# Chapter 4
# Transportation

## Introduction

The Transportation Element addresses the movement of people and goods within and around Suisun City. Implementation of this Element will allow residents, workers, and visitors in Suisun City to reach their destinations comfortably and conveniently by car, bike, transit, or on foot. The City's policy approach to goods movement, water transportation, and parking and loading are also addressed herein.

The Transportation Element supports goals and policies in other elements of the General Plan related to land use, public health and safety, community character and

growth strategy requires the policies of the Land Use and Transportation elements to work in tandem.

One example of the relationship between transportation and land use planning is the placement and design of employment opportunities. Placement of office employment near transit provides a variety of substantial economic, social, and environmental benefits to the City

**Exhibit 4-1** **Employment near Transit**

# Related General Plan Guiding Principles

The City Council directed staff to incorporate a set of Guiding Principles into the 2035 General Plan. Transportation is a key component of these principles. The City can strengthen connections to the Downtown Waterfront Area by linking other areas of the City to the train station with roadways, bike paths, and transit lines. In order to enhance neighborhood vitality and the local quality of life, the City will need to ensure walkable neighborhoods with services and gathering places nearby. The availability of frequent, convenient passenger rail to Oakland, San Jose, and Sacramento via the Capitol Corridor relates closely to the City's guiding principle related to encouraging higher-density, mixed-use development in areas adjacent the train station. Guiding Principles related to the Transportation Element are summarized below.

## Downtown

Suisun City will continue to develop the Downtown as a vibrant, pedestrian-scaled commercial and entertainment center that reflects our community's unique waterfront

- Plan for the design and cost of future infrastructure to serve the community as it grows.

## Neighborhood Vitality

Suisun City will ensure that neighborhoods maintain their character and vitality.

- Maintain complete, well-designed, and walkable neighborhoods, with places to gather, nearby services, and multi-modal access to jobs, recreation, and other community and regional services.

## Sustainability

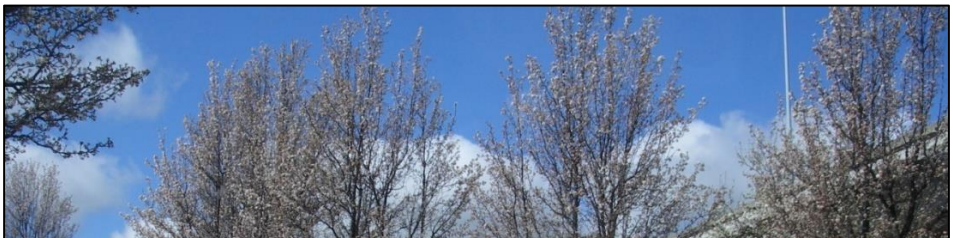
Suisun City will practice economically, fiscally and environmentally responsible municipal decision-making to avoid shifting today's costs to future generations.

- Use sustainable development and land use practices that provide for today's residents and businesses while preserving choices for the community in the future.
- Encourage a healthy living environment.
- Preserve and enhance natural resources and minimize negative environmental impacts.

## Transportation

Suisun City will provide choices for attractive, convenient transportation.

- Maintain and construct roadway infrastructure, as needed.
- Design for active pedestrian and bicycle-friendly paths and streets, as well as public spaces.
- Provide transportation alternatives to the automobile, especially capitalizing on the location of the train station.



The availability of regional rail transit is a great opportunity for both resident commuters and a way that Suisun City distinguishes itself from other locations from the perspective of future employers.

**Exhibit 4-2** **Suisun Station**

# Diagrams and Standards

Suisun City's transportation system includes roadways, bike paths, bike lanes, pedestrian routes, and public transit facilities that allow residents a variety of choices in reaching their destination.

Exhibit 4-4 presents the City's Vehicular Circulation Diagram, which identifies classifications for existing and new roadways needed to serve the City at buildout of the 2035 General Plan. Exhibit 4-5 is the Pedestrian and Bicycle Circulation Diagram and highlights bicycle/pedestrian pathways, bike lanes, and bike routes needed to serve the City at General Plan buildout.

# Roadway Classifications

Suisun City has four different types of roadways, including:

- Expressway;
- Arterials;
- Collector Streets; and
- Local Streets.

The following sections identify Suisun City's roadway classifications, describe the function of each roadway type, and identify classifications for individual roadways within the City.

## Expressway

Expressways are high-capacity, high-speed facilities that serve regional travel needs. Expressways generally restrict crossover access to a minimum of ½-mile intervals, exclusively at signalized at-grade crossings or grade-separated crossings. Direct access to commercial uses is severely restricted. No direct access is allowed to residential uses. If pedestrian and/or bicycle access is allowed, pathways or sidewalks are provided to

**Exhibit 4-3** **State Route 12 near Downtown Suisun City**

# Arterials

Arterials carry cross-town traffic and provide for the collection and distribution of traffic to residential, commercial, and industrial areas. Direct access is restricted. Sidewalks are to be provided to allow safe travel by pedestrians unless there is a parallel Class I bicycle/pedestrian pathway. Bike lanes will be identified on certain arterials (indicated with an asterisk) where road widths permit and where route connectivity is necessary.

