enable Suisun City-bound bicyclists to reach the existing train station. At Peterson Road cyclists will cross at a signalized intersection to the west side to allow the connection to the regional bike path. A new 10-foot bike path will be constructed from Peterson Road to Highway 12.