

ROADWAY PHASING & MANAGEMENT

7. ROADWAY PHASING & MANAGEMENT PLAN

PROJECT PHASING PLAN

The Jepson Parkway project will provide a continuous four-lane parkway from the State Route 12/Walters Road intersection in Suisun City to the I-80/Leisure Town Road interchange in Vacaville. The project runs along Walters Road, an extension of Walters Road to Cement Hill Road, Cement Hill Road from the Walters Road Extension to Peabody Road, Vanden Road to an extension of Leisure Town Road, and Leisure Town Road to I-80.

The project spans the jurisdictions of the City of Suisun City, the City of Fairfield, Solano County and the City of Vacaville. The project has been divided into eleven separate projects for implementation purposes. Funding has been programmed or committed for seven of the eleven project phases, representing approximately 70 percent of the total project cost, as described below.

- (1) Vanden Road Realignment Project (Fairfield):** relocation of Vanden Road from its present junction with Peabody Road to a point opposite Cement Hill Road and installation of a traffic signal. This project is currently under construction.
- (2) Leisure Town Road Bridges Improvement Project (Vacaville):** a safety project that widens three existing bridges on Leisure Town Road.
- (3) Walters Road from Bella Vista Drive to E. Tabor Avenue (Suisun City):** provision of a four-lane divided road immediately east of the existing two-lane undivided Walters Road, which would be retained as a frontage road to serve existing residences.
- (4) Vanden Road from Peabody Road to Leisure Town Road (Solano County):** a safety project that widens the existing two-lane undivided road to a four-lane divided road.
- (5) Walters Road Extension from Air Base Parkway to Cement Hill Road (Fairfield):** provision of a new four-lane divided road with an overpass of the Union Pacific Railroad line.
- (6) I-80/Leisure Town Road Interchange (Vacaville):** improvements to the existing interchange including widening of the existing overpass, widening of existing ramps, provision of new on-ramps and provision of new auxiliary lanes on I-80.
- (7) Cement Hill Road (Fairfield):** widening of the existing two-lane undivided road to a four-lane divided road.

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Funding has not been programmed or committed for the following four projects.

- (1) **Walters Road from E. Tabor Avenue to Air Base Parkway (Fairfield):** widening of the existing two-lane undivided road to a four-lane divided road.
- (2) **Leisure Town Road from I-80 to Alamo Drive (Vacaville):** widening of the existing undivided road to a four-lane divided road.
- (3) **Leisure Town Road from Alamo Drive to Vanden Road (Vacaville):** widening of the existing two-lane undivided road to a four-lane divided road.
- (4) **Walters Road from Route 12 to Petersen Road (Suisun City):** installation of median and traffic signal improvements.

Intersection geometrics are shown in preliminary form, pending more detailed traffic studies in separate Draft Plan Line documents that are available from the Solano Transportation Authority.

TRAFFIC MANAGEMENT PLAN

This section provides guidelines to the four jurisdictions that will be responsible for managing their respective segments of the corridor. The intent of these guidelines is to provide a comprehensive management strategy for the corridor that is consistent with and reinforces the project purpose and need.

Increasing levels of truck traffic are a concern of residents located along Leisure Town Road in Vacaville and others near the corridor. The City of Vacaville City Council has adopted an ordinance designating Leisure Town Road between Orange Drive and Alamo Drive as a “Limited Truck Route,” meaning that trucks with a gross weight of seven tons or more are prohibited except to make local deliveries.

Speed limits will be established for each road segment by the local jurisdiction in cooperation with the STA and member jurisdictions. The concept is to have a consistent and logical flow of traffic over the entire Parkway with speeds appropriate to road conditions and adjacent uses.

Traffic Access

Access to adjacent properties along the route will be provided at full-access intersections that will be generally located at the following minimum intervals. Access is defined as new driveways or intersections. Existing driveways will continue to be accommodated along the Parkway.

- Leisure Town Road: 1/4 mile-1/2 mile
- Vanden Road: 1/2 mile
- Cement Hill Road: 1/2 mile
- Walter Road Extension: 1/2 mile
- Walters Road: 1/4 mile

New driveway access would not be provided along the portion of Vanden Road adjacent to the planned Fairfield-Vacaville greenbelt area except for existing residences. This is designed to discourage future developed land uses in this area and maintain its rural character. Right-in, right-out access would be allowed along Walters Road, Cement Hill Road, and Leisure Town Road. Except under unusual circumstances, new driveway access would not be allowed within 100 feet of major intersections in urban areas and 200 feet of major intersections in rural areas.

