# Jepson Parkway
## Concept Plan

prepared for:

Solano Transportation Authority

In partnership with:

City of Fairfield ° City of Suisun ° City of Vacaville ° County of Solano

FEHR PEERS

2014

# Jepson Parkway Concept Plan Update
# Draft

*Prepared for:*

Solano Transportation Authority

*May, 2014*

Fehr & Peers

# Acknowledgements


## Solano Transportation Authority (STA) Board of Directors

**Osby Davis**, Chair ..... Mayor, City of Vallejo
**Elizabeth Patterson**, Vice Chair ..... Mayor, City of Benicia
**Jack Batchelor, Jr.** ..... Mayor, City of Dixon
**Harry Price** ..... Mayor, City of Fairfield
**Norman Richardson** ..... Mayor, City of Rio Vista
**Pete Sanchez** ..... Mayor, City of Suisun City
**Steve Hardy** ..... Mayor, City of Vacaville
**Jim Spering** ..... Supervisor, District 3 Solano County

## STA Technical Advisory Committee (TAC)

**Melissa Morton** ..... Benecia
**Joe Leach** ..... Dixon
**George Hicks** ..... Fairfield
**David Melilli** ..... Rio Vista
**Matt Tuggle** ..... Solano County
**Dan Kasperson** ..... Suisun City
**Shawn Cunningham** ..... Vacaville
**David Kleinschmidt** ..... Vallejo
**Janet Adams**, Deputy Executive Director ..... Director of Projects

## STA Jepson Parkway Working Group

Janet Adams, Robert Guerrero, Alan Glen ..... STA
Kevin Berryhill, David Feinstein, Garland Wong
Peter Wright ..... City of Fairfield
Shawn Cunningham, Tracy Rideout ..... City of Vacaville

## Consultant Team

Bob Grandy ..... Fehr & Peers
Nathan Lozier ..... RHAA

# Table of Contents


**Section 1: Introduction** ..... **1**

Progress in Implementing Jepson Parkway ..... 1
Purpose of Jepson Parkway Concept Plan Update ..... 5
Jepson Parkway Project Purpose ..... 5
Public Participation and Outreach History ..... 6
Existing Conditions on the Route ..... 8

**Section 2: Goals & Objectives** ..... **11**

**Section 3: Adjacent Land Uses** ..... **13**

Approved and Pending Development ..... 15
Projects Located in City of Fairfield ..... 16

**Section 4: Transit Element** ..... **21**

Fairfield-Vacaville Train Station ..... 23
Fairfield Transportation Center ..... 24

**Section 5: Bicycle and Pedestrian Element** ..... **27**

Bicycle/Pedestrian Facilities ..... 27
Jepson Parkway Project EIR Bicycle/Pedestrian Facilities by Segment ..... 31

**Section 6: Landscape Element** ..... **39**

Landscape Concepts & Corridor Character Areas ..... 40
Description of Proposed Landscape Treatment by Segment ..... 43
Vacaville: Leisure Town Road from Orange Drive to Poplar Drive ..... 48
Vacaville: Leisure Town Road from Poplar Drive to Sequoia Drive ..... 49
Vacaville: Leisure Town Road From Sequoia Drive To Ulatis Creek ..... 50
Vacaville: Leisure Town Road from Ulatis Creek to Purple Martin Drive ..... 51
Vacaville: Leisure Town Road from Purple Martin Drive to Vanden Road/Foxboro Parkway ..... 52
Fairfield: Vanden Road from Leisure Town Road to Canon Road ..... 53
Fairfield: Vanden Road from Canon Road to P eabody Road ..... 54
Fairfield: Cement Hill Road from Peabody Road to Walters Road ..... 55
Fairfield: Walters Road from Cement Hill to Air Base Parkway ..... 56
Suisun City: Tolenas from East Tabor to Bella Vista ..... 58

# Table of Contents *(continued)*


Suisun City: Bella Vista to Highway 12 ..... 58
Plant Selection ..... 59
Signage & Identity Concept ..... 62
Streetscape and Utilities ..... 68
Open Space ..... 72

**Section 7: Traffic Management Element ..... 73**

Intersection Configurations And Operations ..... 73
Additional Improvements Needed to Meet LOS Thresholds 74

**Section 8: Implementation ..... 83**

Completed Segments ..... 83
Programmed Projects ..... 84
Future Projects ..... 88

# List of Figures


Figure 1 Jepson Parkway Project ..... 3
Figure 2 Adjacent Developments ..... 19
Figure 3 Typical Bus Shelter Elevation ..... 22
Figure 4 Transit Elements ..... 25
Figure 5 Bike/Pedestrian Element ..... 29
Figure 6 Vacaville: Leisure Town Road from I-80 to New Ulatis Creek Channel ..... 31
Figure 7 Vacaville: Leisure Town Road from New Ulatis Creek to Alamo Drive ..... 32
Figure 8 Vacaville: Leisure Town Road from Alamo Drive to Vanden Road ..... 33
Figure 9 City of Fairfield: Vanden Road ..... 34
Figure 10 Fairfield: Vanden Road from Canon Road to Peabody Road ..... 34
Figure 11 Fairfield: Cement Hill Road Segment ..... 35
Figure 12 Fairfield: Contra Costa Goldfields Segment ..... 36
Figure 13 Suisun City: Tolenas Segment ..... 36
Figure 14 Suisun City: Bella Vista Drive Segment ..... 37
Figure 15 Existing Context ..... 39
Figure 16 Urban Boulevard ..... 40
Figures 17, 18, 19 Urban Industrial Boulevard ..... 41
Figures 20, 21 Rural Boulevard ..... 42
Figure 22 Streetscape/Landscape Concept Types by Corridor Segment ..... 45
Figure 23 Existing Urban Boulevard ..... 47
Figure 24 Urban Boulevard ..... 48
Figure 25 Urban Boulevard ..... 49
Figure 26 Urban Boulevard ..... 50
Figure 27 Urban Boulevard ..... 51
Figure 28 Urban Boulevard ..... 52
Figure 29 Rural Boulevard ..... 53
Figure 30 Urban/Rural Transition Boulevard ..... 54
Figure 31 Urban/Rural Transition Boulevard ..... 55
Figure 32 Open Space Boulevard ..... 56
Figure 33 Urban Boulevard ..... 57
Figure 34 Urban Boulevard ..... 58

# List of Figures *(continued)*


Figure 35 Coast Live Oak ..... 59
Figure 36 Toyon ..... 59
Figure 37 California poppy ..... 60
Figure 38 Meadow barley ..... 60
Figure 39 Northern bush monkey flower ..... 60
Figure 40 Chinese Pistache ..... 61
Figure 42 London Plane ..... 61
Figure 43 Strawberry Tree ..... 61
Figure 41 Olive ..... 61
Figure 44 Smoke Bush ..... 61
Figure 45 Jepson Parkway Identity Logo ..... 62
Figure 46 Gateway Locations ..... 63
Figure 47 Vacaville Gateway ..... 65
Figure 48 Suisun Gateway ..... 65
Figures 49 & 50 Identity Marker Examples ..... 66
Figure 51 Jepson Parkway - Wayfinding sign ..... 67
Figure 52 Street Lighting ..... 68
Figure 53 Example of Fairfield Station Area Plan Lighting Styles ..... 69
Figure 54 Flow-through stormwater planter ..... 70
Figure 55 Median stormwater bio-retention area ..... 70
Figure 56 Street-side stormwater bio-retention area ..... 70
Figure 57 Future Traffic Controls ..... 75
Figure 58 Future Intersection Configuration ..... 77
Figure 59 Roadway Project Phasing ..... 85

# List of Tables

Table 1 Existing Major Employers ..... 13

Table 2 Projected Growth in Jepson Parkway Catchment Area Through 2035 ..... 15

Table 3 Future Projects ..... 88

# Section 1: Introduction

The Solano Transportation Authority (STA), in cooperation with four of its member jurisdictions (Solano County, and the cities of Fairfield, Vacaville and Suisun City), identified the Jepson Parkway as a priority transportation project in 2000. The agencies recognized the unique opportunity of this corridor to be a model for linking jobs, land use, open space, transportation, and streetscape design.

At its most fundamental level, the Jepson Parkway provides a continuous four¬-lane roadway from the I-80/Leisure Town Road interchange in Vacaville to the State Route 12/Walters Road intersection in Suisun City (see **Figure 1**), utilizing existing roadways and roadway extensions. At a more innovative level, the Jepson Parkway provides opportunities for bus and rail transit, bicycle and pedestrian travel and high quality streetscape treatment that buffers adjacent land uses from the road and offers an aesthetic benefit for the length of the Parkway.

*Walters Road - Suisun Gateway*

The project responds to a series of critical transportation needs. It provides an essential north-south connection in central Solano County supporting the continued vitality of the three cities, several emerging job centers, Travis Air Force Base and local destinations such as schools and neighborhoods. The project relieves existing and future traffic congestion problems in central Solano County. The project's new overpass of the Union Pacific Railroad on the Walters Road Extension will provide an important alternative for autos, bicyclists and pedestrians to the existing railroad crossing at Peabody Road. The planned grade separation of New Canon Road over the Union Pacific Railroad, as described in the Fairfield Train Station Specific Plan (TSSP), will provide an overpass with similar benefits. The project offers opportunities for safe and attractive bicycle and pedestrian facilities along the entire Parkway where few currently exist. And, finally, it integrates opportunities for improved transit, bicycle and pedestrian connections throughout the county with local land use and development opportunities.

This 12-mile corridor provides a local multi-modal transportation system that promotes local trips to stay on local roadways. The project involves the cooperative efforts of the local partner agencies, the STA, the Metropolitan Transportation Commission (MTC), Caltrans and other related agencies. The overall estimated construction cost of the remaining segments, which will be phased over time, is $187 million.

## Progress in Implementing Jepson Parkway

Significant progress has been accomplished in the implementation of the Jepson Parkway project since the original Concept Plan was adopted in 2000. Five (5) construction projects within the Jepson Parkway project have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; improvements to Leisure Town Road bridges; the Walters Road Widening (Suisun City); and the I-80/Leisure Town Road Interchange (Vacaville).

The Jepson Parkway Project Environmental Impact Report (EIR/Environmental Impact Statement (EIS) were completed with the adoption of a Record of Decision (ROD) in June 2011. The STA Board approved the Jepson Parkway Memorandum of Understanding between the STA, the County of Solano and the Cities of Fairfield and Vacaville on May 11, 2011. The MOU defines the roles and responsibilities of the Jepson Parkway Working Group and each agency in the delivery of the Jepson Parkway Corridor. It also established the Guiding Principles from which to select and prioritize project phases, and codifies the commitment that the Cities have agreed to for development of the portion of the Parkway that would fall within future City limits after the anticipated annexations occur. Funding Agreements were also approved between the STA and the City of Vacaville (May 2011) and the City of Fairfield (May 2012). The initial segments that are being moved forward to construction under these implementation agreements is 4.5-miles between the new Fairfield/Vacaville Train Station at Cement Hill Road and Vanden Road to north of the Alamo Drive/Leisure Town Road Intersection.

The $40 million Fairfield-Vacaville Train Station, located at the Peabody Road/Vanden Road/Cement Hill Road intersection along the central segment of the Jepson Parkway corridor, was approved and fully funded. The station will include a new Capitol Corridor passenger rail station, bus transfer facility, and park-and-ride lot. Construction of the train station is expected to begin in 2014, and is being coordinated with pending construction of the next 4.5 mile segment along Vanden Road and Leisure Town Road.

A number of development projects - which will provide new jobs, a range of new housing types, schools, and a major greenbelt/open space area – have been approved along the Jepson Parkway corridor. The Fairfield Train Station Specific Plan (FTSSP) calls for a compact mix of uses that are designed to be transit supportive and encourage use of the new Fairfield-Vacaville Train Station. The City of Vacaville has or is expected to approve development along Leisure Town Road. Additionally, the City of Vacaville is currently updating their General Plan which includes consideration of land use changes along the east side of Leisure Town Road. Chapter 3 provides a description of approved development along the corridor.

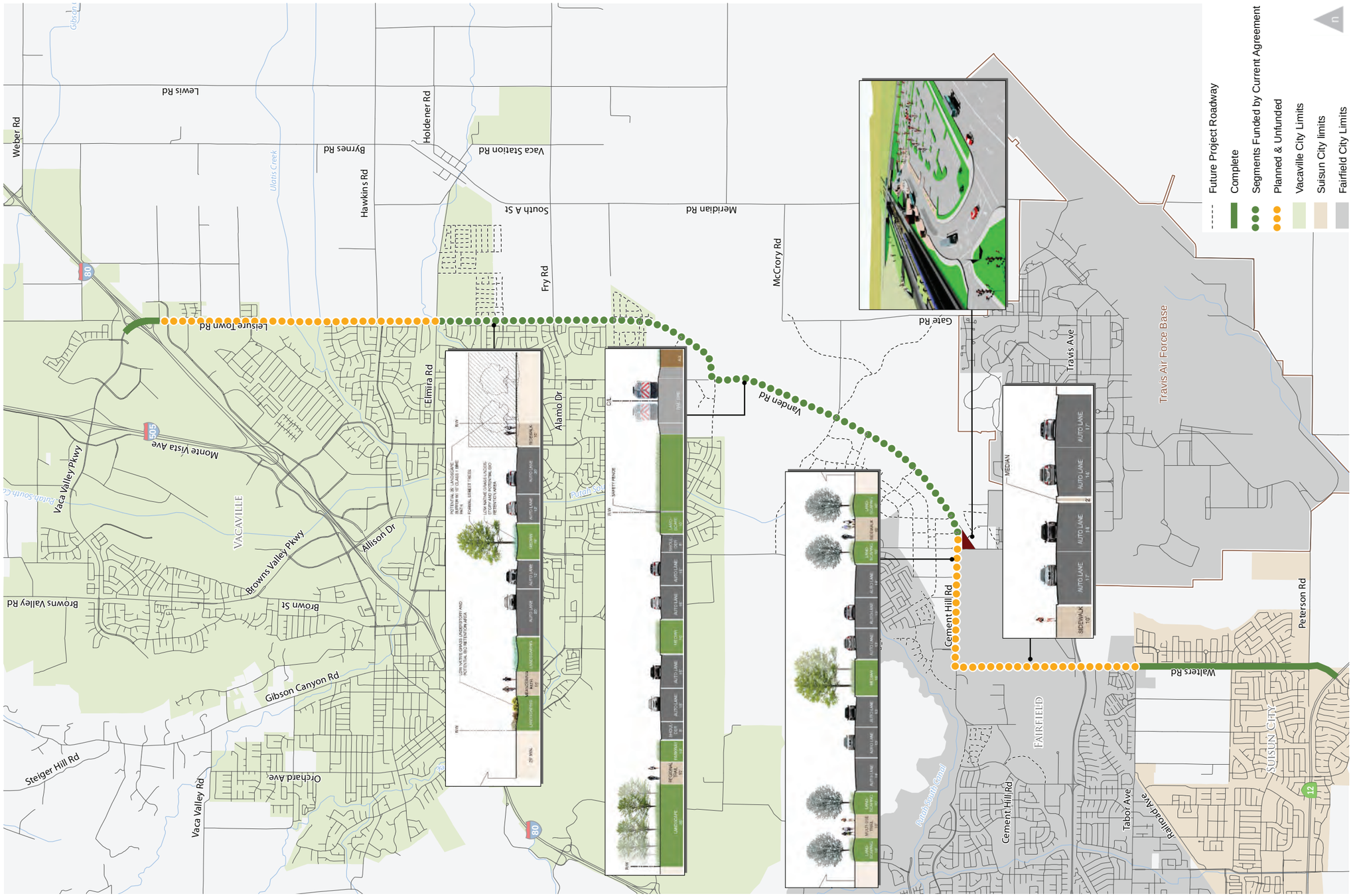



Figure 1

**Jepson Parkway Project**

N:\2012Projects\3025_JepsonPkwyConceptPlanUpdate\Graphics\Draft\GIS\MXD\fig01_CorridorMap.mxd

*(Blank Back of Figure)*

## Purpose of Jepson Parkway Concept Plan Update

The 2000 Jepson Parkway Concept Plan was undertaken as a collaborative multi-agency effort to plan the corridor, roadside landscape treatments, and its adjacent land uses in an integrated and high quality manner. Each component of the Concept Plan was integrated and designed to be implemented with a cooperative approach of the STA and its partner agencies.

The purpose of this 2013 Update is to coordinate the completion of the remaining segments and to identify a series of management policies and guidelines that will ensure that the Jepson Parkway serves its intended purpose into the future. The following are key objectives of this update:

- Identify policies to ensure that the remaining segments are built and that the entire corridor is operated to maintain level of service thresholds for through movements;
- Enhance and expand the multi-modal transit and bicycle/ pedestrian elements consistent with the complete streets concepts;
- Update the landscape element to be consistent with the other approved concept plans along the parkway;
- Identify approved developments that are adjacent to the corridor;
- Identify planned and future improvements that are needed to maintain level of service thresholds; and
- Identify phasing of the remaining segment improvements.

*Jepson Parkway Gateway Feature*

## Jepson Parkway Project Purpose

The Jepson Parkway was designed with the following transportation objectives:

- Implement safety improvements at various locations and road segments;
- Promote linkages between future land uses and transportation facilities to reduce the need for vehicle trips and take advantage of transit, rideshare, bicycle and pedestrian modes;
- Relieve existing and anticipated traffic congestion on local north-south routes in Central Solano County;
- Provide improved and new transit, bicycle and pedestrian facilities; and
- Provide a new grade-separated crossing over the Union Pacific Railroad on the Walters Road Extension.

Construction of the Parkway, including the implementation of safety-related measures, will achieve a number of additional community benefits:

- Create a safe, efficient transportation network for the movement of people and goods within Solano County;
- Protect residents living adjacent to roadways in the corridor from the impacts of existing and anticipated future traffic levels using landscape and noise buffers;

- Provide interconnected traffic signals using advanced transportation methods at major junctions along the corridor to improve access and safety for existing and future uses;
- Provide efficient local streets to serve local trips that currently have to use the freeway system; and
- Improve access for emergency vehicles and transit services.

## Public Participation and Outreach History

### *2000 Concept Plan Outreach*

To ensure comprehensive input, the 2000 Concept Plan effort convened and facilitated a dialogue between various stakeholders of the project including developers, neighborhood groups, environmentalists, staff from STA, the cities, the county and MTC, community representatives and others. This was done to ensure that the resulting plan reflected community feedback and priorities.

The opportunity to expand the roadway project to encompass other related transportation and community goals was stimulated by community discussions. The public and various jurisdictions raised questions and issues regarding possible land use and neighborhood impacts stemming from the Parkway. These discussions and the search for solutions created the opportunity to explore alternative transportation and bikeway connections, opportunities for landscape and aesthetic treatments, design guidelines for adjacent land uses compatible with transit, and open space and habitat protection.

A variety of public outreach methods were used to engage the community in planning the Jepson Parkway Project. These include stakeholder interviews, community workshops, and neighborhood meetings, as well as regular meetings with the STA Board as well as the governing boards/councils of the project partner agencies.

The groundwork for the Concept Plan was developed through a series of meetings held during the late summer and early fall of 1998. Information provided at this early stage established a framework of goals and objectives to provide the foundation for the integrated corridor concept.

Following these initial meetings, fifteen one-on-one interviews were conducted with key community stakeholders representing a broad range of viewpoints. These included interviews with representatives for the chambers of commerce from each of the three cities and the county, environmental groups, neighborhood groups, city and county planning representatives, elected officials and local development interests.

*Public Meeting*

The City of Vacaville held subsequent meetings, both in the neighborhoods potentially impacted by the proposed Jepson Parkway, and before the Planning Commission and City Council. Representations of the neighborhood groups identified eleven criteria they felt the project should meet. A number of alternative concepts were presented and analyzed by City of Vacaville staff. On November 23, 1999, the Vacaville City Council approved a design concept that retains the current location of Leisure Town Road, but provides a 35' to 55' buffer with extensive landscape to reduce impacts on nearby existing or future residences.