North-south arterial streets include:

- Walters Road (4 lanes)*
- Sunset Avenue (4 lanes)*
- Marina Boulevard (north of SR 12) (4~~2~~ lanes)*
- Main Street (2 lanes)
- Pennsylvania Avenue (2 lanes)*

## Collector Streets

Collector streets provide for traffic movement within and between neighborhoods, as well as connections to major activity centers. All collector streets in Suisun City have two lanes. Sidewalks are provided along collector streets for pedestrians, and bike lanes are to be provided along direct or higher-volume Collector Streets (identified with asterisks) for safe travel by cyclists.

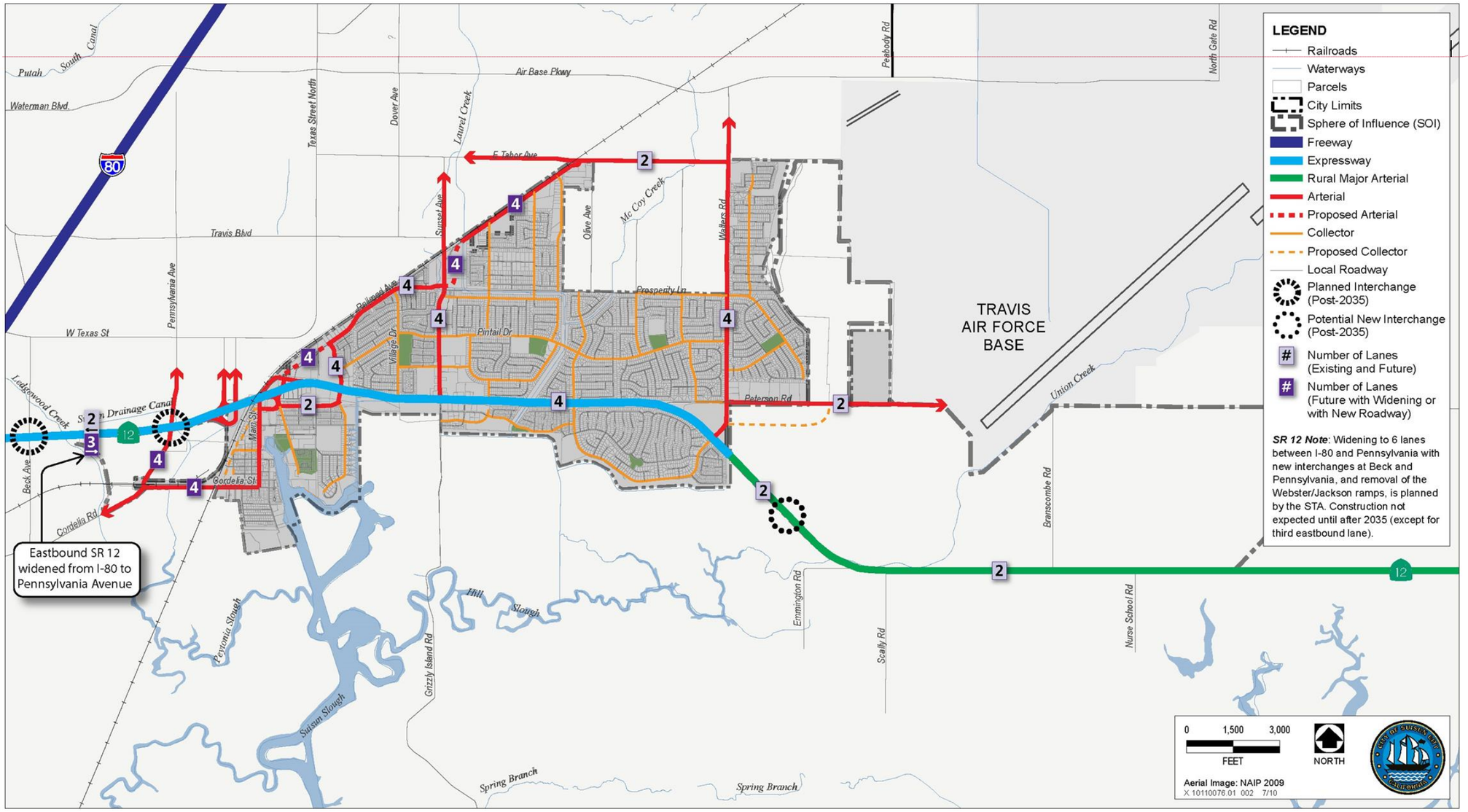
East-west collector streets include:

- Sacramento Street
- Merganser Drive
- Wigeon Way
- Pintail Drive*[1]
- Canvasback Drive
- Montebello Drive
- Buena Vista Avenue*
- Bella Vista Drive
- ~~Prosperity Lane~~
- McLellan Drive
- Gunter Drive

North-south collector streets include:

- Civic Center Boulevard*
- Marina Boulevard south of SR 12*
- Village Drive*
- Blossom Road
- Worley Road
- Humphrey Drive
- Cackling Drive
- Fulmar Drive
- Capistrano Drive
- Tolenas Avenue
- Woodlark Drive
- Bluejay Drive
- Yosemite Way
- Lawler Ranch Parkway*
- Emperor Drive*
- Charleston Street

## Local Streets




Source: Suisun City 2012.