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Existing traffic signals are located along the route at the following locations:

- I-80/Leisure Town Road interchange (two ramp intersections)
- Leisure Town Road/Alamo Drive/Fry Road
- Vanden Road/Leisure Town Road
- Walters Road/Air Base Parkway
- Walters Road/Bella Vista Road
- State Route 12/Walters Road

Future traffic signals may be provided at the following locations, subject to meeting the necessary traffic warrants. Additional signals may be added on an as-needed basis. Traffic signals and appropriate signal inter-connects would be part of each project segment.

- Leisure Town Road/Sequoia Drive
- Leisure Town Road/Ulatis Drive
- Leisure Town Road/Elmira Road
- Vanden Road/Canon Road
- Vanden Road/Peabody Road/Cement Hill Road
- Walters Road Extension/Cement Hill Road
- Leisure Town Road/Orange Drive
- Walters Road/Peterson Road

MAINTENANCE PROGRAM

Maintenance of the roadways, landscaping and bicycle facilities in the corridor would be provided by the jurisdiction responsible for each route segment. Funding for these maintenance efforts could be provided either through existing maintenance funds and/or new funding mechanisms associated with future development such as a Landscaping and Lighting District, Mello-Roos Districts or other assessment approaches. In addition, for landscaping, an “adopt-a-road segment” program might be useful. In the industrial sections along Walters Road and Cement Hill Road, private land owners may provide for maintenance of the landscape areas in front of their businesses. It is important that the jurisdictions maximize their cooperative efforts to ensure a consistent high quality standard of maintenance for all Parkway components.

COMMUNITY - WIDE WORKSHOPS

RESULTS AND RESPONSES

The following summarizes key discussion points raised during the community-wide and neighborhood workshops. Also included in this summary are suggestions that emerged primarily from the focused group discussions, including stakeholder interviews and the written comment sheets received.

Each community workshop began with a presentation on the status of the Jepson Parkway project and the objectives of the Corridor Concept Plan. Presenters emphasized advantages to be gained from linking land use and alternative transportation decisions with future roadway planning. Following these presentations, participants from the community offered their general impressions of the project. During this portion of each workshop, a variety of questions were raised and issues identified that reflected a range of opinions regarding the project.

A number of participants indicated why they believed the Parkway is needed and its future benefits, emphasizing the need to correct existing safety and traffic capacity problems along the corridor. Many other participants did not want the project to move forward at all, particularly in light of growth concerns and neighborhood impacts. Others expressed concerns about specific aspects of the project or a particular segment of the roadway. The primary issues of concern are described below. Responses to the concerns and the ways that this Corridor Plan addresses the concerns are noted in italics.

Alternative Transportation

Transportation alternatives should be considered including an off-street bike path, connections between planned land uses and proposed transit facilities. The latter includes the multi-modal station that is intended to provide a link to other regional transit and bus services.

Response: The Transit Element of the Concept Plan is designed to maximize the potential for use of alternative transportation.

Bikeway Concept

Some participants questioned the cost-effectiveness and usefulness of the bikeway component of the project. Others felt on-street bikeways were less safe than off-street bikeways and recommended off street facilities.

Response: An off-street bikeway is proposed for nearly the entire length of the corridor with one minor exception where the road width may not be adequate.

Corridor Identity

Some participants believed that providing a consistent and recognizable identity for the corridor was a positive benefit. Others were concerned with the idea of promoting a roadway that would attract additional traffic. Many possible images and names were suggested through out the process. The name Jepson Parkway emerged as a unifying identity from this list.

Response: The Concept Plan does provide a unifying theme with consistent name, signage, landscaping and a bicycle element.

APPENDIX A

Corridor Management Strategy

The parkway should be managed in a consistent manner to obtain the optimal flow of traffic, to maintain the road and landscaping in high quality condition and ensure speed and safety enforcement. Participants suggested coordinated CHP enforcement, common design and maintenance criteria for all jurisdictions, common criteria for minimizing driveway cuts and other obstructions, limits on truck traffic and weight. They suggested Route 113 as an alternate truck route and Fry to Lewis as an alternate access route to I-80.

Response: The Planning and Management Plan addresses intersections, signals, truck limitations and road/landscape maintenance.

Environmental Impacts

Some participants raised concerns that the roadway construction could impact habitat, drainage and other natural resources.

Response: It should be noted that simultaneously with this planning study, an environmental review of the Parkway is being completed. The resulting EIR/EIS will evaluate potential project impacts and mitigation measures.

Growth-Inducing Potential

Participants were concerned that the roadway may stimulate unwanted residential and commercial growth at the periphery of Fairfield and Vacaville. This growth could have environmental and traffic impacts, result in loss of open space, residential land and habitat and possibly threaten the long-term viability of Travis Air Force Base.

Response: The general plans of the three cities and the County determine any planned growth along the corridor. This roadway project has been in the plans for Fairfield and Vacaville for a number of years.