Following the interviews and focused meetings, the STA staff and consultants held two broad community workshops. The first workshop was held in the county near Vanden Road in the fall of 1998. The second workshop was held in Vacaville in the spring of 1999.

The two workshops were followed by focused meetings with specific neighborhoods and interest groups as a follow-¬up to particular issues. The information and ideas provided by the public and the various agencies were incorporated into the Concept Plan and subsequent Jepson Parkway Project EIR/EIS Project Description.

### *Jepson Parkway Project EIR/EIS Outreach (2000-2012)*

This Jepson Parkway Project EIR/EIS examined the potential environmental impacts of the alternatives being considered for the proposed project located in the cities of Vacaville, Fairfield, and Suisun City. The document described why the project was proposed, alternatives for the project, the existing environment that could be affected by the project, the potential impacts from each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures. An initial public scoping meeting for the project was held on August 9, 2000.

A Draft EIR/EIS was circulated for public review and agency comments for a 60-day review period starting June 6, 2008. A public hearing on the Draft EIR/EIS was held on June 24, 2008, at the Callison Elementary School in Vacaville.

A Final EIR/EIS, with responses to all public comments, was released in March 2009. The STA Board held a public hearing in March 2009, and certified the EIR for the Project, including each of the remaining segments to be constructed. On June 21, 2011, a Record of Decision was signed by Caltrans, concluding the environmental phase of the project.

### *Outreach for Individual Projects and Related Plans*

As individual segments are fully funded and proceed to construction, the project's partner agencies will conduct targeted outreach efforts to inform community members of final design details and the schedule for pending construction activities. Partner agencies have also conducted extensive outreach efforts for related Plans.

The City of Fairfield, in collaboration with the City of Vacaville, Solano Transportation Authority, Metropolitan Transportation Commission, Capitol Corridor JPA, California Department of Transportation, and the Federal Transit Administration, is finalizing the construction approach for the Fairfield/Vacaville Train Station which will be located at the southeast corner of Peabody Road and Vanden Road. The train station will serve as a convenient stop for Fairfield and Vacaville commuters using the Amtrak Capitol Corridor. The Fairfield/Vacaville Train Station is a key component to the Fairfield Train Station Specific Plan, which promotes a pedestrian-oriented and multi-modal mixed-use community. The City hosted three community workshops, a neighborhood meeting, and a community information meeting in 2011, and 2012, and will maintain a comprehensive public information effort during project construction in 2013.

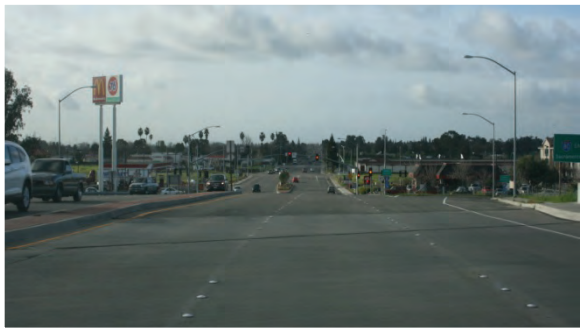
*Fairfield Public Outreach*

The City of Fairfield also conducted extensive outreach for the Fairfield Train Station Specific Plan that was adopted by the City Council in July 2011. The City released three alternative planning concepts in October 2009, and conducted workshops and hearings throughout 2010, prior to the release of a Draft EIR in December 2010. Study sessions and hearings were conducted at the Planning Commission and City Council throughout the first half of 2011, prior to the adoption of the Specific Plan in July.

The City of Vacaville has undertaken an extensive public outreach, education, and community participation process since initiating a major General Plan Update in late 2010. This has included four community outreach meetings, four community workshops, seventeen (17) steering committee meetings, and seven City Council presentations.

## Existing Conditions on the Route

The alignment for the Jepson Parkway starts at the Interstate 80/Leisure Town Road interchange in Vacaville and ends at State Route 12/Walters Road intersection in Suisun City. The corridor is approximately 12 miles long. Existing roads along the route include Leisure Town Road, Vanden Road, Cement Hill Road, and Walters Road. A wide range of land uses exist along these roads including agricultural, commercial, industrial, military and residential.



*Leisure Town Road at I-80*

The northernmost part of the roadway is at Leisure Town Road and Interstate 80, is four lanes from I-80 to just south of Orange Drive. South of Orange Drive, Leisure Town Road is primarily a two-¬lane road all the way to Vanden Road.

*Leisure Town Road*

Three sections of the road have been widened to provide a second southbound lane and portions of the roadway have a striped median. The west side of Leisure Town Road in Vacaville is a mix of commercial, recreational, institutional and light industrial areas. The east side of Leisure Town Road is a mix of commercial, rural residential and agricultural uses.

*Leisure Town Road Extension*

Leisure Town Road was extended from Alamo Drive to Vanden Road in October of 1998. This portion of the road is a two-¬lane undivided road. It is bounded by a mix of residential and agricultural land uses on the west side, and agricultural land on the east side.

*Vanden Road*

Vanden Road, between Leisure Town and Peabody is a two-lane rural road bounded primarily by grazing land. Other uses along Vanden Road include several industrial sites near its intersection with Peabody Road, a storage facility, and two single family homes. The City of Vacaville intends to extend Foxboro Parkway east from Nut Tree Road to intersect with Vanden Road. The intersection will align with Leisure Town Road.

*Peabody Road - Union Pacific RR crossing*

The mainline for the Union Pacific Railroad, which runs from the San Francisco Bay Area east through Sacramento and across the Donner Summit in the Sierra Nevada, intersects the corridor near its mid¬way point. The only existing north¬-south railroad crossing in the corridor is on Peabody Road, a two-lane undivided road. The Jepson Parkway Project will add a new overpass of the Union Pacific Railroad at the planned Walters Road Extension.

*Industrial Uses*

Travis Air Force Base, the county's largest employer, is located near the south end of the corridor. Industrial uses are located immediately west and north of Travis Air Force Base along Peabody Road and Air Base Parkway. Cement Hill Road is an undivided two-lane road with industrial uses located on the north side of the roadway. There are also a number of schools in and around Travis that are served by these road segments.

*Walters Road*

The southernmost portion of the route follows Walters Road, a four-lane arterial, between State Route 12 and Air Base Parkway. Walters Road is bounded primarily by residential uses on the west and a combination of residential, grazing land, church, and industrial uses on the east. It is a divided boulevard from East Tabor Avenue to State Route 12.

# Section 2: Goals & Objectives

The Jepson Parkway is a complex long-term project with multiple components and jurisdictions. As such, changes and improvements will occur over time as implementation proceeds. The Concept Plan needs to be reviewed and revisited every few years to identify progress, update specific projects and modify designs to reflect changing conditions and community needs.

**An overarching goal of the Jepson Parkway Concept Plan Update is to manage the corridor to maintain vehicle throughput so that it will serve its intended purpose as a continuous parkway that serves north-south travel through central Solano County**. Management of the corridor to maintain this goal is the responsibility of the three member jurisdictions through which the Jepson Parkway traverses.

The following project goals are intended to direct and focus further planning, design, and traffic management efforts on each segment of the Parkway.

1) The Jepson Parkway shall integrate multiple modes of safe and efficient travel including vehicle, bicycle, pedestrian and transit.
2) The partner agencies shall implement strategies to maintain vehicle throughput along the parkway as new developments are approved and built.
3) The Jepson Parkway shall be an innovative four-lane and six-lane roadway between I-80 at Vacaville and Highway 12 at Suisun City that emphasizes multi-jurisdictional cooperation and community involvement.
4) Maintain the strategic open space identified in the Fairfield Train Station Specific Plan area to preserve a designated Fairfield-Vacaville greenbelt area as a community separator between the two cities.
5) Provide consistent landscape and streetscape improvements should be used to enhance the unique visual environment of the Parkway.
6) This project promotes the continued vitality of Travis Air Force Base, Fairfield, Suisun City, Vacaville and Solano County, and emerging business parks in the corridor by upgrading the narrow and unsafe local roads that now provide access to these job centers, adjacent neighborhoods, and schools, and expanding roadway linkages.
7) The plan supports local jurisdictions use of land use/ transportation strategies that integrate future commuter rail, bus, park-and-ride, bicycle and pedestrian facilities into urban development where it is planned.

*Travis Air Force Base*

## Objectives

In addition, the following more specific objectives are intended to guide future planning and implementation of the Jepson Parkway.

### *Multiple Modes of Transportation*

- Design the route as a multi-modal corridor that enhances opportunities for transit use and alternative travel modes.
- Design the route to ensure safe and comfortable bicycle and pedestrian travel opportunities, particular for existing and planned residential neighborhoods and schools.
- Maximize bicycle connections to existing and planned bicycle facilities along the route.
- Identify strategic locations for bus stops and park-and-ride/carpooling lots taking into account existing and planned land uses, and desired destinations.

- Identify "activity nodes" or staging areas for bike and vehicle travel. These may be associated with transit or may be stand-alone. Consider the types and levels of improvement including recreation, shade, water, restrooms, landscaping and signage.
- Develop the area around the Fairfield-Vacaville Train Station to ensure that linkages to future local streets, bicycle and pedestrian facilities are maximized.
- Support development of a bike and pedestrian node in the Great Park to be built as part of the Fairfield Train Station Specific Plan

### *Fundamental Roadway Concept*

- The route should be a four-lane and six-lane continuous parkway serving local traffic between I-80 at Vacaville and Highway 12 at Suisun City to link neighborhoods, schools, parks, downtown centers and job centers.
- Maintain level of service for through movements along the corridor by constructing additional improvements (i.e., new parallel routes or additional turn lanes only at key corridor intersections), implementing Intelligent Transportation Systems (ITS) technology to improve operations, and/or modifying signal timing to maintain throughput.
- Minimize driveway cuts, intersections, median breaks and other roadway interruptions to ensure maximum efficiency of vehicle travel.

### *Corridor Identity and Image*

- Establish a clear and consistent identity for the entire route so it is easily recognizable to the community using name, signage and landscaping consistent with the other approved concept plans along the Parkway.

### *Aesthetic Concept*

- Identify existing natural features and landscapes that are unique and attractive along the route. Maximize identification of and views to such features in the design of the Parkway. Determine the appropriate visual environment for each type of road segment including urban, suburban, rural and open space/habitat.
- Design a consistent system of landscape improvements that can make the corridor an attractive and inviting route for travelers using native species that are drought-tolerant, wind resistant and low-maintenance.

### *Land Use and Development*

- As new development projects are approved and designed, local agencies should consider compatibility and connection with transit and alternative transportation modes along the Jepson Parkway, as well as a pedestrian/ bicycle scale to promote more livable communities.
- Provide landscaping and noise mitigation to buffer the impacts of the Jepson Parkway on existing and planned residential development.

### *Open Space Concept*

- Preserve the Greenbelt/Priority Conservation Area and the Habitat Conservation/ Mitigation Bank Area located within the Fairfield Train Station Specific Plan.
- Support development of the proposed Great Park located within the Fairfield Train Station Specific Plan area.
- Use federal, state and local funds as available to protect environmentally sensitive areas and/or greenbelts between communities and enhance the corridor.

# Section 3: Adjacent Land Uses

There are currently approximately 23,000 jobs and over 7,000 housing units located within a half-mile of the Jepson Parkway corridor, according to data collected for the STA travel model. Table 1 provides a list of many of the major employers, and an approximate number of employees, located near the corridor.

**Table 1**
**Existing Major Employers**

| | |
|---|---|
| Travis Air Force Base – 15,280 | Ball Metal Beverage Container Corp. – 170 |
| California Medical Facility (CMF) – 2,215 | Novartis Pharmaceuticals Corp. – 161 |
| Kaiser Permanente Vacaville Medical Center – 800 | Simonton Windows – 155 |
| State Compensation Insurance Fund – 800 | Compu-Tech Lumber - 100 |
| Genentech, Inc. – 650 | Rexam Beverage Can Co. – 100 |
| ALZA Corp./GPSG – 480 | Clorox Company - 70 |
| M&G Dura-Vent, Inc. – 300 | Solano Community College Vacaville Center - 50 |
| SaveMart Supermarkets - 300 | Macro Plastics – 38 |
| Mariana Packing Company, Inc. – 187 | Amos and Andrews, Inc. – 15 |

Jepson Parkway is a major transportation route for these employers and critical to maintaining access by employees, visitors, and the delivery of goods and services. A brief overview of the top six major employers is provided below.

### *Travis Air Force Base*

Travis Air Force Base (AFB) is the largest employer in the City of Fairfield and Solano County. Travis AFB is home to approximately 7,260 active US Air Force military personnel, 4,250 Air Force Reserve personnel and 3,770 civilians. Its workforce has a local economic impact of more than $1 billion annually. Travis AFB is a central hub for other military terminals within the western region. The base handles more cargo and passenger traffic through its airport than any other military air terminal in the United States.

*Travis Air Force Base*

*California Medical Facility*

### *California Medical Facility/California State Prison, Solano*

The California Medical Facility (CMF) has the largest hospital among California prisons and is known as the "the [California] prison system's health care flagship". CMF houses a general acute care hospital, correctional treatment center (CTC), licensed elderly care unit, in-patient and out-patient psychiatric facilities, a hospice unit for terminally ill inmates, general population, and other special inmate housing.

*Kaiser Permanente - Vacaville*

### *Kaiser Permanente Vacaville Medical Center*

The Kaiser Permanente Hospital in Vacaville is a 340,000 square foot, four-story hospital with 112 licensed inpatient beds, 24-hour emergency and pharmacy services, surgical, and advanced diagnostic imaging services. The hospital is a Level III trauma center.

### *State Compensation Insurance Fund Vacaville*

The State Compensation Insurance Fund (State Fund) is the largest provider of workers' compensation insurance in California. State Fund opened its LEED certified Vacaville campus, that currently houses approximately 800 employees, in 2008.

*Genentech - Vacaville facility*

### *Genentech, Inc.*

Genentech's Vacaville facility is the world's largest biotechnology manufacturing plant for the large-scale production of pharmaceutical proteins. The state-of-the-art manufacturing facility produces Herceptin® (Trastuzumab), the company's breast cancer drug.

### *ALZA Corporation*

ALZA Corporation, a subsidiary of Johnson & Johnson, is a pharmaceutical and medical systems company that pioneered the field of drug delivery systems. The large-scale manufacturing facility in Vacaville is one of two operated by the company. ALZA Corporation currently serves as one of Johnson & Johnson's West Coast Pharmaceutical Research & Development sites.

## Projected Growth Through 2035

A significant number of new jobs and housing units are projected to be generated along the Jepson Parkway corridor over the next several decades.

The purpose of this section is to document approved and planned development projects, as well as future development areas, along the Jepson Parkway corridor. The first portion of this section describes projected growth through the year 2035, within a catchment area of the Jepson Parkway, while the second portion describes specific projects that have either been approved or that are expected to be approved shortly.

Table 2 provides a summary of the projected growth within ½ mile of the Jepson Parkway in the City of Vacaville and for the Train Station Specific Plan Area and surrounding developments in the City of Fairfield through the year 2035.

**Table 2**
**Projected Growth in Jepson Parkway Catchment Area Through 2035**

| Growth Located in Following Jurisdiction | New Jobs | New Housing Units |
|---|---|---|
| City of Vacaville | 4,512 | 4,988 |
| City of Fairfield | 3,895 | 7,332 |
| City of Suisun City | 300 | 0 |
| TOTAL | 8,407 | 12,320 |

### Approved and Pending Development

**Figure 2 - Adjacent Developments**, shows adjacent development along the Jepson Parkway corridor that is either currently entitled or in the entitlement process. The following section provides a brief highlight of each of the projects.

## Projects Located in City of Fairfield

### *Fairfield Train Station Specific Plan*

The Specific Plan Area surrounds the Fairfield-Vacaville Multi-Modal Train Station, which will be constructed in the southeast quadrant of the intersection of Peabody Road/Cement Hill Road/ Vanden Road. The Specific Plan community framework is based on transit-oriented design, traditional neighborhood planning principles, sustainable urban form, and an integrated open space concept. Approximately 1,100 new employees can be housed in the commercial uses in the plan area.

The plan area encompasses 2,972 acres of land and has the following key characteristics according to the Specific Plan.

- Construction of a variety of housing types with up to 6,800 units on 503 residential acres
- Provision of a minimum of 3,000 dwelling units within a half-mile radius of the Train Station
- Development of new industrial businesses on approximately 286 acres
- New stores and businesses on up to 47 commercial and mixed-use acres
- An elementary school and library on up to 12 acres
- Park land totaling at least 156 acres
- Resource conservation and mitigation resulting in 869 acres of conserved open space

*Artist Rendering of Fairfield-Vacaville Train Station*

### *Goldridge*

The Goldridge project is a residential subdivision, located on the west side of Peabody Road that was approved for a total of 1,458 units. Permits have been issued for over 60% of the units.

### *Hawthorne Mill*

The entitlement process for this 454 acre project is ongoing. An early project description identified 670 residential units, approximately four acres of commercial uses at the southwest corner of the Peabody Road/Cement Hill Road intersection, and a 273 acre conservation area.

### *Madison*

The Madison project is a residential subdivision, located on the east side of Peabody Road that was approved for a total of 221 units. Permits have been issued for over 20% of the units.

### *Villages at Fairfield*

The Villages at Fairfield project is located along both sides of Cement Hill Road on approximately 433 acres. The project is divided into four residential projects, a community shopping center, a school, and parks and open space. It is approved for 2,159 residential units.

## Projects Located in City of Vacaville

### *Brighton Landing*

The Brighton Landing project, located on the east side of Leisure Town Road between Elmira Road and Marshall Road, is in the final entitlement stage. The project proposes to build 769 residential units, approximately 63,000 square feet of commercial uses, a 700 student elementary school, and a 1,200 student high school.

### *Southtown*

The Southtown project, located on the west side of Leisure Town Road, was approved for a total of 1,933 residential units and approximately 42,000 square feet of commercial uses.

### *Southtown Commons*

The Southtown Commons project, located on the east side of Leisure Town Road, was approved for a total of 241 residential units.

### *Vanden Meadows*

The Vanden Meadows project, located on the west side of Leisure Town Road and south of the Southtown project, was approved for a total of 939 residential units.