**Exhibit 4-4**

**Vehicular Transportation Diagram**

**Commented [JK1]:** Replace Prosperity Lane with Bella Vista Drive. See Revised Figure prepared by F + P.

# Roadway Design and Standards

New developments must provide rights-of-way and public transportation improvements consistent with City standards. Table 4-1 identifies standards for each roadway classification.

When evaluating intersection improvements, a primary consideration of the City will be maintaining safe and comfortable access for pedestrians and cyclists at intersections. As appropriate, in consideration of community and neighborhood character, as well as economic and environmental goals and objectives, the City will consider relaxing vehicular transportation improvement standards to accommodate infill development or ensure comfortable and convenient pedestrian and bicycle access.

Additional public street right-of-way may be required in specific locations to facilitate left-turn lanes, bus pullouts, and right-turn lanes, where additional capacity at intersections is needed to accommodate traffic volumes.

**Table 4-1**
**Roadway Standards**

| Functional Class | Driveway Access | ROW Width | Bike Lane[1] | Desired Speed (mph)[2] | On-Street Parking | Lane Width | # of Travel Lanes |
|---|---|---|---|---|---|---|---|
| Expressway | None | 100'+ | No | 55-65 | No | 12' | 4 |
| Arterial | None or Very limited~~Limited~~ | 60-100' | Yes[4] | 25–~~43~~5 | ~~Optional~~Limited | 120~~-11~~' | 2–4 |
| Collector | Yes | 60' | Yes[4] | ≤30 | Yes | ~~9-~~10'-12' | 2 |
| Local[3] | Yes | 50' | No | ≤25 | Yes | ~~9-~~10'-12' | 2 |
| Alley | | | No | <15 | No | 20' Total | 2 |

Notes: mph = miles per hour.

[1] Streets that are located adjacent and parallel to Class I bicycle/pedestrian paths do not require bike lanes.

[2] This is the intended speed at which most drivers will travel given the built environmental speed controls created by the street width and design. This is not meant to represent design speed for sight distance, cornering, or other geometric properties of the roadway.

[3] Local streets can be narrower, at the City's direction, if alley access is provided for public services, utilities, and parking/garage access.

[4] Bike Lanes are specified for particular collectors and arterial roadways based on the need for connectivity, the availability of parallel Class I paths, and the width of the roadway.

# Bikeway Classifications

- **Bicycle/Pedestrian Paths** provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians. Vehicle and pedestrian cross-flows are minimized. Bike Paths that meet specified lane width and other requirements are "Class I" facilities. Two-way Class I Paths are generally a minimum of approximately eight feet wide with an additional two-foot graded area on both sides of the path to provide clearance from obstructions and a jogging path.
- **Bike Lanes** provide a restricted right-of-way, and are designated for the use of bicycles with a striped lane on a street or highway. Standards for Class II Bike Lanes generally call for a minimum bike lane width of five feet. Different standards may apply to roadways with and without marked parking stalls and with and without standard curbs and gutters.
- **Bike Routes** provide for a right-of-way designated bike signs or pavement markers for shared use with pedestrians or motor vehicles. These routes are established along through routes likely to be used by bicyclists where a path or lane is not feasible. "Class III" is often used to indicate marked Bike Routes.


## Existing Pedestrian and Bicycle Facilities

The Central County Bikeway is a multi-use, Class I pathway along the north side of SR

# Planned Pedestrian and Bicycle Facilities

Suisun City was awarded over $1.4 million in grants from over 10 sources to construct the Central County Bikeway along SR 12 from the train station to Walters Road. During buildout of the 2035 General Plan, the City will seek additional funding to improve local routes and connections with regional bicycle and pedestrian travelways. Several additional bike routes are planned to improve connections within Suisun City, and to the rest of the region. These include:

- A Class I path along McCoy Creek between SR 12 and East Tabor Avenue;
- A Class I bicycle/pedestrian path along the east side of Marina Boulevard from Driftwood Drive to SR 12, the south side of SR 12 from Marina Boulevard to Grizzly Island Road, and along the west side of Grizzly Island Road from Anderson Drive to McCoy Creek Way;
- A Class I bikeway on the north side of Petersen Road from Walters Road to the Lambrecht Sports Complex[2]; and
- Class II bike lanes on Grizzly Island Road south of SR 12; and
- Class II bike lanes on Cordelia Road between Suisun City and Cordelia.