Growth and Open Space

Some of the participants believed that the corridor concept should be used to acquire open space to discourage growth in the rural portions of the route. Acquisitions should be concentrated in the identified greenbelt area between Fairfield and Vacaville. Many felt this greenbelt area should be expanded to ensure that the two communities remain distinct. Protection for Travis AFB as a key economic force in the community was viewed as essential. Any direct loss of farmland or habitat from the roadway construction itself needs to be replaced or mitigated.

Response: The Landscape Element of the Concept Plan addresses potential open space protection.

Neighborhood Design

For each road segment, the local jurisdiction and STA should work closely with adjacent neighborhoods and businesses to ensure that impacts are addressed. This includes noise mitigation, ensuring the safety of automobiles coming in and out of driveways, and landscaping and visual improvements. In terms of noise mitigation, alternatives to typical sound walls were suggested including broad setbacks with landscaping, potential soundproofing of adjacent residences and technological solutions. Participants suggested that project developers along the parkway contribute to these mitigations.

Response: Many of the design solutions in this Concept Plan are designed to address these concerns such as special treatment areas adjacent to existing residences. The 35-55' landscape buffer in the Vacaville segment is designed specifically to address their issues.

Neighborhood Impacts

Specific segments of the roadway might impact established neighborhoods. Impacts include noise, safety hazards, inconvenience in getting out of driveways and adjacent neighborhoods, and air quality impacts.

Response: Special design treatment areas have been incorporated into roadway design to address some of these concerns. The EIR/EIS will further analyze potential impacts.

Roadway Design

Many participants favored a limited number of lanes on the Parkway. Six lanes were strongly opposed. Some believed even four lanes was not essential throughout the roadway, especially in the rural segments. Others believed four lanes is essential for traffic and safety reasons. Participants suggested avoiding bottlenecks by eliminating at grade crossings particularly at Vanden and Peabody . A cloverleaf crossing was suggested for this intersection. In addition, a three-way stoplight at Suisun City was suggested to protect access to the parkway. Participants suggested the use of frontage roads to protect businesses and residences without impeding parkway traffic flow as necessary.

Response: Many of these ideas such as use of frontage roads are incorporated into Parkway design. The Parkway has no six-lane segments except a short segment near I-80 in Vacaville, already approved as part of the interchange design.

Safety Concerns

Participants were concerned with the safety of the intersections for both vehicular and pedestrian traffic. They favored safety assessments of the intersections and felt the cross walks were inadequate.

Response: Specific intersection design will be addressed at the next level of project design for each segment.

Traffic Analysis

Participants were hopeful the project would alleviate local traffic congestion, but were concerned that it might instead attract regional traffic to the local area. These participants felt it was critical that local and regional traffic patterns be studied carefully and that transit use and potential connections be incorporated into the project design. They also felt that speed should be limited and carefully monitored on the roadway.

Response: The Concept Plan includes a Phasing and Management Element with proposed approach to traffic management, truck limitations and speed limits. The EIR/EIS includes additional study of traffic capacity analysis.

APPENDIX B

VACAVILLE NEIGHBORHOOD WORKSHOP

SUMMARY

Following several workshops held in Vacaville representatives of neighborhood groups' identified the following eleven requests the Plan should include:

- The prohibition and monitoring of large commercial trucks from the Parkway.
- The construction of masonry sound walls, the addition of landscaping and other sound reduction techniques at the appropriate and the most effective locations.
- The addition of traffic signals at the intersection of Sequoia and Elmira initially, and at other intersections as the traffic flow dictates.
- The imposition of speed controls and/or speed reduction along Leisure Town Road and perhaps intersecting streets as traffic patterns change.
- Funding come from the Solano Transportation Authority or other source for the road project including landscaping.
- The maintenance of the new landscaping and parkland improvements be a City expense and not a homeowner expense.
- Other improvements, including additional street lighting and safety measures be implemented.
- Maximum efforts be undertaken with homeowners east of Leisure Town Road, who may be impacted adversely, to meet their needs esthetically and financially to minimize the impact of the project. (Director of Public Works Dale Pfeiffer suggested that one alterantive may be the option of the City purchasing land behind existing homes and then relocating them eastward to accomodate the road expansion).
- There be a permanent committee of individuals (perhaps a minimum of 10), chosen by the community along Leisure Town Road, to act as advisors to the project through planning, any needed refinements, related EIR and other approvals, construction and final completion. This committee and other community involvement would be an additional part of the EIR process.

A P P E N D I X B

- The City of Vacaville adopt necessary ordinances, regulations, resolutions and other measures necessary to implement this plan as outlined.

- The City of Vacaville amend its General Plan to effect the Parkway components and concepts.

APPENDIX E

REFERENCES

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