(INTENTIONALLY LEFT BLANK)

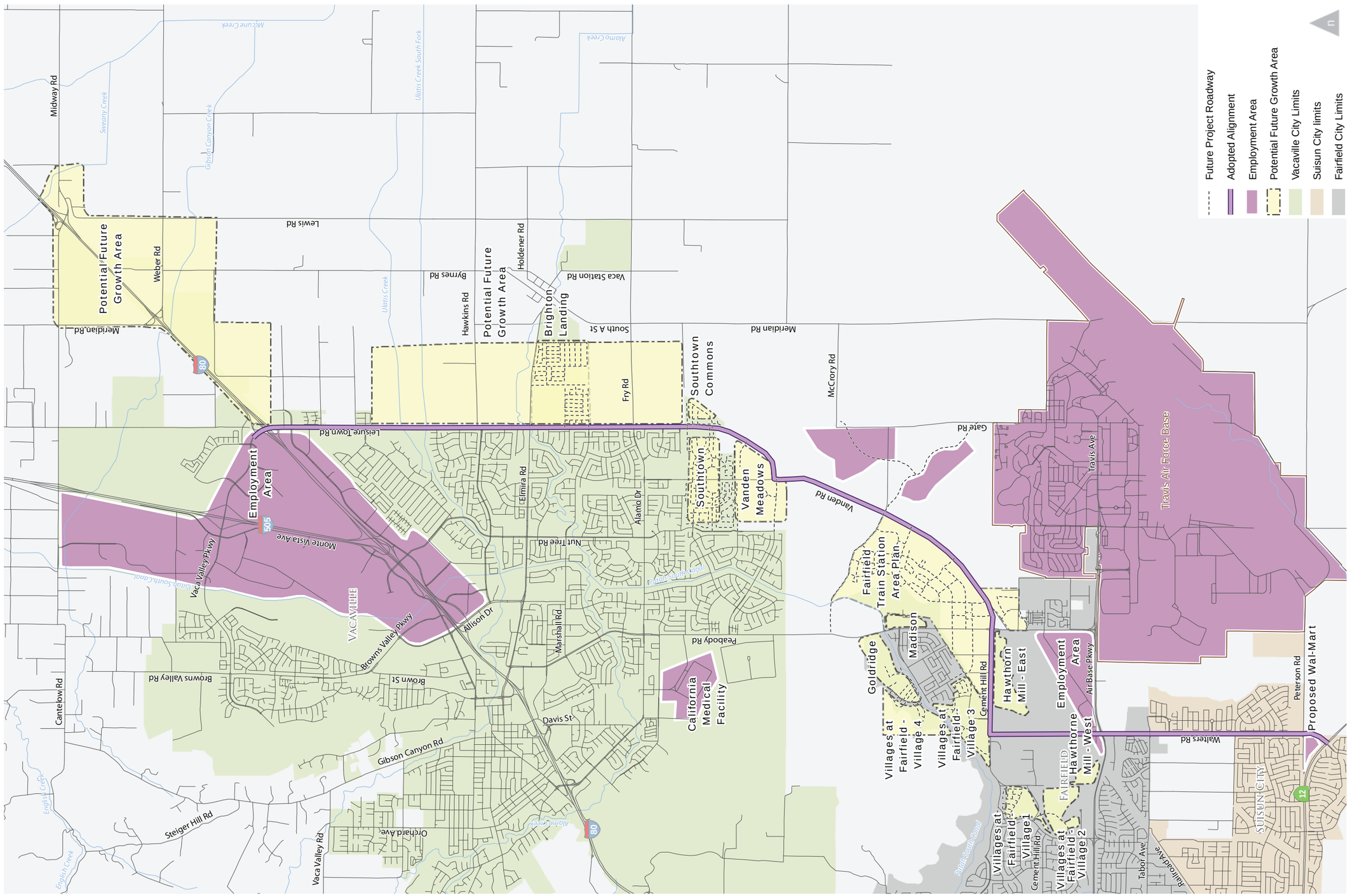



Figure 2

**Jepson Parkway Project Adjacent Development/Projects Map**

N:\2012\Projects\3025_JepsonPkwyConceptPlanUpdate\Graphics\Draft\GIS\MXD\fig02_AdjacentDevelopment.mxd

**Figure 2 Adjacent Developments**

*(Blank Back of Figure)*

# Section 4: Transit Element

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 transit facilities are the Vacaville Transportation Center located near the northern terminus of the Parkway and the Fairfield Vacaville Train 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.

*Above: Vacaville CityCoach*
*Below: Fairfield and Suisun Transit*

## Proposed Bus Routes

Two potential bus routes are proposed to provide future transit services along the Jepson Parkway: 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 Train Station and the timing of development activities along the corridor. Figure 4 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. Construction of future bus stops that are not implemented as part of the initial Jepson Parkway projects will be the responsibility of local agencies, either through agreements with developers and/or as subsequent improvement projects. The following is an illustrative concept of a bus shelter design developed for the City of Vacaville.

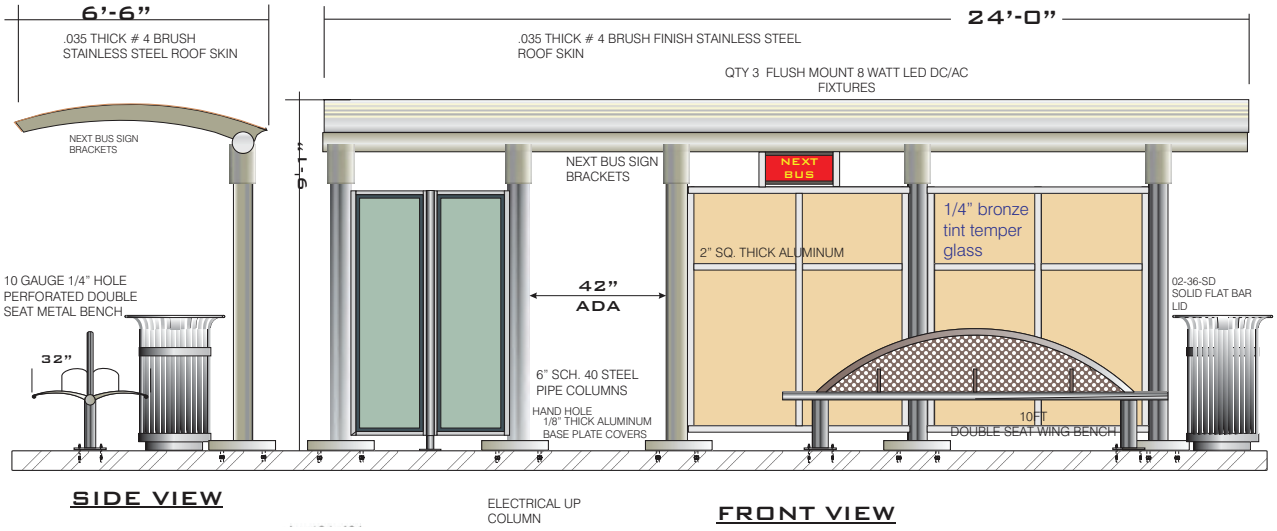



**Figure 3 Typical Bus Shelter Elevation**

*24-Foot Cantilever Bus Shelter*

## Local Bus Routes

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 intent of the local bus route vision was to have the terminus points at the Fairfield Transportation Center and the Vacaville Transportation Center. Beginning at the Fairfield terminus, the local bus route could travel to the Suisun City-Fairfield train station via Beck Avenue and State Route 12. The route could then link to Walters Road via State Route 12, Sunset Avenue and Pintail Road. The route could connect to Travis Air Force Base via Air Base Parkway. The next major destination could be the planned Fairfield-Vacaville Train Station via Peabody Road. The route could continue into Vacaville via Vanden Road and Leisure Town Road. As the local bus travels north on Leisure Town Road, it could connect to the Vacaville Transportation 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 could then transfer to the special shuttle at the planned train station.

## Local Express Bus Routes

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 Transportation Station and the Vacaville Downtown Transfer Center. A key destination point would be the planned Fairfield-Vacaville Train Station, 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 4 - Transit Elements**, shows the future bus 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 future bus route or through a modification of an existing line such as Route 20. Route 20 currently links the Fairfield Transportation Center and the Solano Mall in Fairfield with the Davis Street Park and Ride in Vacaville.

## Vacaville Transportation Center

The Vacaville Transportation Center, located at the corner of Ulatis and Allison Drive, officially opened on March 10, 2011. The project includes 245 parking stalls, of which 20 are reserved for vanpool parking and 7 for Americans with Disabilities (ADA) accessible parking. There are 32 stalls that are large enough to be converted from standard parking to "vanpool" parking if there is a need in the future.

The bus routes to and from the station include:

a) All Vacaville City Coach Routes

b) Yolo-Solano Transit

c) Solano Intercity Express:

- Route 20 serving Fairfield and Vacaville
- Route 30 serving Fairfield, Vacaville, Dixon, Davis and Sacramento
- Route 40 serving Fairfield, Vacaville and the BART stations at Walnut Creek and Pleasant Hill

*Vacaville Transportation Center*

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. The Vacaville Transportation Center also serves as a location to join a vanpool or carpool to reduce single occupant driving.

### Fairfield-Vacaville Train 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 existing station is currently at Suisun City near its downtown.

*Artist Rendering of Fairfield-Vacaville Train Station*

The location of the planned 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 transit oriented housing and employment center anchored by the Fairfield/Vacaville Train Station.

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.

## Fairfield Transportation Center

The Fairfield Transportation Center is located on Cadenasso Drive at the West Texas Street off-ramp of the I-80 freeway in Fairfield. Completed in 2001, the Transportation Center features ten sheltered bus bays, three passenger shelters for casual carpools, a 400 space parking structure and 200 space parking lot, 28 bicycle lockers, bicycle racks and 2 parking stalls dedicated to electric vehicles. The bus operators who currently serve this facility are Fairfield & Suisun Transit (FAST), Solano Transit (SolTrans) and Rio Vista Transit (Delta Breeze). Due to its central location between the Bay Area and Sacramento, the Transportation Center offers bus service to both Pleasant Hill and El Cerrito BART Stations and to downtown Davis and Sacramento. The City is currently seeking funding to expand the Transportation Center's parking and commercial offerings. They are planning to add about 400 parking spaces and redesign the I-80 off-ramp to permit direct access for buses into the bus loading area, improving express bus service and schedule reliability.

*Fairfield Transportation Center*

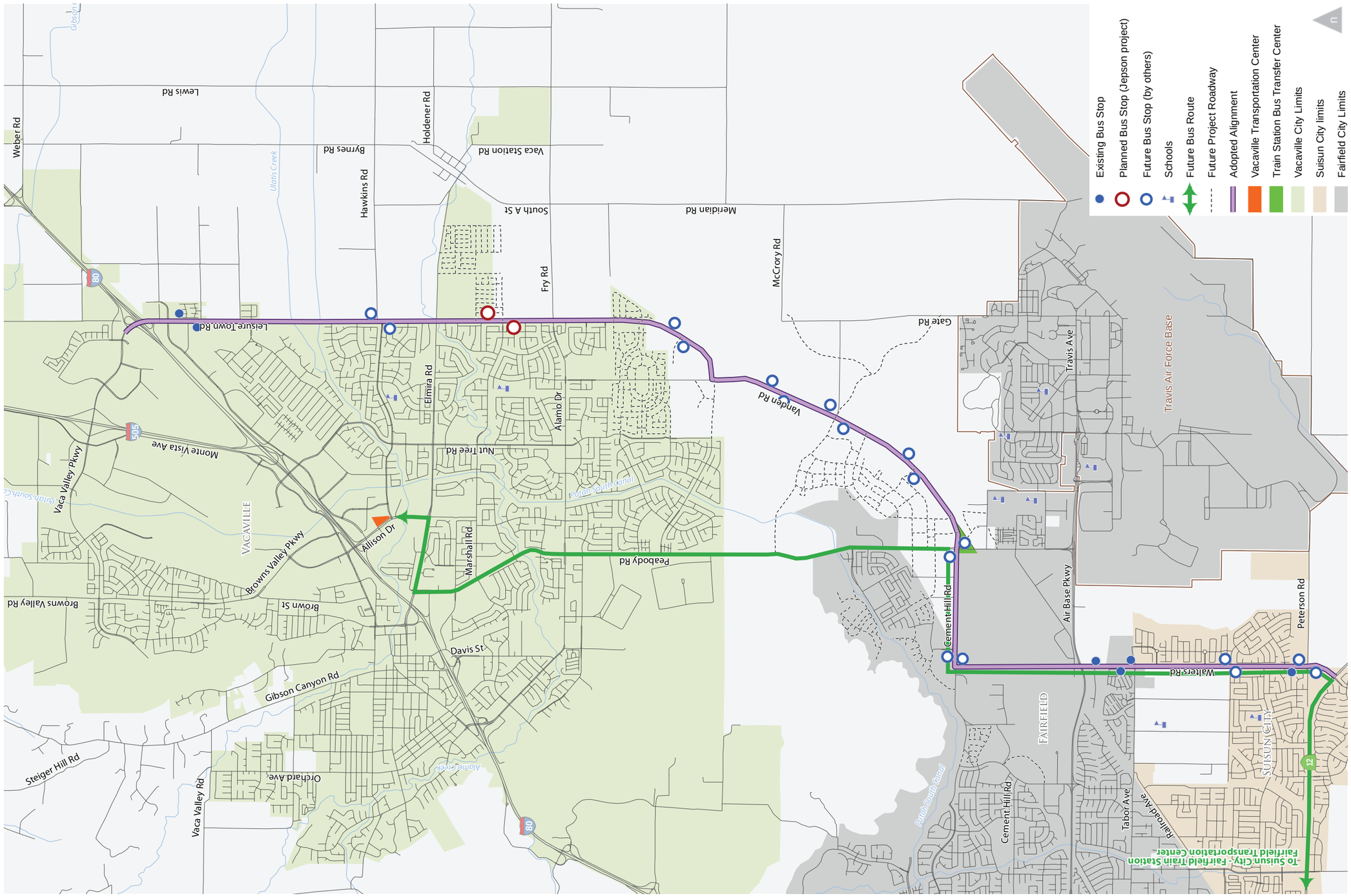



Figure 4

**Jepson Parkway Transit Element**

N:\2012Projects\3025_JepsonPkwyConceptPlanUpdate\Graphics\DraftGIS\MXD\fig04_Transit.mxd

**Figure 4 Transit Elements**

*(Blank Back of Figure)*

# Section 5: Bicycle and Pedestrian Element

The Jepson Parkway bicycle and pedestrian path is an important segment in the countywide network because it links residents in three cities to each other and to the county to the future the Fairfield Vacaville Train Station and beyond with intercity connecting routes such as:

- Vacaville Dixon Bike Route
- Fairfield Linear Park Trail
- Suisun Central County Bikeway

It is also an important link to existing and future employers such as Travis AFB, Genentech, and Kaiser, as well as recreational and education facilities planned as part of Fairfield's new Train Specific Plan.

*Bicyclists in Vacaville*

One of the central objectives of the original 2000 Concept Plan was to provide safe, attractive and convenient bicycle and pedestrian travel along the corridor. The Parkway has been conceptualized 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, and other users.
2) To provide on-street bike lanes where possible.
3) 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.
4) To provide linkages to existing and planned bike and pedestrian facilities and recreational opportunities within each of the communities.

*Solano County Bike Route Designation Sign*

## Bicycle/Pedestrian Facilities

**Figure 5** shows improvements along the Jepson Parkway corridor as well as connections to regional facilities. Other local facilities planned by the partner agencies are incorporated by reference.

A ten-foot wide, multi-use, paved off-street bike path is planned for nearly the entire 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. Bike lanes will also be provided in several segments of the corridor.

The bike/pedestrian facilities have been introduced and included in two important documents related to the corridor:

1) The STA's Jepson Parkway Project Final Environmental Impact Report (EIR) (2011); and
2) The City of Fairfield's Train Station Specific Plan (2011). The Jepson Parkway bicycle and pedestrian facilities are also considered as part of the STA's adopted Countywide Bicycle and Pedestrian Plans (2012).

(INTENTIONALLY LEFT BLANK)

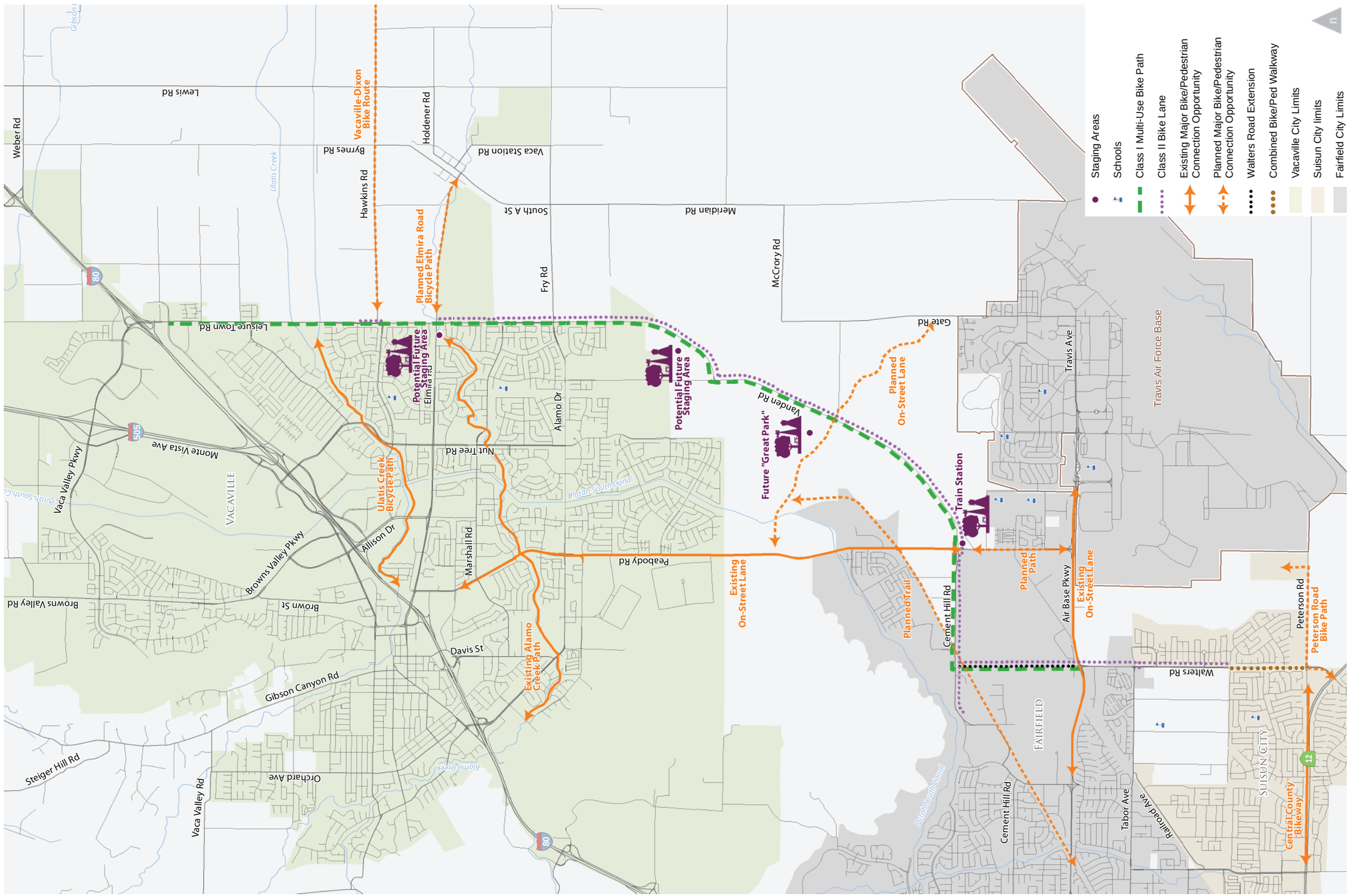



Figure 5

**Bicycle and Pedestrian Element**

N:\2012Projects\3025_JepsonPkwyConceptPlanUpdate\Graphics\Draft\GIS\MXD\fig05_BikePedElement.mxd

**Figure 5 Bike/Pedestrian Element**

*(Blank Back of Figure)*

## Jepson Parkway Project EIR Bicycle/Pedestrian Facilities by Segment

The approved STA's Jepson Parkway Project EIR describes the purpose and need of the project, alternatives considered, and the preferred alternative for which the STA will design and construct. The EIR takes into account the City of Fairfield's Trains Station Specific Plan as it is the land use, policy and regulatory document designed to guide land use development around the Fairfield Vacaville Train Station. In addition, the City of Vacaville is currently updating its General Plan and is encouraged to reflect the goals and objectives of the Jepson Parkway Concept Plan.

Although the bike/pedestrian concept is consistent throughout the corridor, specific features vary along the length of the Parkway. These features are included as part of the approved Jepson Parkway Project EIS/R. These variations are described in terms of individual segments of the Parkway traveling from Vacaville 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.