The Ledgewood Creek Bike Path in Fairfield is planned to be extended to SR 12 between Beck Avenue and Pennsylvania Avenue.[3] Through coordination with the City of Fairfield and the Solano Transportation Authority, this Class I facility could be connected across SR 12 to Suisun City. The Laurel Creek trail is planned to be extended in Fairfield south to Travis Boulevard. A Class II facility along Sunset Avenue will offer a connection to Suisun City.[4]

The Metropolitan Planning Commission's 2009 Regional Bicycle Plan identifies improvements along Jepson Parkway (which is Walters Road in Suisun City). This Plan also anticipates improvements and along SR 12 from Suisun City to Rio Vista.[5]

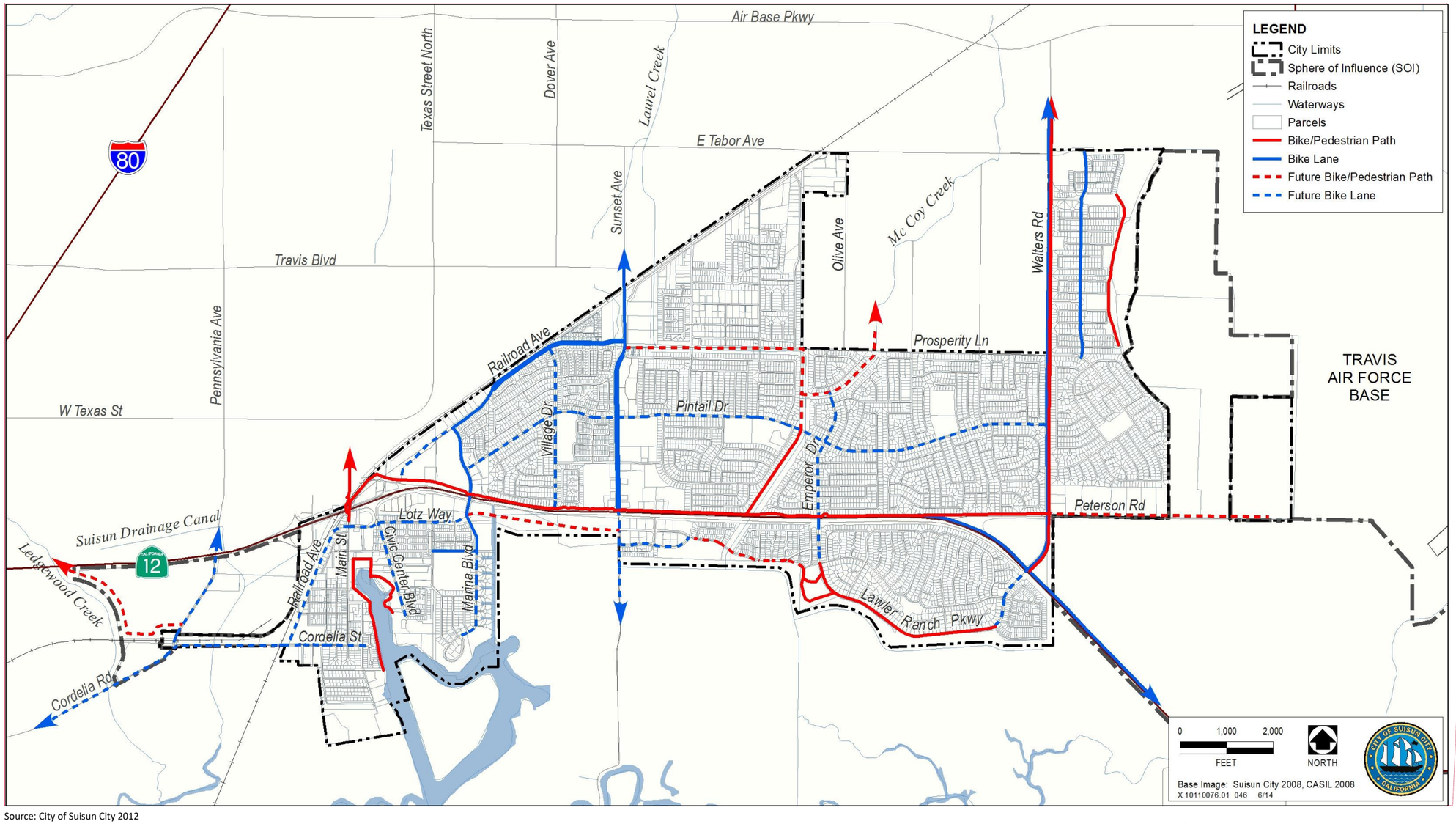
Solano Transportation Authority's 2012~~0~~ Bicycle Plan Projects List includes shoulder improvements along SR 12 from Walters Road in Suisun City to Rio Vista and the Sacramento County line to establish a 20-mile Class II or Class III bicycle route.

The 2012~~04~~ Solano Countywide Bicycle Plan identifies a Class I route along McCoy Creek from SR 12 north through Tolenas, a portion of which in Suisun City has been constructed.

The Countywide Bicycle Plan also identifies Class II bicycle lanes for Main Street in Downtown Suisun City.[6] However, the City has provided parallel access along the Downtown promenade and there is not adequate right-of-way along Main Street to accommodate on-street parking and travel lanes. Therefore, the City has not reflected this route on the Bicycle/Pedestrian Circulation Diagram.

The Pedestrian and Bicycle Circulation Diagram (Exhibit 4-5) includes existing and proposed Class I and Class II bikeways in Suisun City. Exhibit 4-6 illustrates relative distances from key destinations in Suisun City along existing bikeways and local streets.

The City will plan future pedestrian and bicycle facilities, as required, to increase the number of residents and employees within one-quarter mile of parks, schools, trails, and other destinations. Please refer to related policies this Transportation Element, along with the Land Use, Community Character and Design, Economic Development elements of the 2035 General Plan.