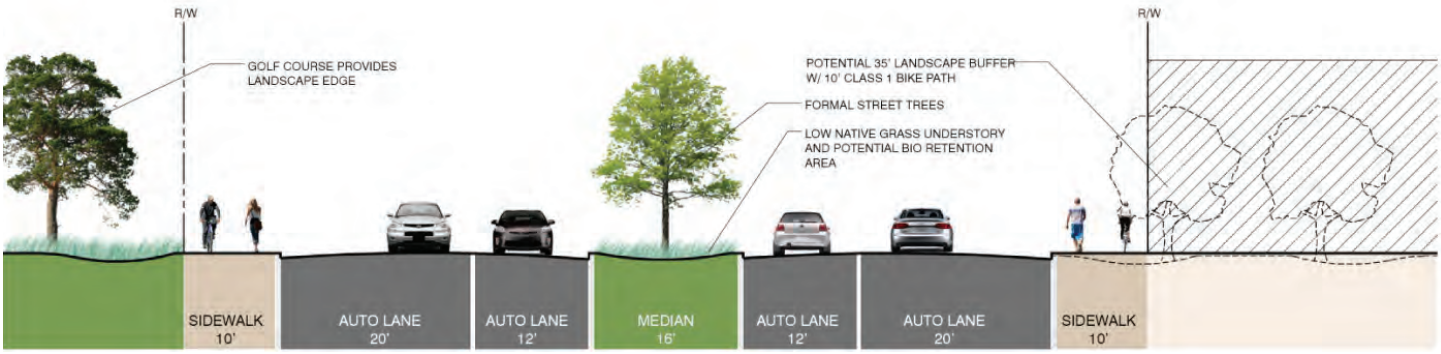



**Figure 6 Vacaville: Leisure Town Road from I-80 to New Ulatis Creek Channel**

### *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 a 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.

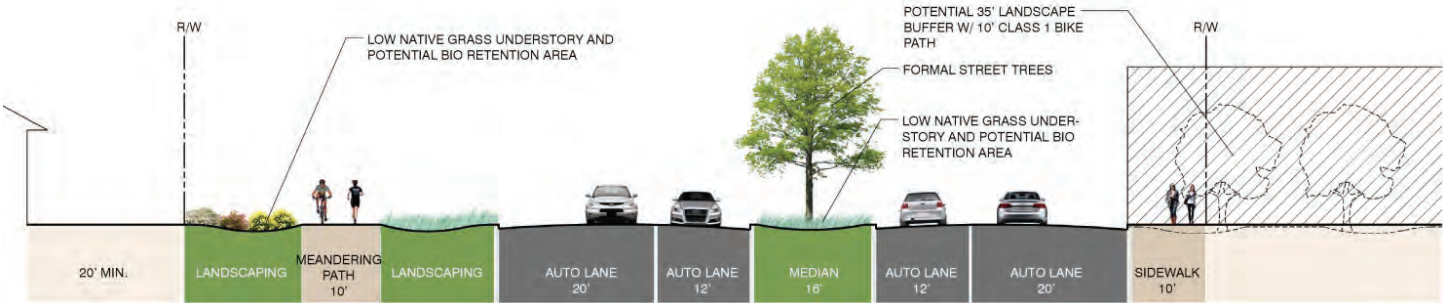



**Figure 7 Vacaville: Leisure Town Road from New Ulatis Creek to Alamo Drive**

Trees will not be continuously planted in the landscaped portion of the cross-section on the west side of Leisure Town Road. This is due to a combination of right-of-way constraints, the use of "green street" treatments such as stormwater bio-retention areas, and the location of utilities. The sidewalk on the east side of Leisure Town Road would be constructed as future development occurs.

Local and regional bicycle routes connecting to this segment of the Jepson Parkway include Vacaville's Ulatis Creek multi-use path and Solano Vaca-Dixon Bike Route. The Ulatis Creek Path is located on the west side of Leisure Town Road at Ulatis Creek. The Ulatis Creek Path includes is a network separated and on street sidewalk paths that links the Jepson Parkway to Vacaville's Cultural Center and Transportation Center at Ulatis Drive and Allison Drive. The County's Vaca-Dixon Intercity Class 2 Bike Route connects beginning at the Jepson Parkway and Hawkins Road intersection. The Bike Route continues east along Hawkins Road to Pitt School Road and travels north to the City of Dixon at Porter Road. Solano County has continued to construct the Vaca-Dixon Bike Route in phases. Currently, Pitt School Road and portions of Hawkins Road have been completed and are signed and striped as Class 2. Upon completion of the Vaca-Dixon Bike route, riders will have a continuous bike network between the cities of Vacaville, Dixon and Davis through a network of existing local bike routes in Dixon and the Dixon-Davis Bike Route.

In addition, the Jepson Parkway would link to the existing Alamo Creek bicycle path just south of the intersection of Leisure Town and Elmira Roads. Like the Ulatis Creek multi-use path, the Alamo Creek bikeway connects to the Jepson Parkway enabling cyclists and others to travel to various destinations in Vacaville.

*Vacaville: Leisure Town Road from Alamo Drive to Vanden Road/Foxboro Parkway*

This section of the Jepson Parkway Project includes a 10-foot-wide landscaped area on the southeasterly side of Leisure Town Road, and a linear park would be provided on the northwesterly side where right-of-way allows. The linear park would consist of a 10-foot-wide meandering bicycle and pedestrian path and a landscaped area. The bicycle and pedestrian path would be separated from the roadway by at least five feet and from the back of the right of way line by at least two feet.

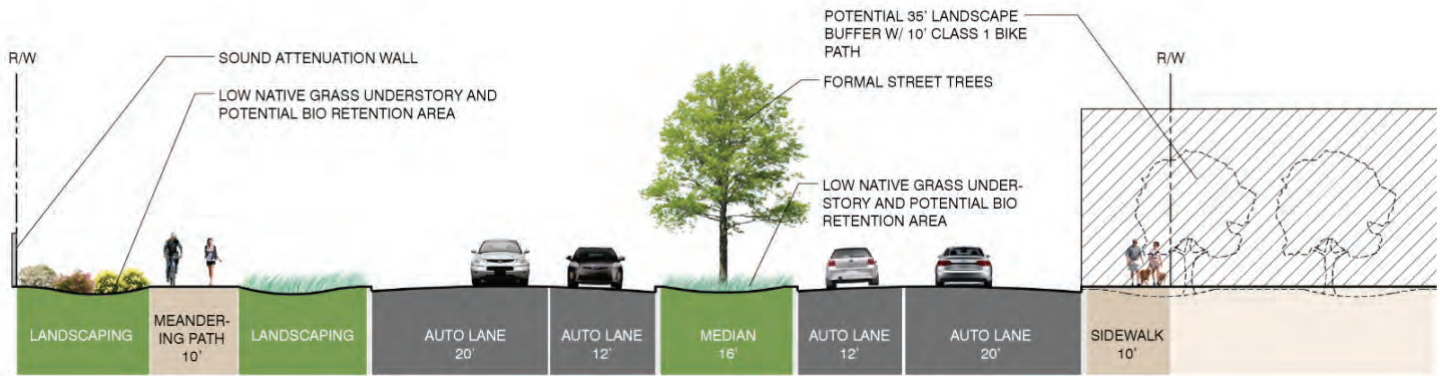



**Figure 8 Vacaville: Leisure Town Road from Alamo Drive to Vanden Road**

Trees may not be continuously planted in the landscaped portion of the cross-section on the west side of Leisure Town Road. This is due to a combination of right-of-way constraints, the use of "green street" treatments such as stormwater bio-retention areas, and the location of utilities. The landscaping and path on the sout and west sides would be implemented by future development projects as they occur. The sidewalk on the east side of Leisure Town Road would be constructed as future development occurs. This is only anticipated along a short portion of the segment immediately south of Alamo Drive. A sidewalk and landscape buffer will not be constructed on the east side of Leisure Town Road, to the south of future planned development, along the frontage of the City's detention basin.

### *City of Fairfield: Vanden Road*

This section of the bikeway enters the open grassland area with scattered clusters of trees. A landscaped area would be provided on the northwesterly side consisting of a 10 foot wide meandering bicycle and pedestrian path and landscaped area. The bicycle and pedestrian path would be separated from the roadway by at least 10 feet. On-street bike lanes would be provided in the eight foot shoulder areas along Vanden Road.

Bicycle and pedestrian users 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.

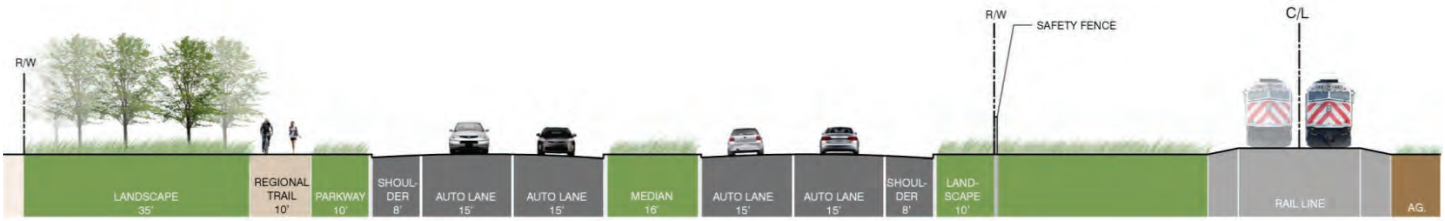



**Figure 9 City of Fairfield: Vanden Road**

The City of Fairfield's Train Station Specific Plan Area is located in this segment. The Train Station Specific Plan includes several on-street and off-street bike and pedestrian connections that feed into the Jepson Parkway project as well as the planned Fairfield/Vacaville Train Station. The Fairfield/Vacaville Train Station would facilitate biking connections with future bus and rail service. 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.

The Train Station Specific Plan's bike and pedestrian network includes planned connections to the City of Fairfield's Linear Park extension, the Lake District and the Great Park.

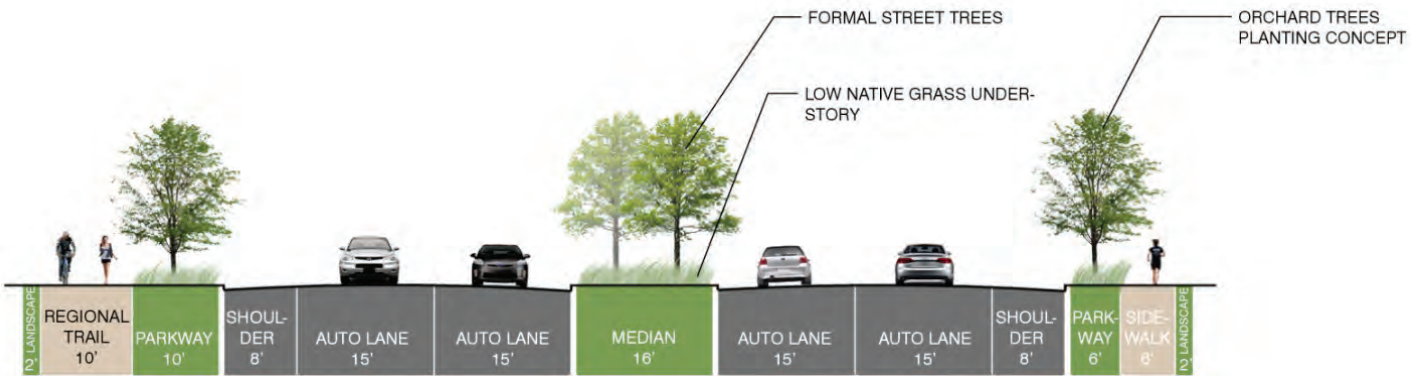



**Figure 10 Fairfield: Vanden Road from Canon Road to Peabody Road**

### *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. A 10 foot multi-use trail would be constructed on the south side of Cement Hill Road, separated from the face of curb by a 10 foot landscape strip. In addition, A 10 foot multi-use trail would be constructed on the north side of Cement Hill Road, with a 10 foot landscaped strip between the trail and the right of way line.

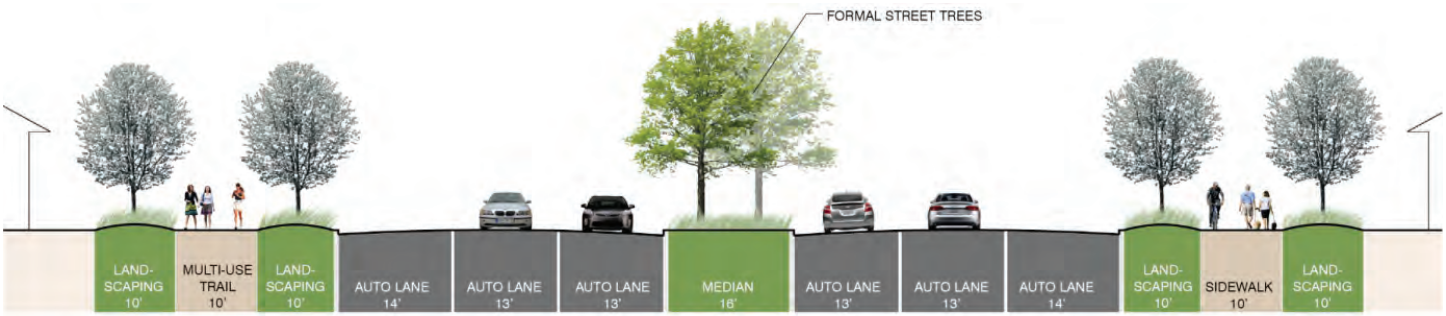



**Figure 11 Fairfield: Cement Hill Road Segment**
South Segment of Cement Hill Road between Walters Road and Peabody Road

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

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. The Jepson Parkway Project is planned to construct a 10 foot wide multi-use bike and pedestrian path immediately adjacent to the roadway on the east side separated from the road by a 5 foot wide landscaped strip on either side of the path. A direct connection to the future Fairfield Linear Park Trail extension is included in this segment and provides an opportunity for a staging area for recreational and commuter user purposes. Upon complete build out the Fairfield Linear Park will be 10 miles of continuous Class 1 multi-use path connecting Solano College in Suisun Valley in the south-west portion of Fairfield to the Train Station Specific Plan area in the north east portion of the city.

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 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, limiting landscape buffer opportunities. 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. A 10 foot multi-use pathway is still planned for construction adjacent to the roadway on the east side.

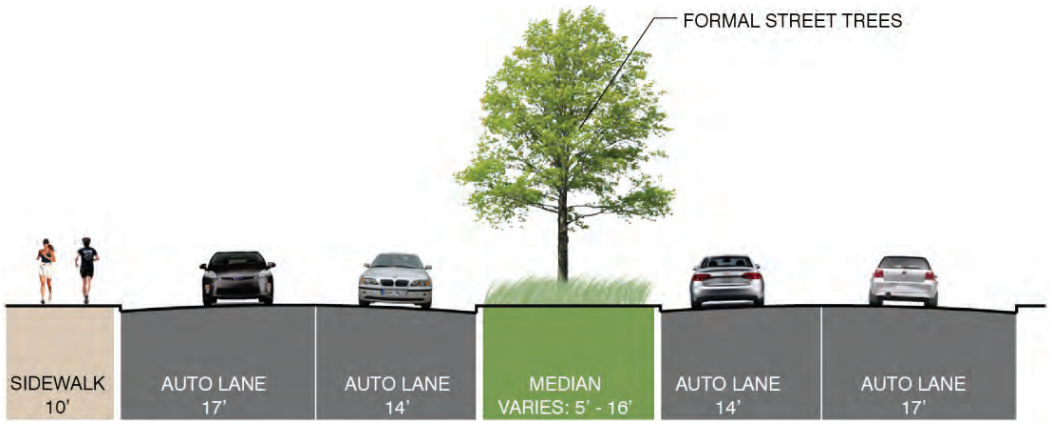



**Figure 12 Fairfield: Contra Costa Goldfields Segment**
South of Air Base Parkway and North of East Tabor Avenue

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

The following two segments have already been constructed. The Parkway relies on a frontage road and sound wall 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.

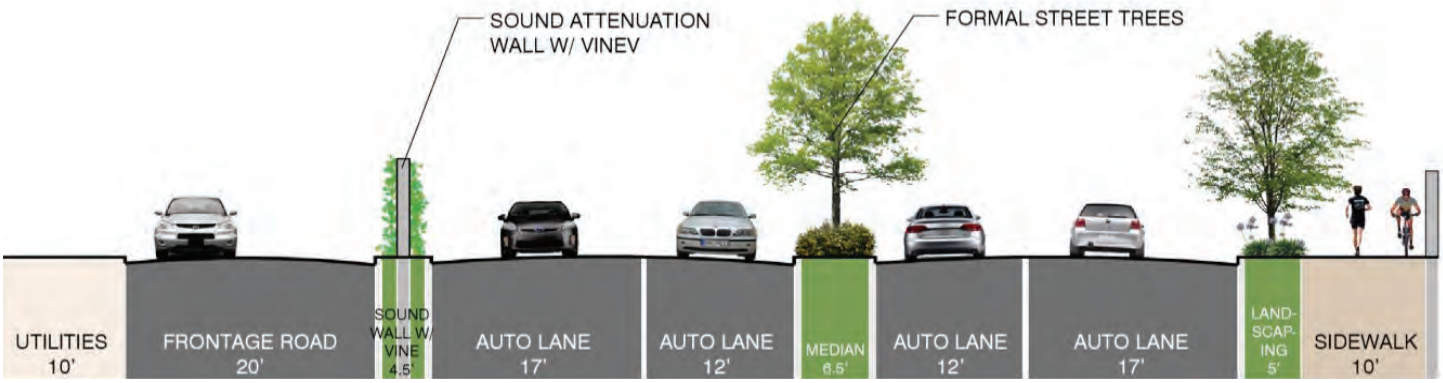



**Figure 13 Suisun City: Tolenas Segment**
South of Air Base Parkway and North of East Tabor Avenue

### *Suisun City: Bella Vista Drive to Highway 12*

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 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.

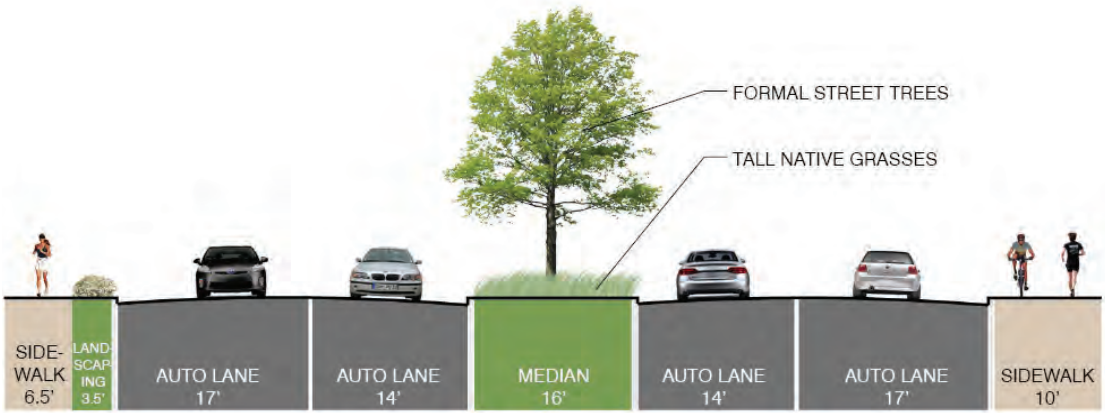



**Figure 14 Suisun City: Bella Vista Drive Segment**
Bella Vista Drive Segment from Peterson Road to Highway 12

(INTENTIONALLY LEFT BLANK)

# Section 6: Landscape Element

The Landscape Element uses complementary streetscape design features to provide an attractive and inviting route for a variety of users. The 12-mile Parkway has several distinct environments that vary by segment. The landscape design recognizes these variations in the visual and land use character of the corridor.

**Figure 15 Existing Context**
Rows of orchard trees relate to the existing agricultural surroundings

The landscape component of the project is designed to achieve the following specific objectives:

- Provide ample landscaping, using low maintenance, low water use native plantings that evoke the surrounding landscapes.
- Maintain the visual character of the open grasslands and agricultural landscape in the rural county areas.
- Provide rest areas, landmarks and gateways, and consistent signage at key locations to help unify the Parkway.
- Utilize Low Impact Development landscape features that treat and manage stormwater runoff.
- Provide noise mitigation and wide landscape buffers to mitigate impacts to established and planned residential areas.

Landscaping and buffer areas offer many benefits for the Jepson Parkway. First and foremost, landscape treatment provides visual relief along a major arterial roadway for vehicle passengers, bicyclists and pedestrians. Tree canopies and understory offer attractive close-in views to frame distant views of hillsides, Mt. Diablo and the grasslands. Landscaping can visually highlight certain areas such as intersections or staging areas and screen undesirable views such as industrial structures. Tree canopies in particular provide shade and cooling, while wind rows or hedgerows provide some measure of wind and dust protection. Landscape features such as vegetated buffers and bio-retention planters can also improve water quality, slowing and cleansing roadway storm

water before it reaches local creeks and waterways. Additionally, landscaping can also provide habitat for birds and other wildlife species. And, perhaps most importantly at established housing areas, a large buffer with landscaping and sound walls can mitigate the noise and visual intrusion from auto and truck traffic.

## Landscape Concepts & Corridor Character Areas

The Parkway's distinct environments can be generally characterized as mixed urban, rural, and commercial/industrial. The landscape design has been geared to respond to these varied environments. **Figure 22 - Streetscape/Landscape Concept Types by Corridor Segment**, indicates how the following different landscape types are applied to the corridor.

### *Urban Boulevard:*

This design treatment is intended for an urban environment with a mix of residential, commercial, recreational and institutional uses. The landscaping is relatively formal using street trees placed close together with accent trees and ground cover/shrubs to highlight intersections, and staging areas. Native grasses are used as understory. In places where residential uses are already built or planned in Vacaville's General Plan such as along Leisure Town Road, a wide greenway is used to buffer housing from traffic.

**Figure 16 Urban Boulevard**
Existing Urban Boulevard concept completed on the west side of Leisure Town Road near Alamo Drive

### *Urban Industrial Boulevard:*

This type of landscape design is suited to light industrial and business park-type environments. Although similar to the Urban Boulevard treatment, the industrial parkway is not as densely planted nor does it contain as wide a landscaped area. Trees are used to provide color and to mark the median and street edge. A simplified planting palette of low-maintenance trees, shrubs, and groundcovers with soft-textured planting forms helps to soften the view of adjacent large scale buildings and parking lots.

**Figures 17, 18, 19 Urban Industrial Boulevard**
Simplified planting palette and soft-texture planting softens view of large scale buildings and parking lots.

### *Rural Boulevard:*

This landscape type is used on Vanden Road between Leisure Town Road and Canon Road, where a proposed regional park to the west and open grasslands to the east provide sweeping views of the rural environment and distant hills. This landscape concept is informal and in keeping with the "prairie" environment. Trees are planted in informal clusters periodically as opposed to formal rows. The tree clusters are designed to mimic the windrows and occasional homestead tree clusters characteristic of the agricultural landscape. Native shrubs are used sparingly, while most planting area is composed of native grasses and wildflowers. Plating should be designed to minimize maintenance needs and avoid a manicured appearance.

**Figures 20, 21 Rural Boulevard**
Native grass and wildflower groundcover and occasional native tree clusters

### *Urban/Rural Transition:*

As described in the Fairfield Train Station Specific Plan (FTSSP), the portions of Jepson Parkway between Walters Road and Canon Road will be developed into a mixed-use community including high-, medium-, and low-density residential; commercial, and community uses with a new regional-serving train station. The landscape concepts for the streetscapes described in the FTSSP are inspired by an "Agrarian Landscape Theme," which draws on concepts derived from the vernacular landscapes of rangeland, farming, and orchards. Because the FTSSP descriptions for Vanden Road and Cement Hill Road rely on significant tree planting with an "orchard" planting concept, this landscape type and context differs from the Rural Boulevard landscape treatment described above. The FTSSP's description of Cement Hill and Vanden Road are included in the following section.

## Description of Proposed Landscape Treatment by Segment

The following text describes in detail on how the landscape design concepts are integrated into each Parkway segment. **Figure 22 - Streetscape/Landscape Concept Types by Corridor Segment**, is a key to each cross-section. The cross-sections are noted as Figures 29-39. The cross-sections are not intended to be precise engineering drawings. Modifications to these conceptual cross-sections may be needed to meet specific site constraints, and would be made in the detailed design phases. In addition, landscaped medians shown may be removed at intersections or segments where separate left turn lanes or pockets are required.

(INTENTIONALLY LEFT BLANK)

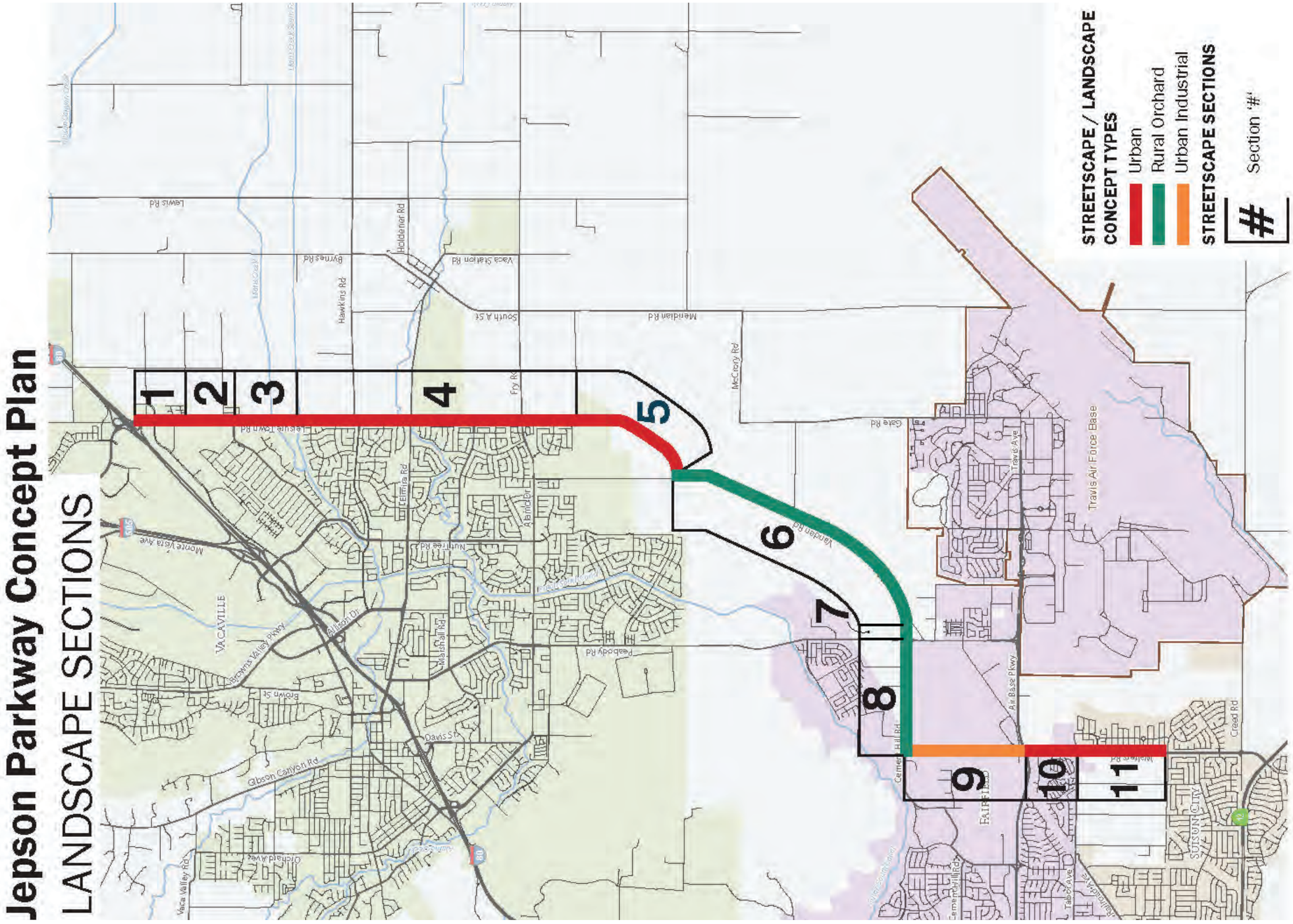



Figure 22 Streetscape/Landscape Concept Types by Corridor Segment

*(Blank Back of Figure)*

## *Vacaville: Leisure Town Road From I-80 To Orange Drive:*

### *Landscape Concept: Urban Boulevard*

Existing Condition: This segment is different than the rest of the Parkway because it has six lanes of travel to make the transition from the freeway interchange to the city street. It currently has 6' sidewalks on each side of the street with no sidewalk planting. The center median includes a City of Vacaville Gateway feature with sculptural sign walls, flower sculptural and colorful, low-water use planting. Narrower, unplanted segments of the median are paved with red concrete with a stamped brick pattern

**Figure 23 Existing Urban Boulevard**
Existing Median Landscape Treatment and Vacaville Gateway Signage

Improvements: A ten-foot wide multi-use path will occur on either side of the road allowing for pedestrians and bicyclists. The path in this segment is a "modified Class I Pathway."

## Vacaville: Leisure Town Road from Orange Drive to Poplar Drive

### *Landscape Concept: Urban Boulevard*

Existing Condition: This segment transitions from six through lanes at the freeway interchange to four through lanes with center turn lane.

Improvements: Most of the landscaping in this segment will be confined to the median with future

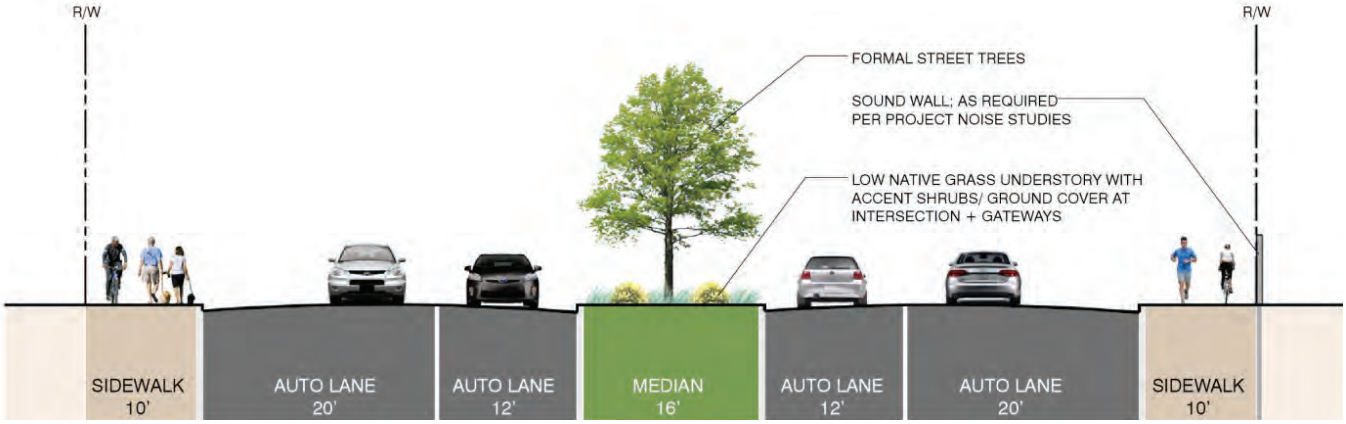



**Figure 24 Urban Boulevard**
Cross Section Type 1

development providing landscaped edges for the Parkway. A ten foot-wide multi-use path will occur on either side of the road allowing for pedestrians and bicyclists. Sound walls will be constructed on the east side of the road, as described in the EIR/EIS.

## Vacaville: Leisure Town Road from Poplar Drive to Sequoia Drive

### *Landscape Concept: Urban Boulevard*

Existing Condition: This segment is a two-lane road with center turn lane. A five-foot sidewalk exists on the west side adjacent to the golf course. On the east side, no sidewalk exists between Poplar and Maple. From Maple to Sequoia, a widened vehicular travelway and landscape buffer with gently arching 10' wide bike and pedestrian path, soundwall, and native planting has been provided with the adjacent residential 'Maplewood' development.

Improvements: This segment is identical to the previous one except the east side of the road will

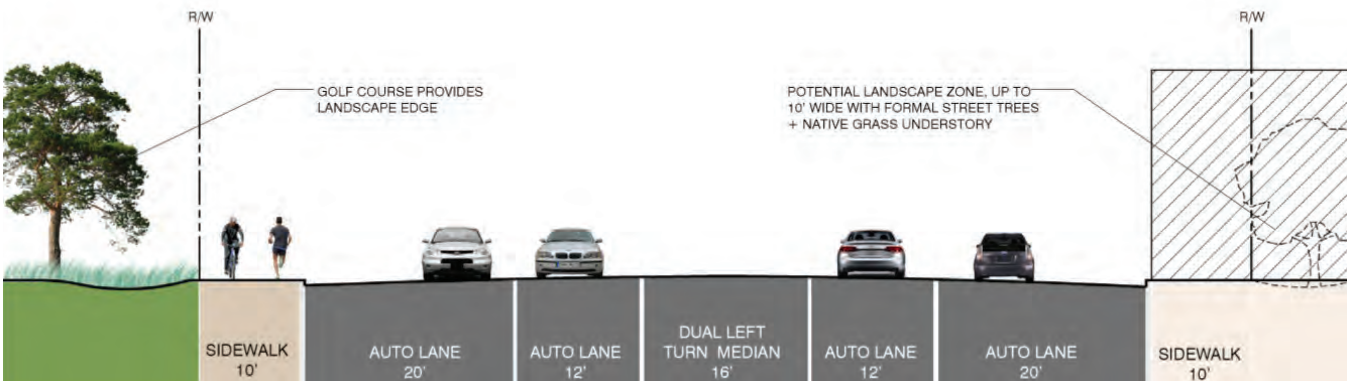



**Figure 25 Urban Boulevard**
Cross Section Type 2

provide additional space for up to 10 feet of landscaped area. The amount and configuration of the path and landscaping will depend on the type, design and timing of future development in this area. On the west side of Leisure Town Road, the golf course will continue to provide a landscaped edge.

## Vacaville: Leisure Town Road From Sequoia Drive To Ulatis Creek

### *Landscape Concept: Urban Boulevard*

Existing Condition: This segment transitions from two-lane road with left and right turn lanes in the northbound direction at Sequoia Drive, to two lanes with center turn lane in the middle segment to four lanes with center turn lanes at the south end. Five foot sidewalk exists on the west side and no sidewalk exists on the east side except for a small segment at the 'Maplewood' development near the intersection with Sequoia. The 'Maplewood' segment contains a landscape buffer with gently arching 10' wide bike and pedestrian path, soundwall, and native planting. Existing roadside planting is eclectic, including scattered, mature trees including pine and eucalyptus along the drainage swale along the Golf Course property, some native and riparian vegetation at the creek and drainage crossings, and agricultural fields.

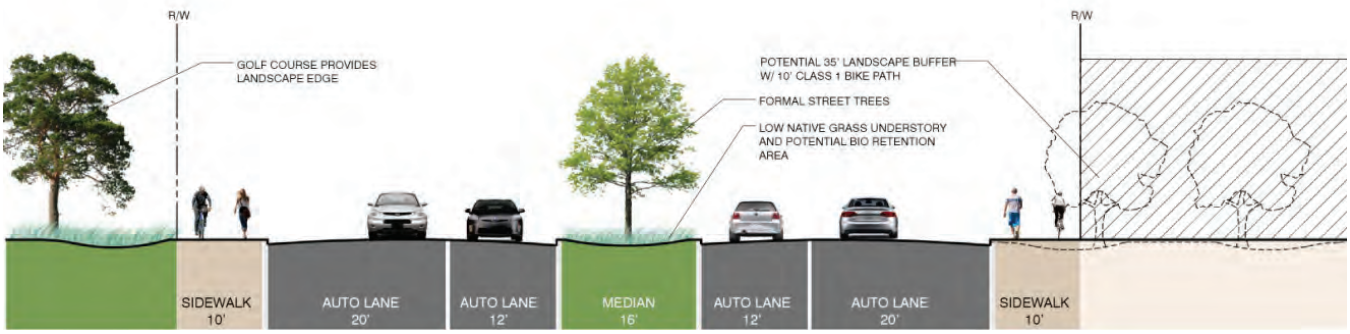



**Figure 26 Urban Boulevard**
Cross Section Type 3

Improvements: This segment is also similar to types 1 and 2, except the east side of the road may be able to accommodate a 35 foot landscaped buffer with a meandering Class I bike path. The landscape buffer and path would only occur in connection with future residential development if it were approved and annexed into the City. The development would be required to dedicate additional right-of-way and construct these improvements based on City of Vacaville Public Works approval.

## Vacaville: Leisure Town Road from Ulatis Creek to Purple Martin Drive

### *Landscape Concept: Urban Boulevard*

Existing Condition:

***Ulatis Creek to Ulatis Drive:*** This section contains two lanes south bound, one lane north bound, and five foot sidewalk on the west side. There is no sidewalk or landscaping on the east side of the street. The five foot sidewalk follows the roadway edge and meanders up and outward into a landscape zone that ranges from 10-30' wide. The landscape zone includes low maintenance trees, shrubs, and groundcover, and mulch and is backed by masonry walls. East of the road are utility poles, an irrigation channel, and open agricultural fields.

***Ulatis Drive to Elmira Road:*** This section contains one travel lane in each direction with 10' meandering path through landscape zone that varies in width on the west side of the street. The landscape zone contains mixed deciduous and evergreen tree planting with small colorful accent trees at intersections and low water use shrub and ground cover planting. There are no sidewalks or landscape on the east side of the street. East of the road are utility poles, an irrigation channel, and open agricultural fields.

***Elmira Road to Purple Martin Drive:*** This section contains one travel lane in each direction. Portions of the section are widened to three lanes to provide left turn pockets at intersections. A continuous sidewalk is provided on the west side. South of Alamo Drive, the sidewalk on the west side meanders within a landscape zone. There are no sidewalks or landscape on the east side of the street. There are utility poles, an irrigation channel, and mostly open agricultural fields on the east side of the street.

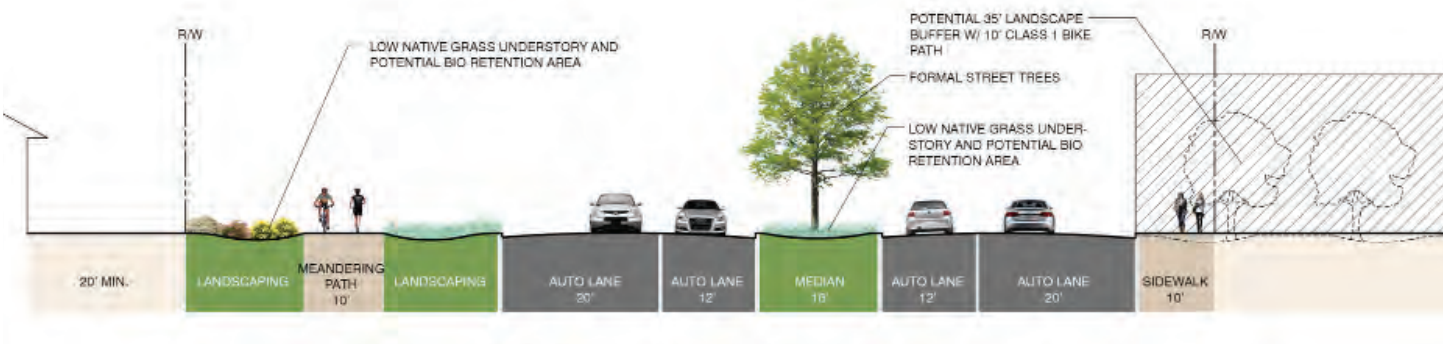



**Figure 27 Urban Boulevard**
Cross Section Type 4

Improvements: This segment provides ample right-of-way to have formal tree-lined boulevards on both sides of the road and a landscaped median. This area will feature a broad greenway or landscape buffer on both sides of the road with a ten-foot meandering path. On the east side, which is currently undeveloped, the landscape buffer and path will only occur if residential development is approved. The landscaping and path would be funded by the development project based on City of Vacaville Public Works approval.