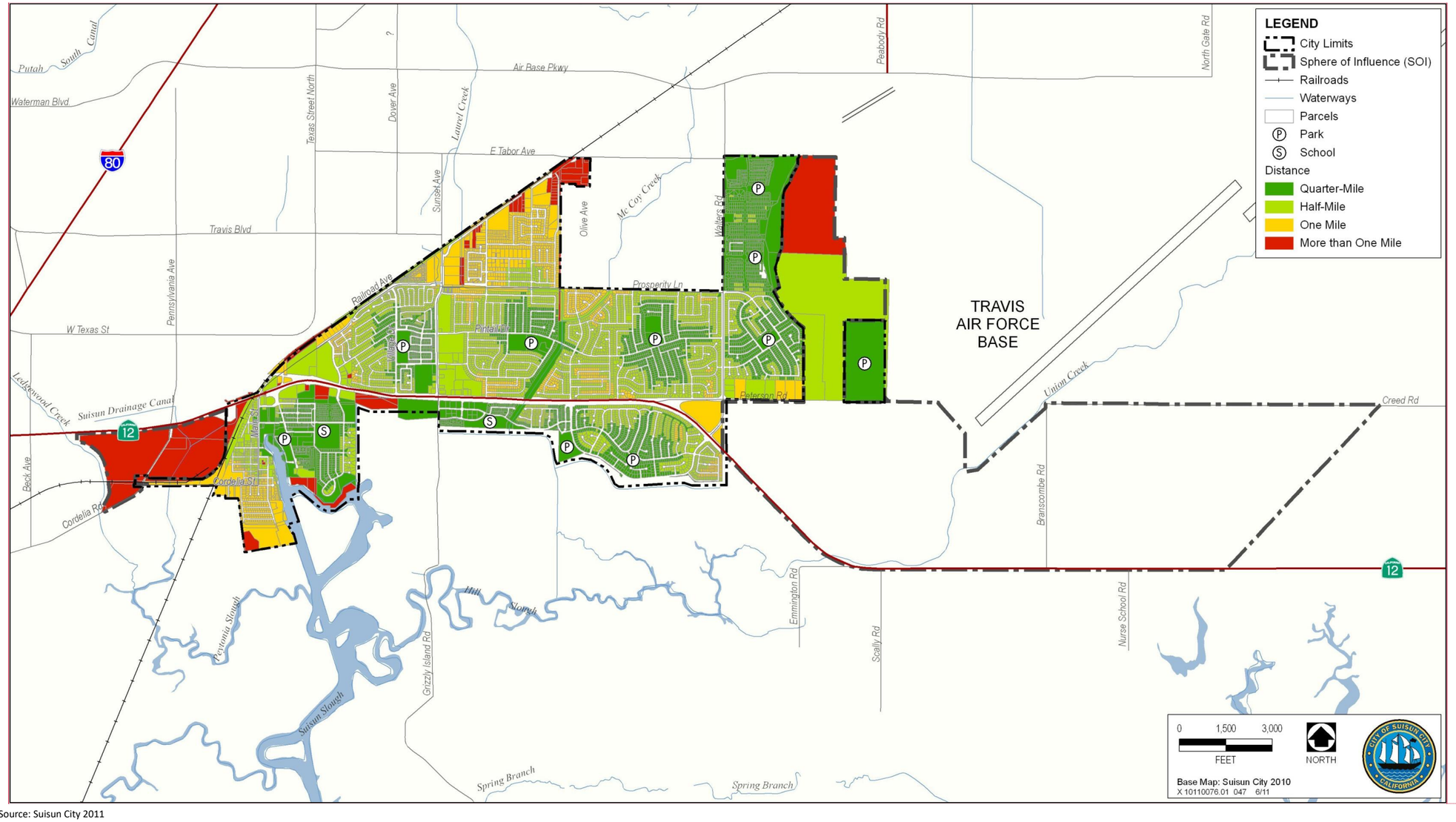



Source: City of Suisun City 2012

**Exhibit 4-5**

**Bicycle/Pedestrian Transportation Diagram**

**Commented [JK3]:** (1)Add future RR Avenue improvements. (2)Connect Cordela Road with Marina Promenade. (3) Connect Civic Center Boulevard with Promenade. (4)




Source: Suisun City 2011

**Exhibit 4-6** **Distance from Destinations**

**Commented [JK4]:** Insert schools along Pintail Drive on this map.

# Goals, Objectives, Policies, and Programs

## Level of Service

Level of Service (LOS) is a measure of traffic congestion based on a roadway's traffic volume in relation to its capacity. In addition to the number of travel lanes, roadway capacity is affected by the number and type of controlled intersections. LOS is determined by comparing a facility's traffic volumes to its capacity. These levels of service are designated "A" through "F," from best to worst. The LOS grades are generally defined as follows:

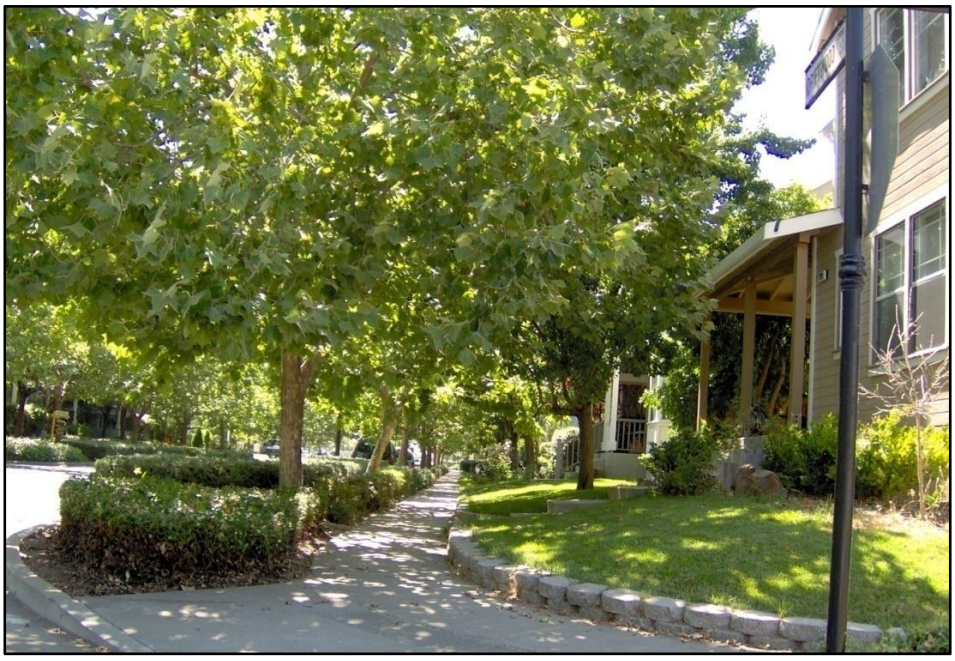
- **LOS A** represents free-flow travel with an excellent level of comfort and convenience and freedom to maneuver.
- **LOS B** has stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.
- **LOS C** has stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.
- **LOS D** represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.
- **LOS E** represents operating conditions at or near capacity. Speeds are reduced to a low, but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.
- **LOS F** is used to define forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.

Monitoring LOS at key transportation facilities helps to identify priority projects that should be included in the City's Capital Improvements Plan. The City will use traffic analysis according to LOS policies to determine fair-share contributions from

2035 General Plan provides a balanced and efficient approach to land use and transportation planning that meets these multiple objectives.

Some jurisdictions use LOS for assessing significant impacts under the California Environmental Quality Act (CEQA). Recent changes to the CEQA Guidelines recognize that each lead agency has the discretion to choose its own metric of analysis of impacts to its transportation system. Vehicular level of service measured using traditional methods may or may not be an applicable measure of the actual effectiveness of the transportation system.

The City will use LOS to determine fair-share impact fees, road rights-of-way, and facility planning. But, Suisun City will not use vehicular LOS alone in determining CEQA impacts. LOS analysis still may be required to examine indirect CEQA impacts of traffic generation (air pollution, noise, stormwater runoff, etc.).[7] This change in emphasis of traffic congestion as a CEQA impact "is appropriate because an increase in traffic, by itself, is not necessarily an indicator of a potentially significant environmental impact," and mitigating traffic congestion impacts by increasing roadway capacity can have substantial environmental effects.[8] The City will continue to address congestion, as necessary, but will not ~~focus~~ rely solely on traffic LOS analysis as a direct impact within the context of CEQA documentation.



Streets are some of the most prominent and visible physical components of a City. Thoughtful design and planning can ensure that streets allow efficient vehicular movement, accommodate pedestrian and bicycle

## Goal T-1 Provide an efficient, safe transportation system that is free of barriers to travel by all segments of Suisun City's population.

### Objective T-1 Develop, maintain, and enforce transportation performance standards and public improvement standards that implement the 2035 General Plan.

*Policy T-1.1* *The City will review and condition developments to maintain level of service E or better during peak travel periods, as feasible.*

*Policy T-1.2* *New developments within the Downtown Waterfront Specific Plan Area and Priority Development Area are exempt from the City's transportation Level of Service policy.*

*Policy T-1.3* *The City's Level of Service policy will be implemented in consideration of the need for pedestrian and bicycle access, the need for emergency vehicle access, and policies designed to reduce vehicle miles traveled.*

*Policy T-1.4* *The City will not require analysis of direct impacts to vehicular level of service for the purpose of California Environmental Quality Act compliance. The City acknowledges that Caltrans and other transportation agencies may require such analysis.*

*Policy T-1.5* *The City recognizes the transportation network as an integrated component of Suisun City's urban fabric and not only as a system for moving people and goods.*

*Policy T-1.6* *The City will design and operate streets and intersections to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.*

*Policy T-1.7* *The City will maintain a traffic impact fee program designed to collect fair-share contributions from new developments to construct vehicular, bicycle, and pedestrian improvements.*

*Policy T-1.8* *The City will consult with other agencies, such as the Solano Transportation Authority, Solano County, Caltrans, and the Metropolitan Transportation Commission on assessing travel demand impacts to facilities managed by other agencies. The City will collaborate as a part of a coordinated regional program on collection of impact fees for regional transportation improvements.*

*Policy T-1.9* *The City will require new roads, intersections, and access points to be designed in*

## Program T-1.2 Transportation Review and Impact Fees

The City will review new developments for travel demand impacts. Where a new development would cause or substantially contribute a violation of the City's LOS policies, new developments will be required to increase multi-modal connectivity, provide enhanced bicycle, pedestrian, or transit access; participate in carpool or demand management programs; or provide other measures needed to meet LOS policies.