On the west side of the road adjacent to existing neighborhoods, the wide greenway will be built at the time when road widenings or improvements are completed. The landscape concept along this segment of Leisure Town Road provides a landscaped greenway outside of a sound wall to protect adjacent residents. Trees provide shade and demarcation of the median and the street edge. Deciduous trees provide shade; evergreen and seasonal color trees mark intersections. More extensive use of evergreen trees in this segment provides year-round buffering effects. Shrubs and ground cover provide seasonal color. Many of the key elements are designed to mitigate noise and other impacts from the parkway on nearby homes and characterize this segment of the corridor.

## Vacaville: Leisure Town Road from Purple Martin Drive to Vanden Road/Foxboro Parkway

### *Landscape Concept: Urban Boulevard*

Existing Conditions: This section contains one travel lane in each direction.

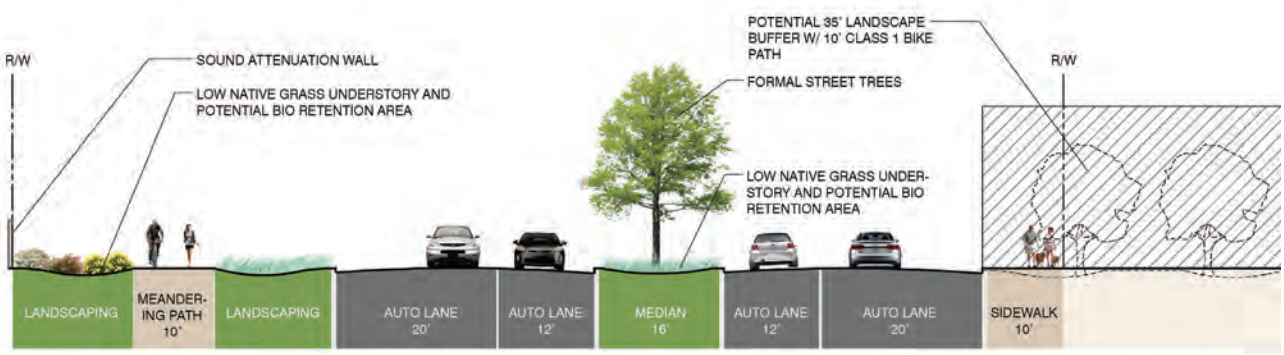



**Figure 28 Urban Boulevard**
Cross Section Type 5

Improvements: As with the other Vacaville segments, if future residential development occurs on the east side of the road, those projects would be required to dedicate additional right-of way and construct the 35-foot landscape greenway and multi-use pathway.

## Fairfield: Vanden Road from Leisure Town Road to Canon Road

### *Landscape Concept: Rural Boulevard*

Existing Conditions: The existing road is one lane in each direction with no sidewalks. The surrounding landscape is includes agricultural fields and ranchlands with a rail line parallel the road just to the southeast. Trees are scattered in infrequent and informal groups along the roadway.

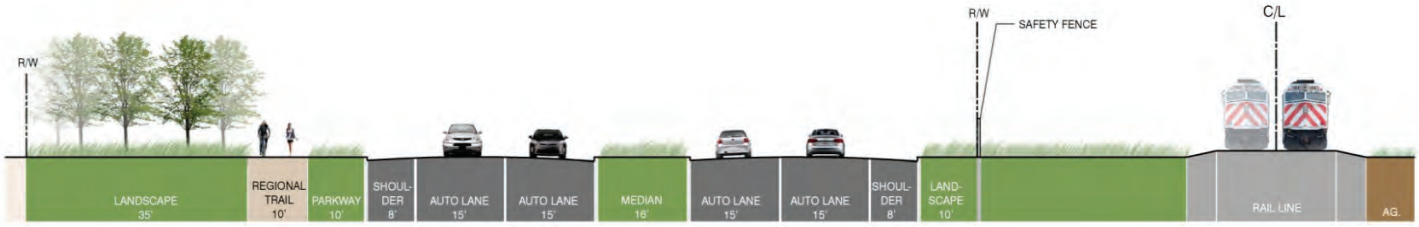



**Figure 29 Rural Boulevard**
Cross Section Type 6

Improvements: The landscape concept here is an open native grassland with clusters of trees scattered along the route. Existing trees can be retained where feasible, but all new plantings are to be native species. Key elements of this segment are: (1) landscaping on both sides of the road, and (2) a planted median.

- On both sides of the road, trees are planted at irregular intervals and clustered with native grasses as the understory. The trees are also used to mark intersections and drainages. In the drainage areas trees are more densely planted, as might occur naturally in the surrounding prairie landscape. New trees will be planted to augment existing windrows, hedgerows and clusters. The bikeway on the east side of the Parkway may meander somewhat within the landscaped area.
- The median is also characterized by regularly spaced clusters of closely grouped trees with native grasses and shrubs as understory. It is important that understory maintenance is kept to a minimum in this segment. Irrigation would only be temporary until the understory and trees are established.
- Tree planting along the Great Park Frontage shall be consistent with the orchard planting concept described in the Fairfield Train Station Specific Plan.

## Fairfield: Vanden Road from Canon Road to Peabody Road

### *Landscape Concept: Urban/Rural Transition*

Existing Conditions: The existing road is one lane in each transitioning to two lanes in each direction near the intersection with Peabody. There are no sidewalks. The surrounding landscape is includes ranchlands with some industrial uses near Peabody Road and a rail line parallel the road just to the southeast. Trees are scattered in infrequent and informal groups along the roadway in a denser row screening industrial areas.

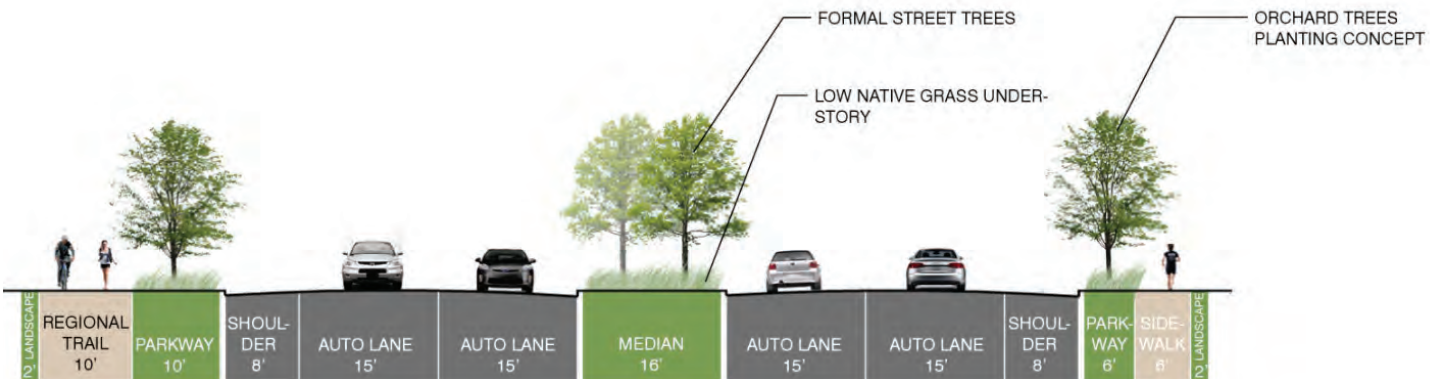



**Figure 30 Urban/Rural Transition Boulevard**
Cross Section Type 7

Improvements: This area is within the City of Fairfield's "Fairfield Train Station Specific Plan" and landscape improvement concepts are described more fully in that document. Excerpts are included below:

> *"12.5.1 Vanden Road*
>
> *Vanden Road is proposed as a four-lane road with a median and is one of two roadways connection the city of Vacaville to the city of Fairfield, through the Specific Plan area. The tree planting scheme reflects the region's orchards while the understory should consist of tall grassland communities to achieve the "rural look" and honor the grasslands that surround this project".*

## Fairfield: Cement Hill Road from Peabody Road to Walters Road

### *Landscape Concept: Urban/Rural Transition*

Existing Conditions: This section contains one lane in each direction, transitioning to two lanes in each direction at Peabody Road. There are no existing sidewalks. Adjacent areas are largely open space, agricultural, and industrial uses.

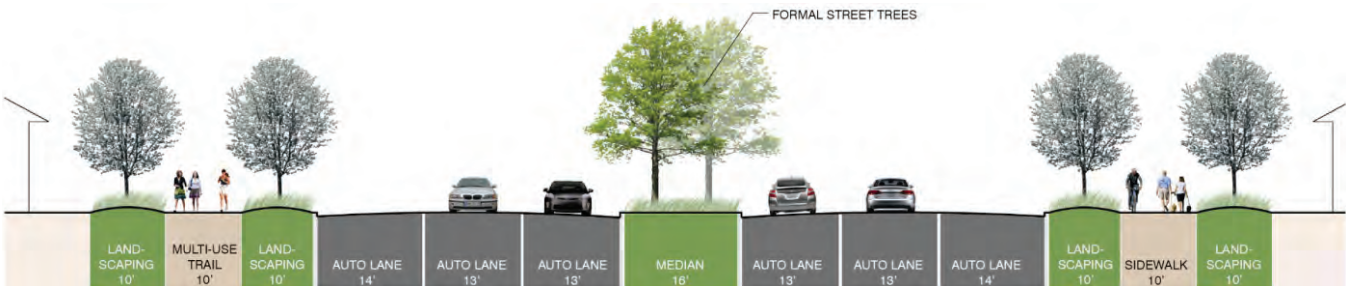



**Figure 31 Urban/Rural Transition Boulevard**
Cross Section Type 8

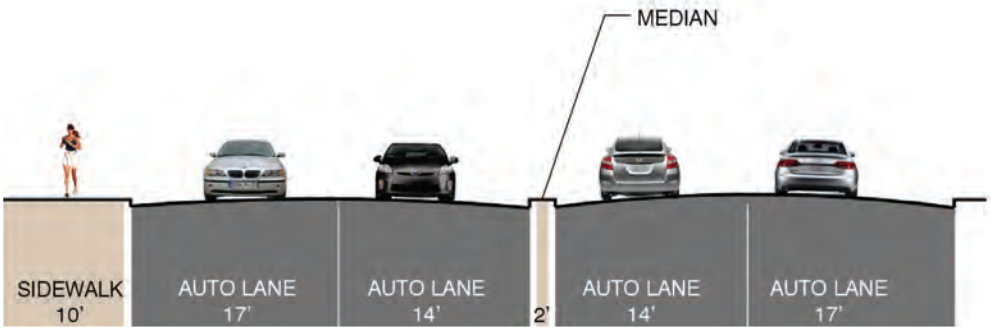
Improvements: This area is within the City of Fairfield's Fairfield Train Station Specific Plan and landscape improvement concepts are described more fully in that document. Excerpts are included below:

> *"12.5.2 Cement Hill Road*
>
> *Cement Hill is the easterly continuation of the partially improved Manuel Campos Pkwy which will connect to Vanden Road at Peabody Road within the FTSSP Area. Cement Hill Road should include a double row of formal canopy trees in the median. To complement the rural look of the surrounding grassland community, a simple understory treatment of the tall grasses shall be installed in the wide parkways, landscape setbacks and medians".*

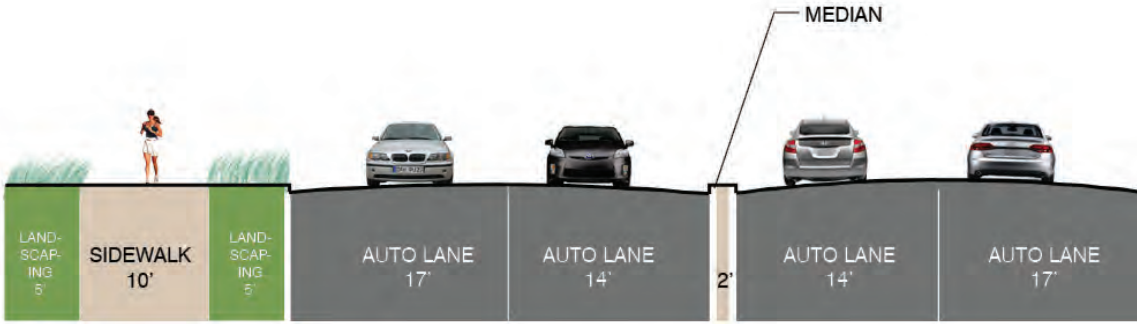
## Fairfield: Walters Road from Cement Hill to Air Base Parkway

### *Landscape Concept: Rural Transition*

Existing Conditions: This section is undeveloped, without a roadway, and crosses through open space and agricultural land areas.




*Elevated Section*




*At-Grade Section*

**Figure 32 Open Space Boulevard**
Cross Section Type 9

Improvements: Future land uses adjacent to the Walters Road Extension will be a combination of open space, commercial and industrial. Given the sensitive nature of the adjacent habitat, a minimal cross-section is planned.

### *Landscape Concept: Urban Boulevard*

Existing Conditions: This segment contains two lanes in each direction with sporadic crosswalks adjacent to existing development. The section is constrained by existing development on the west and sensitive vegetation and habitat on the east.

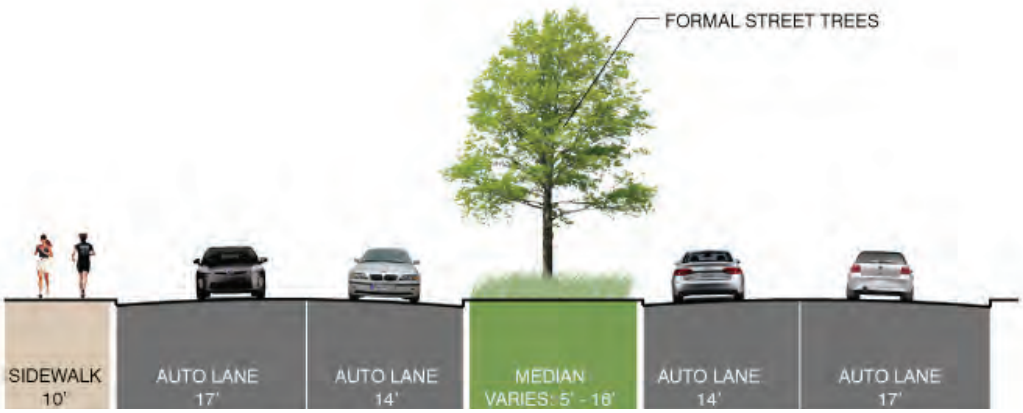



**Figure 33 Urban Boulevard**
Cross Section Type 10

Improvements: There are two primary elements in this section:

1) a planted center median, and
2) a multi¬-use pathway directly adjacent to the roadway on the east side of the road.

- The center would include native trees in a regular spacing (50' on center) with native grasses on ground cover as understory. When a left turn lane is needed, the median would be too narrow for trees and may have native grasses or decomposed granite.
- Depending on the results of more detailed biological analysis, it may be possible to plant native trees on either side of the road to enhance the corridor.

## Suisun City: Tolenas from East Tabor to Bella Vista

### *Landscape Concept: Urban Boulevard*

Existing Conditions: This section has been improved with two lanes in each direction and following the landscape theme of an urban residential, tree-lined boulevard as described in the 2000 Concept Plan. Elements include: (1) a sound wall along the frontage road, (2) a center median, and (3) a landscape strip and multi-use path.

- Vines are planted at regular intervals along both sides of the frontage road sound wall to reduce its visual impact.
- In the center median, trees are planted at regularly spaced intervals (30' to 50') on center with an understory of low shrubs, native grasses, and ground cover.
- In the landscape area next to the bike path, trees are spaced at regular intervals (30' to 50' on center) with an understory of low shrubs, native grasses and ground cover. Vines and shrubs are also planted at regular intervals along wall at bike path.

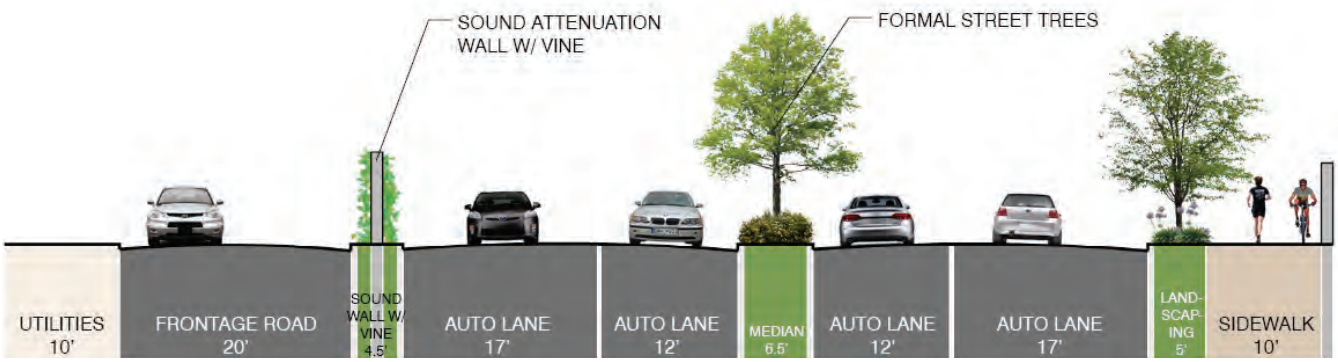



**Figure 34 Urban Boulevard**
Cross Section Type 11

## Suisun City: Bella Vista to Highway 12

### *Landscape Concept: Urban Boulevard*

Existing Conditions: Most of this segment has already been completed as a four-lane segment with trees, a wide sidewalk/bike path and striped bike lanes, and raised median with landscaping. A gateway sign and corten steel sculptures with a marsh vegetation and wildlife theme mark this end of Jepson Boulevard.

## Plant Selection

The plants chosen for the Jepson Parkway provide an opportunity for variety, while still maintaining a consistent, identifiable corridor. The use of California native plants is strongly encouraged for several reasons. Appropriate native plants are best suited to the climactic conditions of high wind, lower water requirements, fire resistance, lower maintenance, less pesticide usage, higher survival rate, and an opportunity to provide plants with a higher habitat value. At no time should exotic (non-native) invasive plants, such as pampas grass, eucalyptus, tamarisk, and giant reed be used as part of any plantings along this route.

The following native plant list should form the backbone for the Jepson Parkway landscaping, especially in the rural and industrial areas:

### *Trees and Shrubs:*

- Interior live oak (Quercus wislezenii)
- Valley oak (Quercus lobata)
- Coast live oak (Quercus agrifolia)
- Southern live oak (Quercus virginiana)
- California sycamore (Platanus racemosa)
- Western redbud (Cercis occidentalis)
- Gray pine (Pinus sabiniana)
- White alder (Alnus rhombifolia)
- Fremont cottonwood (Populus fremontii)
- Big leaf maple (Acer macrophyllum)
- Toyon (Heteromeles arbutifolia)
- Blue blossom (Ceanothus thrysiflorus)
- Plum (prunus species)
- Smoke tree (cotinus obuvatus)

**Figure 35 Coast Live Oak**

**Figure 36 Toyon**

### *Understory Grasses and Forbs:*

- Purple needle grass (Nassellapulchra)
- Meadow barley (Hordeumbrachyantherum)
- Blue wild rye (Elymusglaucus)
- Californiabrome (Bromuscarinatus)
- Northern bush monkey flower (Mimulusaurantiacus)
- California poppy (Eschscholziacalifornica)
- Dwarf coyote brush (Baccharispilularis 'Pigeon Point')
- Mexican cardinal flower (Lobelia laxiflora)
- Tom Thumb flax (Phormiumtenax 'Tom Thumb')
- Pheasant tail grass (Anemanthelelessoniana)

- Rosemary (Rosmarinus 'Tuscan Blue')
- Berkeley sedge (Care x divulsa)
- California fuschia (Epilobiumseptentrionalis"Mathole River')
- Lemon drop fortnight lily (Dietes 'Lemon Drop')
- Dwarf nandina (Nandinadomestica 'Jaytee')
- Sheep's foot grass (Festucaamethystina'Superba')
- Honeysuckle (Loniceranitida 'Maigrun')
- Feather reed grass (Calamagrotis x acutifolia 'KarlFoerster')
- Manzanita (Arctostaphylosdensiflora'Howard McMinn')
- Juniper (Juniperus horizontalis 'Hughes')
- Cercis occidentalis (western redbud)
- Deschampsia cespitoa (tufted hair grass)
- Erigonum species (fasciculaum and nudum) various buckwheats
- Lavandula
- Medicago sativa (alfalfa)
- Salvia
- Humerocallis (daylily)
- Muhlenbergia (deer grass)

**Figure 37 California poppy**

**Figure 38 Meadow barley**

**Figure 39 Northern bush monkey flower**

In addition to the native plants listed, the following trees could be used in urban settings as accent species or to integrate with established plantings:

- Chinese pistache (Pistaciachinensis)
- London plane tree (Platanusacerifolia 'Yarwood')
- Calabrianpine (Pinusbrutia)
- Crape myrtle (Lagerstroemia fauriei)
- Ornamental pear (Pyruscalleryana)
- Olive (Oleaeuropea'Swan Hill')
- Strawberry tree (Arbutus 'Marina')
- Tupelo (Nyssa sylvetica)
- Columbia London plane (Platinus x acerifolia 'Columbia')
- Smoke bush, Grace (Cotinuscoggygria 'Grace')

Ornamental shrubs and ground covers should be selected for their ability to meet the climatic conditions, low maintenance requirements and pest resistance.

**Figure 40 Chinese Pistache**

**Figure 41 Olive**

**Figure 42 London Plane**

**Figure 43 Strawberry Tree**

**Figure 44 Smoke Bush**

## Signage & Identity Concept

A key challenge of the Jepson Parkway project is to create a distinct, recognizable corridor as the Parkway will pass through several jurisdictions and land use contexts, will follow along existing roads with differing names (Leisure Town Parkway, Vanden Road, Cement Hill Road, and Walters Road), and will be developed incrementally over time.

In addition to landscape planting, the Jepson Parkway can be unified through complementary directional and identification signs using a series of common elements. A single identifying logo should be designed and used throughout the Parkway. Community signage directing visitors to the Parkway could also use this design. Signage for the staging areas and bikeway could also adopt the logo design. At the boundary of each jurisdiction, a low-scale, monument sign could identify the city or county. These signs need not be the same, but should be designed with complementary materials, scale, lettering and style to enhance the corridor concept. The following signage and identity concepts should be developed further as part of the design development and construction drawings of the next major phase of roadway, and the developed design should then be incorporated into future phases of streetscape construction and renovation.

### *Identity Logo*

The identity logo is a common graphic that will be used on directional signs, as a route badge marker on standard roadway signs, or used as part of an identity marker or gateway sign. The logo concept is illustrated below.

### *Prairie Wildflowers*

- Wildflowers
- Coastal Range Mountains
- Prairie Landscape
- Circular Shape

**Figure 45 Jepson Parkway Identity Logo**

### *Gateways*

**Figure 46 - Gateway Locations**, indicates several opportunity areas for visual gateways along the Parkway. The Fairfield Train Station Specific Plan identifies additional locations where additional gateway features will be constructed. These may take a variety of forms. They may be a modest monument sign indicating the entry point to one of the cities or they may include additional accent landscaping, lighting or interpretive signage. They may, if the community desires, incorporate public art or a landscape feature (rock wall, sculpture, etc.). To tie the Parkway together, these gateways should use a complementary design style, similar lettering and signage approach and the Jepson Parkway logo.

Figure 46 Gateway Locations

*(Blank Back of Figure)*

**Figure 47,** below, shows the existing Vacaville gateway on Leisure Town Road near Interstate 80. This gateway includes sculptural walls with City of Vacaville sign and logo, sculptural flower public art, and plantings. A small sign arch and a marsh-themed steel sculpture (**Figure 48**) in the median comprise the existing gateway feature on Walters Road in Suisun City at the southern end of the parkway. The City of Vacaville plans to use the planned roundabout at Leisure Town Road/Vanden Road as a gateway feature. Concepts for future gateway signs can build on the existing botanical / landscape themes of the existing gateways and incorporate sculptural artworks.

**Figure 47 Vacaville Gateway**

**Figure 48 Suisun Gateway**

### *Identity Marker*

Many communities have taken an additional step towards creating a unique and highly identifiable streetscape by installing consistent elements from one end to the other of their prominent streets.

While the scale is not appropriate to Jepson Parkway, on the Hegenberger Parkway near the Oakland Airport, the City of Oakland has installed a series of 40-foot tall monument signs which include the City's oak tree icon and banners which celebrate Oakland's various neighborhoods. There are a dozen or more of these signs installed in the parkway median, and they serve as a visual link from one end of the street to the other.

**Figures 49 & 50 Identity Marker Examples**
Hegenberger Oakland, Identity Marker, and
Dublin Boulevard, Dublin, CA, Identity Marker

Dublin Boulevard, in Dublin, California, is an 8-mile length of road that connects the older west side of town with the growing newer east side of town. A series of 8-foot high identity markers were developed and placed in the median at regular intervals to reinforce the identity of the Boulevard, and included additional signage indicating which district of town one is in. The Identity Markers are placed at an average of one every 600 to 700 feet, or approximately 8-per mile. An identity marker at the scale of the Dublin should be considered for the Jepson Parkway.

### *Wayfinding Sign*

A system of Wayfinding signs is proposed along the Jepson Parkway Corridor to provide directional information to key destinations along the Parkway.

The STA and its partner agencies developed a standard Solano Bikeway sign to direct bicyclists to bicycle facilities of regional significance. This sign, which is shown here, will be applied throughout the Jepson Parkway corridor as partner agencies complete improvement projects on individual segments.

### *Private Signage*

Regulation of private signage is under the auspices of each local jurisdiction. To preserve the visual quality of the Parkway, this Plan encourages each jurisdiction to maintain high quality signage standards for all adjacent land uses. Pole signs should not be allowed. Modest-scale monument signs at the entrances to residential projects, offices, or business parks can be integrated with the roadside landscaping.

**Figure 51 Jepson Parkway - Wayfinding sign**

## Streetscape and Utilities

As part of the landscape element for each roadway segment, existing infrastructure should be modernized and made part of the overall Parkway concept. As each segment is constructed, remaining overhead utility lines would be undergrounded, or relocated; existing canals and ditches would be improved, placed in culverts or integrated into the landscape, and street lighting would be installed. In addition, a conduit capable of supporting fiber optic infrastructure would be installed along the entire length of the corridor.

### *Street Lighting*

The street lighting concept should be compatible with the landscape design of each road segment. For example, in the residential portions of the Parkway, lighting provides for safe vehicle, bicycle and pedestrian movement without producing glare into adjacent homes. Street light design should complement the landscape design and the lighting standards of the adjacent residential community. For each segment, the major roadway light standard and the spacing of light poles will reflect the approved standard of the local community. In the industrial and rural segments, street lighting should be less intensive in keeping with reduced activity. For the Class I bikeway, low-level lighting will be provided by attaching a second light fixture on the poles at a height of 12', facing opposite the main luminaire, to illuminate the path. Bikeway light poles in urban areas should be spaced about 100-120 feet apart and 12-14 feet in height. LED lighting is encouraged.

#### *Street Lighting - Vacaville*

The Vacaville segments of the Parkway will utilize the street light fixtures pictured at right in **Figure 52.**

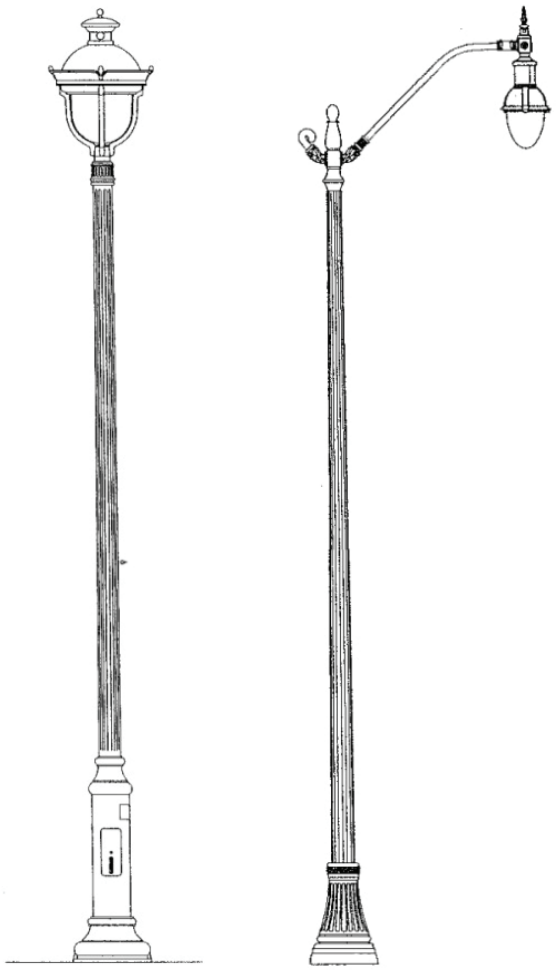


**Figure 52 Street Lighting**

*Street Lighting - Fairfield Train Station Specific Plan Area*

The Fairfield Train Station Specific Plan provides principles, guidelines and policies for lighting within the Fairfield Train Station Specific Plan Area, which includes the Jepson Parkway from Cement Hill Road at Walters Road to Vanden Road at Leisure Town Road. The lighting theme for the majority of this segment (excluding the two blocks west of Peabody Road) is described as "Suburban Road Lighting" that reflects the existing suburban vernacular of the surrounding cities. This suburban road lighting will have lower-level street lighting with an emphasis on safety at intersections.

The two block section west of Peabody Road is described to have "Urban Road Lighting" that reflects the existing urban vernacular of the Town Center and other commercial/mixed use-areas of the surrounding cities. Here the lighting layout will be a more regimented design with light poles at specified intervals to achieve the uniform visibility needed for more populated areas.

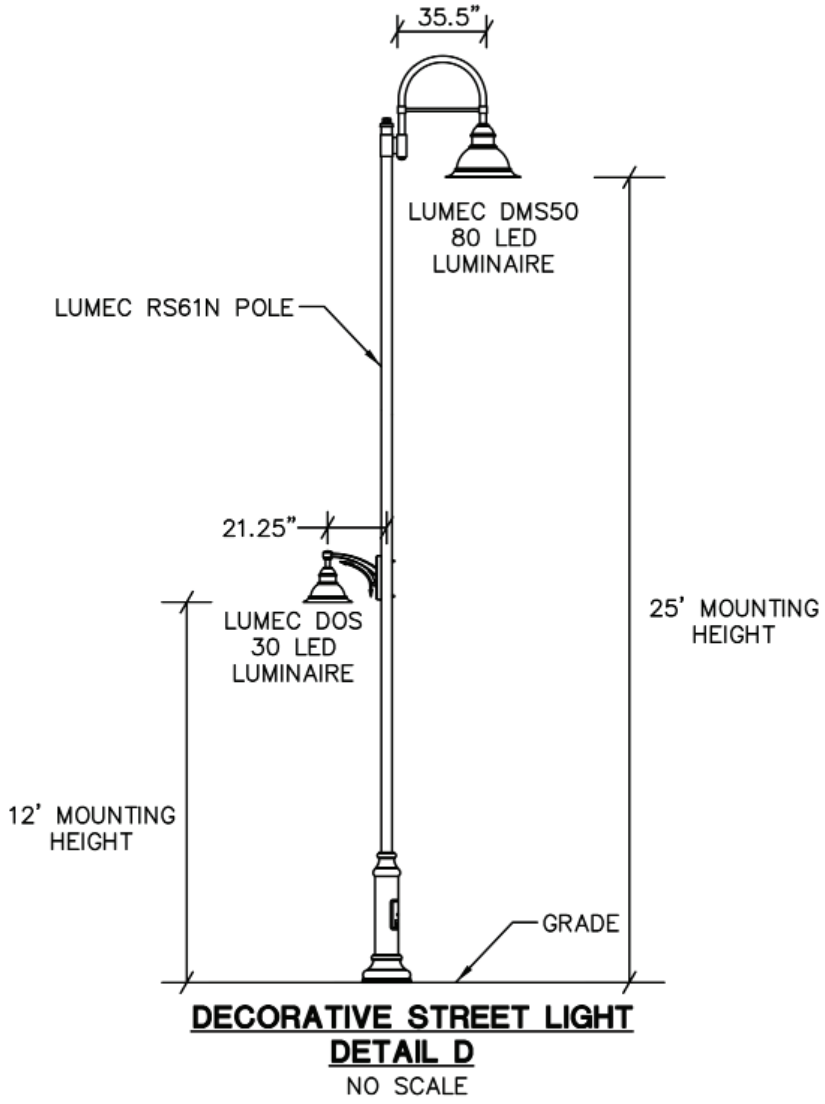



**Figure 53 Example of Fairfield Station Area Plan Lighting Styles**

### *Stormwater*

Low Impact Development Best Management Practices (LID BMP's) should be used to manage stormwater wherever feasible. LID features utilize landscape areas to slow stormwater runoff before it reaches adjacent waterways, reducing erosion and impact on natural waterways. Additionally, plants and soil filter and break down pollutants protecting the water quality of downstream waterways. The large landscaped buffers, medians, and streetside planting areas provide significant space to provide these green-street features.

**Figure 54 Flow-through stormwater planter**

**Figure 55 Median stormwater bio-retention area**

**Figure 56 Street-side stormwater bio-retention area**

### *Noise Mitigation*

In the rural and industrial segments of the Parkway, noise attenuation measures such as berms or sound walls are not recommended. This will maintain the open views to the hills and beyond and not increase project costs. Where the Jepson Parkway passes through existing or proposed residential areas, special attention is needed to mitigate the negative impacts of noise on adjacent homes and yards. In most instances, a masonry sound wall embedded within the landscape buffer will be the preferred treatment.

The *Jepson Parkway Project Draft Environmental Impact Report/Environmental Impact Statement(EIR/EIS)* analyzed specific noise impacts along the roadway at a greater level of detail and found that without mitigation, existing and future noise levels would approach or exceed the Federal Highway Administration's Noise Abatement Criteria at the following noise-sensitive areas:

- Residential land uses in Fairfield on the west side of Walters Road between East Tabor Avenue and approximately Granada Drive. This development has existing barriers near Granada Drive; these barriers end and there are no barriers approximately 150 feet and farther south of Granada Drive.
- Scattered residential land uses in unincorporated Solano County on the east side of Vanden Road near the intersection of Vanden Road and Leisure Town Road. These developments do not have any barriers in place.
- Residential developments in Vacaville on the west side of Leisure Town Road between Alamo Drive and approximately Stonegate Drive. The City will be replacing existing wooden fences with new sound walls between Kingswood Avenue, Fallbrook Avenue, and Arbor Oaks Drive.
- Residential developments in unincorporated Solano County on the east side of Leisure Town Road between Kingswood Avenue and approximately Arbor Oaks Drive. These developments do not have any barriers in place.
- Mobile-home park in Vacaville on the east side of Leisure Town Road between Poplar Drive and Horse Creek. This development does not have any barriers in place.

As a result, the EIR/EIS recommends the consideration of the following noise mitigation measures:

- **West of Leisure Town Road - Kingswood Avenue to Fallbrook Avenue**: This barrier would be constructed at the edge of the property line adjacent to southbound Leisure Town Road. The barrier would extend from Kingswood Avenue to Fallbrook Avenue.
- **West of Leisure Town Road - Fallbrook Avenue to Arbor Oaks Drive:** This barrier would be constructed at the edge of the property line adjacent to southbound Leisure town Road. The barrier would extend from Fallbroook Avenue to Arbor Oaks Drive, and north of Arbor Oaks Drive along the property line.
- **East of Leisure Town Road - Poplar Drive to Horse Creek**: This barrier would be constructed at the edge of the property line adjacent to northbound Leisure Town Road. The barrier would extend from Poplar Drive to Horse Creek.

*Soundwall Examples*

In all cases, sound walls should be designed to attenuate as much noise as possible, while blending into the surrounding landscaping. Shrubs, trees and vines planted within the landscape buffer zone will be used to soften the view of the walls and can also contribute to noise attenuation. Sound wall design should be consistent along the Parkway, but there should be variation by segment to create visual interest and avoid monotony. Sound walls design and construction as roadway or residential development occurs.

## Open Space

During the public outreach process leading to the May 2000 Jepson Parkway Concept Plan, the community expressed a desire to preserve the rural character of the middle portion of the corridor. Protecting this area from urban development and for the purpose of parks and open space will maintain a distinct greenbelt that separates the cities of Vacaville and Fairfield. The Vacaville-Fairfield-Solano Greenbelt Authority (VFSGA) is responsible for preserving a greenbelt in this area. Greenbelt areas east of Vanden Road are to be protective of natural habitat and biotic resources. Plans for the greenbelt west of Vanden Road are described in the Fairfield Train Station Specific Plan (FTSSP).

The FTSSP includes 687-acre open space buffer and recreation area, west of Vanden Road and east of Peabody Road. This area was designated by ABAG as one of the five priority conservation areas in the county. The open space will serve as a major open space resource for Fairfield residents as well as residents of Vacaville and the remainder of the county and will provide both passive and active recreation opportunities. The vast majority of the acreage will serve as natural, passive, open space areas. Fifty acres will be developed as a community park, "Great Park." The Great Park will include active recreation such as sports fields, sport courts, as well as other recreational activities with features such as picnic areas, children's play areas, skateboard area, jogging trails, trailheads with interpretive signage, amphitheater, multi-use lawns, and restroom/storage/concession building. Landscape elements and organization for the great park will reflect the agrarian history of the surrounding landscape and will include opportunities for nature education.

There is a second area where open space acquisition may be appropriate. In the Walters Road extension portion of the Parkway, the Jepson Parkway Project Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) describes impacts to various special biological habitats (including wetlands/vernal pools, Contra Costa goldfields, elderberry shrubs, and California tiger salamander habitat). The EIR/EIS Mitigation Measures BR-21, BR-23, and BR-24, describe compensation measures for preserving, creating, and restoring habitat for Contra Costa goldfields, vernal pool invertebrates, and valley elderberry longhorn beetle. Selective acquisition of critical habitat or open space areas along this portion of the Parkway may be an appropriate use of project environmental mitigation funds. However, the final compensation requirements and feasibility of creating preservation areas will be determined in future coordination with the resource agencies and in compliance with the USFWS Biological Opinion for the project.

*Open space near Jepson Parkway*

# Section 7: Traffic Management Element

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.

## Intersection Configurations And Operations

**Figure 57 - Future Traffic Controls**, shows the location of future traffic controls along the Jepson Parkway corridor including traffic signals, roundabouts, and access restrictions (i.e., right-in, right-out movements only). The locations of future grade separations are also shown.

Both spacing and warrant analysis in accordance to CA MUTCD will be a consideration in any additional signalized or unsignalized intersections added by future development. Analysis will show that the addition of new traffic control devices will not negatively impact performance of the coordinated green band/throughput of the corridor. Advanced transportation systems will be utilized in conjunction with intelligent transportation systems to optimize the handling of traffic.

**Figure 58 - Future Intersection Configuration**, shows the intersection configurations that were approved as part of the Jepson Parkway Project EIR/EIS. Adjacent developments that have been approved in recent years have identified additional improvements that go beyond those identified for the Jepson Parkway Project. These improvements are needed to maintain the Level of Service (LOS) C or D thresholds that are designated for intersections along the corridor.