If feasible measures to reduce travel demand would not achieve the desired LOS, the City may require fair-share contributions toward transportation improvements. Contributions may be used to fund roadway or intersection capacity improvements or other multi-modal transportation facility improvements. Projects that construct improvements that serve areawide travel demand will be reimbursed, as appropriate.

Arterial streets and traffic signals should be funded in large part through an Off-Site Improvement Program (OSSIP) fee. New development will be required to provide fair-share contributions, although some developments may have reduced fees that reflect funding by Caltrans, STA, the City, or other agencies.

The City may require adjacent property owners to construct and dedicate portions of areawide facilities, with appropriate reimbursement. New developments abutting General Plan streets will generally be required to construct and dedicate improved roads, with appropriate fair-share reimbursements.

To determine impact fees, the City will consider the amount of traffic projected to be generated by new developments in relation to existing traffic volumes and road capacities.

The City will collaborate as a part of a coordinated regional program on travel demand anaylsis, fees, and improvements planning for regionally important facilities planned and managed by Solano Transportation Authority, Solano County, Caltrans, and the Metropolitan Transportation Commission.

Small projects, infill developments, affordable housing projects, and other special project types may have reduced or waived fees, as determined in a case-by-case examination by the City.

The City will not expand roadways or intersections where this would

# Connectivity

Connectivity is a fundamental principal for efficient and safe transportation network. The degree of connectivity in a road system largely determines the usefulness of its transportation network for multi-modal mobility. The traditional grid street pattern represents a highly connected neighborhood. Modifications to the grid could also provide a highly connected network. Highly connected transportation networks have:

- A dense system of parallel routes, both east-west and north-south, with many roads providing through connections;
- Frequent intersections; and,
- Frequent points of access.

Highly-connected transportation networks reduce travel times for emergency responders and increase the efficiency of operations for other types of public services. Connected networks are convenient for pedestrians, bicyclists, and drivers alike. With a highly connected roadway network, traffic is dispersed and each individual road is less likely to have high traffic volumes, noise, and congestion. With lower traffic volumes, roads can be smaller, less expensive to construct and maintain, and more pleasant public spaces.

Connections between the Downtown Waterfront Area and the rest of the City are limited by SR 12 and the Union Pacific Railroad (UP) rail line, create circulation barriers. Connecting the area north of SR 12 to the Downtown Waterfront Area and the train station is a priority for the 2035 General Plan.

The Vehicular Transportation Diagram illustrates the location of proposed roadway system improvements, including the extension of Railroad Avenue from Marina Boulevard to Main Street to provide an additional direct connection to the Downtown area. The City's wayfinding program can be expanded to provide better visual links to streets that lead Downtown.

## Goal T-2 Provide a well-connected transportation system that offers residents and visitors a choice of routes to reach their destinations.

**Objective T-2** **Increase connections between the Downtown Waterfront Area and the rest of the City, and fill in gaps in pedestrian and bicycle infrastructure.**

*Policy T-2.1* *The City will require and maintain an interconnected street network with short blocks to support locally available travel modes.*

*Policy T-2.2* *New streets shall be arranged in a grid or other highly connected pattern so that pedestrians, bicyclists, and drivers have multiple, direct routes to nearby destinations.*

*Policy T-2.3* *New developments shall be highly connected internally and connected with adjacent developed areas.*

*Policy T-2.4* *The City will support improvements that connect existing gaps in the transportation system, and that provide visual cues directing users onto through streets.*

*Policy T-2.5* *The City prefers direct connections that allow cars, bikes, and pedestrian through traffic over "doglegs" or "T" intersections.*

*Policy T-2.6* *In the instances where the City allows new cul-de-sacs, pedestrian, bicycle, and emergency through access is required, with lighting installed to ensure safety and security.*

*Policy T-2.7* *The City will support improvements to regional connectivity, including connections to Fairfield, SR 12, and I-80 that reduce trip lengths and provide redundant routes for emergency responders.*

*Policy T-2.8* *The City will use unified streetscapes and signage to create visual links for pedestrians, cyclists, and motorists and communicate routes that connect to the Downtown Waterfront Area.*

*Policy T-2.9* *New commercial developments on parcels of greater than 20 acres in land area should divide larger blocks with small private through streets.*

### Program T-2.1 Enhancing Connectivity with Fairfield and Recreation Areas

The City will collaborate with the City of Fairfield, Caltrans, the Public


"Paseos" are used in larger commercial projects to create better access for emergency and private vehicles, pedestrians, and bicyclists.