To provide for a comprehensive assessment of intersection needs along the corridor, updated travel forecasts were prepared for a 2035 Horizon Year. The updated forecasts assumed the adjacent developments identified in Chapter 3. An updated LOS assessment was prepared, assuming improvements identified as mitigation measures for new development entitlements are implemented. Most of the corridor intersections will operate at acceptable levels with planned improvements. Additional improvements were needed at three intersections to meet the LOS thresholds.

### *Improvements Funded by Development Projects*

The following is a summary of additional through lanes and turn pockets, beyond those included in the Jepson Parkway project, that are planned to occur with the Fairfield Train Station Specific Plan and Brighton Landing development projects.

*Leisure Town Road/Elmira Road (Vacaville)*

- Addition of 2nd southbound left turn pocket
- Addition of 2nd westbound left turn pocket

*Vanden Road/Realigned Canon Road (Fairfield)*

- Addition of 2nd eastbound and westbound through lane on Canon Road
- Addition of 2nd westbound left turn lane
- Addition of 2nd northbound right turn lane
- Addition of exclusive southbound right turn lane
- Interim re-use of the existing stop controlled Vanden Road/Canon Road intersection by installing hook ramps to connect realigned Vanden Road to existing Vanden Road

*Cement Hill Road/Peabody Road (Fairfield)*

- Addition of 3rd northbound and southbound through lane on Peabody Road
- Addition of 3rd westbound left turn lane
- Addition of 2nd northbound right turn lane
- Addition of exclusive eastbound right turn lane
- Addition of overlap signal phasing for northbound, southbound, and eastbound right turn lanes (and corresponding left turn lanes)

*Vanden Road/Great Park Entrance Road (Fairfield)*

- New future access to Great Park

*Cement Hill Road/Walters Road (Fairfield)*

- Addition of 2nd and 3rd eastbound through lane on Cement Hill Road
- Addition of 2nd westbound left turn lane

*Air Base Parkway/Walters Road (Fairfield)*

- Addition of channelized free right turn lane on northbound approach

## Additional Improvements Needed to Meet LOS Thresholds

Implementation of the following intersection improvements, in addition to those previously identified development-related improvements, would result in all of the study intersections meeting their respective LOS thresholds. The addition of an eastbound left turn pocket at the Leisure Town Road/Alamo Drive intersection is constrained by limited right-of-way.

*Leisure Town Road/Elmira Road (Vacaville)*

- Addition of exclusive northbound right turn pocket
- Addition of overlap signal phasing for southbound and eastbound right turn lanes (and corresponding left turn lanes)

Figure 57 Future Traffic Controls

*(Blank Back of Figure)*

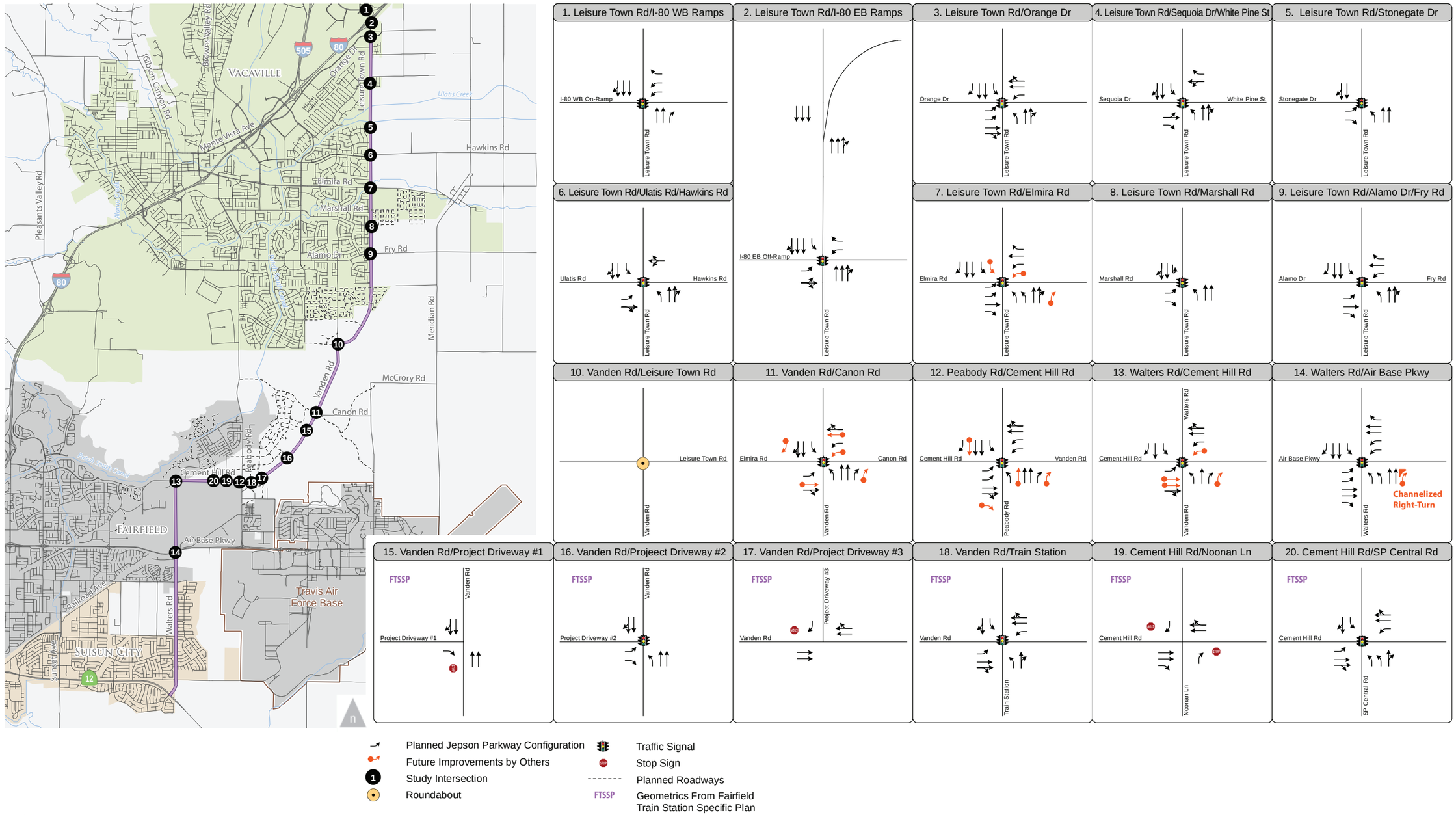



Figure 58

**Jepson Parkway Intersection Configurations**

Document Path: N:\2012Projects\3025_JepsonPkwyConceptPlanUpdate\Graphics\Draft\GIS\MXD\fig58_Intersections.mxd

FEHR PEERS

**Figure 58 Future Intersection Configuration**

*(Blank Back of Figure)*

### *Leisure Town Road/Alamo Drive (Vacaville)*

- Addition of 2nd eastbound left turn pocket

### *Cement Hill Road/Walters Road (Fairfield)*

- Addition of 2nd northbound right turn pocket

### *Traffic Control at Leisure Town Road/Vanden Road Intersection*

The City of Vacaville will be implementing a roundabout at the intersection of Leisure Town Road/ Vanden Road. The City's analysis shows that a roundabout would meet the LOS C threshold under year 2035 conditions.

### *City of Vacaville General Plan Update*

The City of Vacaville is currently undertaking a major update to their General Plan. The preferred land use alternative for the General Plan Update is available and shows new planned development on the east side of Leisure Town Road that is not included in the land use forecasts for this analysis. The traffic study being prepared for the General Plan EIR will identify future LOS conditions along Leisure Town Road and may identify the need for further improvements to maintain the LOS thresholds for the study intersections. Alternative improvements, should they be needed, may include a parallel north-south collector located east of Leisure Town Road and/or additional turn lanes at the study intersections.

### *Truck Restrictions*

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*

Speed limits will be established for each road segment by the local jurisdiction in accordance with the CA MUTCD and the California Vehicle Code. 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.

### *Vehicle 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 west side of Vanden Road adjacent to the greenbelt area, except for access to the planned Great Park and existing residences. No new access is planned along the east side of Vanden Road between Leisure Town Road and Peabody Road, except for access to the Fairfield-Vacaville Train Station. Right-in, right-out access would be allowed along Walters Road, Cement Hill Road, the west side of Vanden Road between Canon Road and Peabody 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.

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

- I-80/Leisure Town Road interchange (two ramp intersections)
- Leisure Town Road/Orange Drive
- Leisure Town Road/Sequoia Drive
- Leisure Town Road/Elmira Road
- Leisure Town Road/Alamo Drive/Fry Road
- Vanden Road/Leisure Town Road
- Vanden Road/Peabody Road/Cement Hill Road
- Cement Hill Road/Walters Road
- Walters Road/Air Base Parkway
- Walters Road/East Tabor Avenue
- Walters Road/Bella Vista Road
- Walters Road/Montebello Drive
- Walters Road/Peterson 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.

- Leisure Town Road/Ulatis Drive
- Leisure Town Road/Marshall Road
- Leisure Town Road/Southtown 1A access
- Leisure Town Road/Sawyer Drive (Southtown Commons access)
- Vanden Road/Great Park Access
- Vanden Road/Canon Road
- Vanden Road/SP North Road
- Vanden Road/SP Central Road
- Vanden Road/Train Station Access/E Street (Fairfield Train Station Specific Plan access)
- Vanden Road/ F Street (Fairfield Train Station Specific Plan access)
- Cement Hill Road (Manuel Campos Parkway)/Noonan Lane
- Cement Hill Road (Manuel Campos Parkway)/Hawthorn Mill Access Road

The City of Vacaville will be replacing the existing traffic signal at the Leisure Town Road/Vanden Road intersection with a roundabout.

### *Intelligent Transportation Systems (ITS) Improvements*

As planned traffic signals are installed along portions of the Jepson Parkway corridor, it is recommended that ITS improvements be implemented that provide for progression of through traffic at desired travel speeds. This will be particularly important for the Leisure Town Road segment in Vacaville and the Vanden Road-Cement Hill Road segment in Fairfield where projected development will result in significant increases in traffic levels. Advanced traffic signal systems (i.e., adaptive or responsive) are encouraged and, where implemented, are to be applied across each jurisdiction in a uniform fashion to minimize barriers between agencies. Each traffic signal shall be interconnected so that agencies have the ability to collaborate on operations.

(INTENTIONALLY LEFT BLANK)

# Section 8: Implementation

## Completed Segments

### *Segment 1- Walters Road Widening from SR 12 to East Tabor*

The City of Suisun City completed this segment in May 2005 at a cost of $5.5 million. This project provided 4 divided lanes from SR 12 to East Tabor. The new roadway section included 2 through lanes in each direction separated by a landscaped median; and a pedestrian/bicycle path on the east side separated by a seven foot-wide landscaped buffer. Intersections were reconstructed and signalized where warranted. Soundwalls were constructed to help reduce roadway noise impacts to adjacent homes.

*Walters Road Segment*

*Walters Road - Suisun Gateway*

### *Segment 8 (portion) - Interstate 80/Leisure Town Road Interchange*

The City of Vacaville completed the Northern Jepson Parkway Gateway at the Leisure Town Road and Interstate 80 Interchange in November 2006. The Leisure Town Road Interchange was completed at a cost of $40 million and remains one of the largest locally funded transportation project built to date in Solano County with 55% of the funding provided by the City of Vacaville. The reconstructed interchange provided a new four lane overcrossing and reconstructed the ramps to meet the travel demands for the current and future conditions. The project also included unique gateway entry treatments, art and landscape additions, signal modifications and bicycle route improvements. The result of this major construction project is that it provides a direct connection to high employment centers such as Solano Community College, Genetech and Kaiser Permanente in addition to being the northern gateway to the Jepson Parkway corridor.

*Interstate 80/Leisure Town Road Interchange*

### *Segment 5 (portion)- Vanden Road/ Cement Hill/ Peabody Road Intersection*

The City of Fairfield completed the realignment of Vanden Road at the intersection with Peabody Road and Cement Hill Road in August 2001 for a total project cost of $2.85 million. Prior to the realignment, Vanden Road intersected on the east side of Peabody Road adjacent to the Union Pacific Rail Road Tracks just north of Cement Hill Road. The realignment project connected Vanden and Cement Hill Road at Peabody with a four lane intersection on each side with landscaped medians and left turn pockets. The realignment created a parcel for the planned future Fairfield Vacaville Capitol Corridor Train Station.

## Programmed Projects

STA has continued to place the Jepson Parkway as one of their top priority projects in each programming cycle in order to achieve its ultimate completion. There is $36.7 million of Solano's 2010 State Transportation Improvement Program (STIP) funds programmed/allocated for this project and $8.2 million in the 2012 STIP as part of the regional commitment. $2.4 million was allocated for Plans, Specifications & Estimate (PS&E) in 2010. $3.8 million were allocated for Right-of-Way (R/W) funds in 2011. $30.5 million in construction funding is programmed for FY 2015-16. Another $8.2 million is programmed in construction funding in FY 2015/16 in the 2012 STIP. The projects are being funded 50% by STA and 50% by the local jurisdiction. **Figure 59** shows the location of the programmed projects

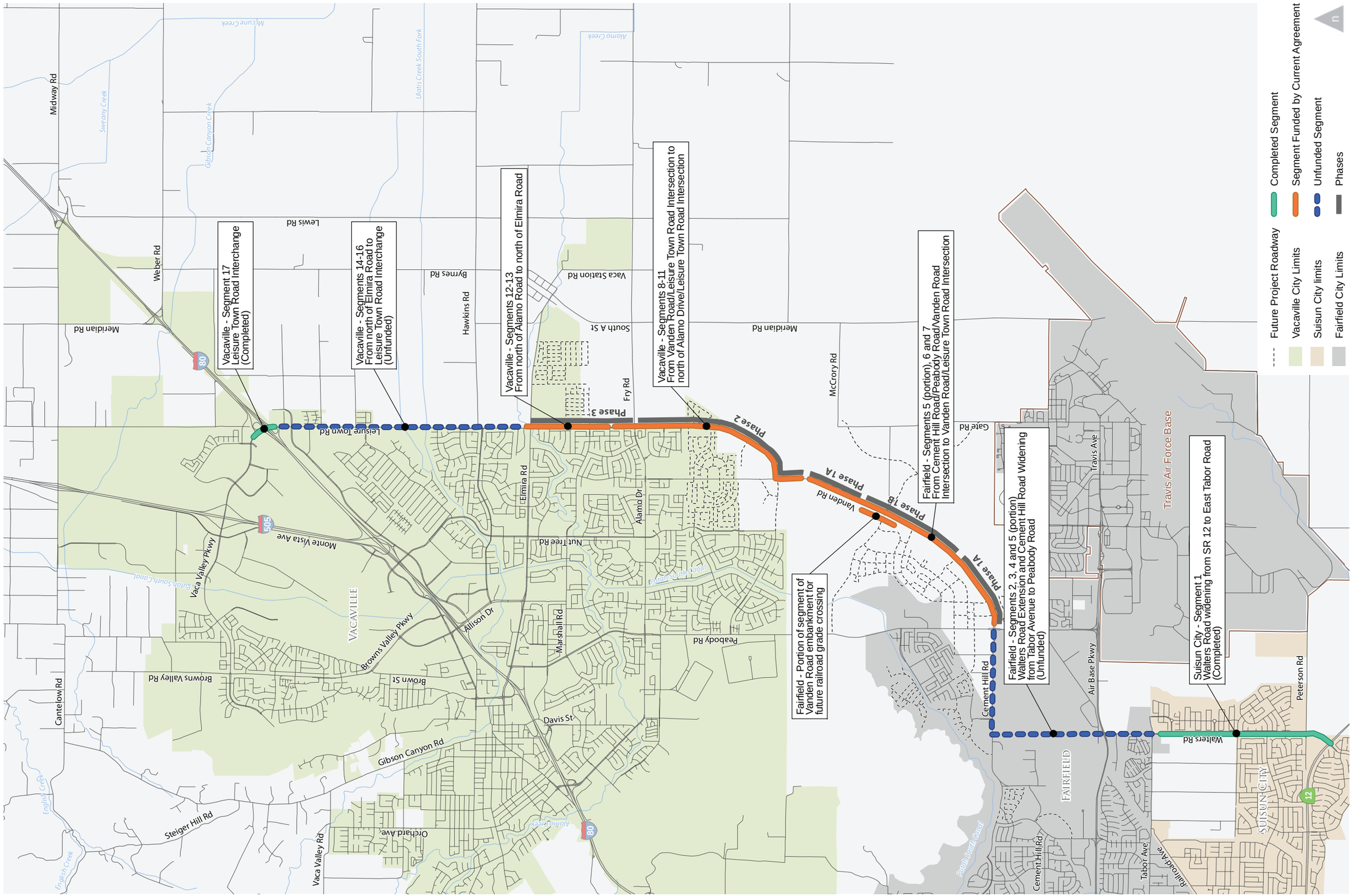



Figure 59 Roadway Project Phasing

*(Blank Back of Figure)*

### *Phase 1A- Vanden Road-from Peabody Road to south of the Vanden Road/Leisure Town Road Intersection (not including segment surrounding Canon Road):*

*Project Limits*- Vanden Road from the Cement Hill/Peabody/Vanden Roads Intersection to 2000 feet south of Vanden Road/Leisure Town Road Intersection. Note that one segment (approximately 1800 feet in length) of this project near the Canon Road intersection will be delivered separately by the City of Fairfield to reduce throw away costs and is referred to as Phase 1B.

*Agency Responsible for Delivery:* City of Fairfield

### *Phase 1B Project- Vanden Road-near the Vanden Road/Canon Road Intersection*

*Agency Responsible for Delivery:* City of Fairfield

*Project Limits* - Vanden Road from 1,350 feet south of Canon Road to 2,200 feet north of future Vanden Road/Canon Road Intersection. This Phase 1B segment has been identified in the Train Station Specific Plan as a raised profile to allow for a future grade separation of UPRR tracks along Canon road near the intersection with Vanden Road.

*Agency Responsible for Delivery:* City of Fairfield

### *Phase 2 Project - Vanden Road from 2000 feet south of the Leisure Town Road Intersection and Leisure Town Road from Vanden Road to north of Alamo Drive*

*Project Limits* - Vanden Road from 2000 feet south of Vanden Road/Leisure Town Road Intersection and Leisure Town Road from Vanden Road to Marshall Road

*Agency Responsible for Delivery:* City of Vacaville

### *Phase 3 Project- Leisure Town Road from Alamo Drive to Elmira Drive*

*Project Limits* - Leisure Town Road from Marshall Road to Commerce Drive

*Agency Responsible for Delivery:* City of Vacaville

## Future Projects

STA intends to continue to program a portion of their future allocated STIP dollars toward the Jepson Parkway Project until the corridor is completed. STA proposes to complete the widening of the corridor from Elmira Road to Orange Drive in Vacaville as the highest priority of remaining segments. The Walters Road Extension to Cement Hill, as well as the widening of Cement Hill Road is likely to be constructed by the adjacent development as a condition of the development. The widening of Cement Hill will likely follow the Walters Road Extension as the traffic demand on Cement Hill will not materialize till the Walters Road Extension is constructed. The remaining segments are summarized as follows (note the segments may have to be built in smaller phases depending on availability of funds):

**Table 3**
**Future Projects**

| Segments [1] | Description | Costs [2] |
|---|---|---|
| 3 | Walters Road Extension from Air Base Parkway to Cement Hill Road | $68.7 million |
| 4 and portion of 5 | Cement Hill Road from Walters Road to Peabody Road | $11.5 million |
| 14, 15 and 16 | Leisure Town Road from Elmira Road to Orange Drive | $28.6 million |
| | **Total Unfunded Segments** | **$108.8 million** |

1. *Segments as defined in 2009 Project Technical Report*
2. *Costs including design, right of way, utilities, and construction based upon 2009 Project Technical Report*