**Exhibit 4-9 Connectivity for Larger Commercial Projects**

# Travel Demand Management

Travel Demand Management is a term that refers to various policies and programs designed to increase the efficiency of transportation facilities and the attractiveness of underused modes of travel and goods movement. Commonly used strategies include:

- Transit improvements;
- Walking and cycling improvements;
- Flextime and telecommuting;
- Car/ride sharing and other commute trip reduction programs;
- Congestion pricing;
- Distance-based fees;
- Parking management, cash out, and pricing.

Vehicles miles traveled (VMT) is an overall measure of travel demand. VMT associated with development in the City was estimated to be approximately 378,178, as of the writing of the 2035 General Plan – approximately 13 miles per capita per day.[9]

## Goal T-3 Manage travel demand in order to reduce up-front and ongoing cost of transportation infrastructure, enhance local mobility, improve air quality, and improve the local quality of life.

**Objective T-3** **Vehicle miles traveled (VMT) by Suisun City residents and to Suisun City destinations should increase at a lower rate than that of population and employment growth.**

*Policy T-3.1* *The City will collaborate with other local, regional, and state agencies, as well as employers to encourage carpooling, carpool parking, flexible work schedules, ridesharing, and other strategies to reduce commute period travel demand.*

*Policy T-3.2* *The City will encourage new developments and public facility investments designed to minimize vehicle trips and vehicle miles traveled.*

*Policy T-3.3* *The City will support programs to provide education, information, facilities, and incentives to encourage City employees to walk, bike, or take transit to work, as funding is available.*

*Policy T-3.4* *The City's analytical methods, review requirements, impact fees, and investments will be designed and implemented, in part, to reduce VMT by Suisun City residents and to local commercial and employment uses.*

*Policy T-3.5* *The City's Traffic Impact Fee Program will be designed to provide incentives for new developments that are located and designed to reduce vehicular travel demand.*

*Policy T-3.6* *New developments that would generate VMT at a lower rate per capita than the existing level are exempt from traffic impact fees.*

*Policy T-3.7* *New developments that would accommodate 100 employees or more are required to incorporate feasible travel demand management strategies, such as contributions to transit/bike/pedestrian improvements; flextime and telecommuting; a carpool program; parking management, cash out, and pricing; or other measures, as appropriate, to reduce travel demand.*

trip reduction program will identify measures to achieve trip reduction targets. The City will monitor compliance with trip reduction targets and reevaluate measures if trip reduction targets are not being met.

# Goods Movement and Water Transportation

A well-designed circulation system that meets all travel needs is important to the local economy. Existing and future local businesses benefit from efficient materials and product delivery. Goods movement in Suisun City can occur by rail and by road. Suisun Slough provides an important water link allowing recreational and tourist uses.

Freight passes through Suisun City via rail on the UPRR tracks and via truck on SR 12. The UPRR trains through Suisun City are part of a major freight line that runs from the Port of Oakland to Chicago. In addition, the California Northern Railroad operates a short-line freight route that connects to the main UPRR tracks at a junction in Suisun City.

The Suisun Slough Channel provides water access between Suisun City, the Sacramento River, Suisun Bay, San Pablo Bay, and San Francisco Bay. The Army Corps of Engineers is responsible for maintaining the Slough and its navigability, while the Suisun City Police Department polices the waterway, as necessary.

The Suisun City Marina and Solano Yacht Club provide an interface between the Downtown Waterfront Area and the Channel, with 150 boat slips. City-owned boat launch ramps exist along Kellogg Street. The Channel sees measurable boat traffic, particularly during weekends and the summer months, when water-bound recreational activity peaks.

## Goal T-4 Provide for movement of raw materials and shipment of goods throughout the City and surrounding region.

**Objective T-4** **Increase goods movement and economic activity based on Suisun City's road, rail, and water connections, while also minimizing the negative effects of this transportation on the City's residents and businesses.**

*Policy T-4.1* *The City will support goods movement and collaborate with regional agencies and private parties to maintain and enhance goods movement corridors serving the City.*

*Policy T-4.2* *The City will manage truck traffic, freight rail, and hazardous materials movements in a way that is protective of the public and environmental health, in collaboration with Caltrans, Solano County, the California Highway Patrol, the California Public Utilities Commission, and the Union Pacific Railroad.*

*Policy T-4.3* *The City will restrict truck traffic to designated routes, which include: SR 12, Main Street, Cordelia Street, Railroad Avenue, Lotz Way, Walters Road, Peterson Road, and Civic Center Boulevard. Trucks may go by direct route to and from restricted streets, where required for the purpose of making pickups and deliveries of goods, but are otherwise restricted to designated routes.*

### Program T-4.1 Truck Routes

The City will maintain a list of roadways designated as truck routes. Truck traffic will be restricted in accordance with the designations.

## Goal T-5 Maintain and enhance Suisun Slough as a regional recreational and commercial water transportation amenity.

**Objective T-5** **Increase recreational and commercial access to Suisun Slough.**

*Policy T-5.1* *The City will support maintenance of Suisun Slough as a viable regional transportation route serving Suisun City residents and businesses.*

*Policy T-5.2* *The City will support tourism-related transportation using the Suisun Slough.*

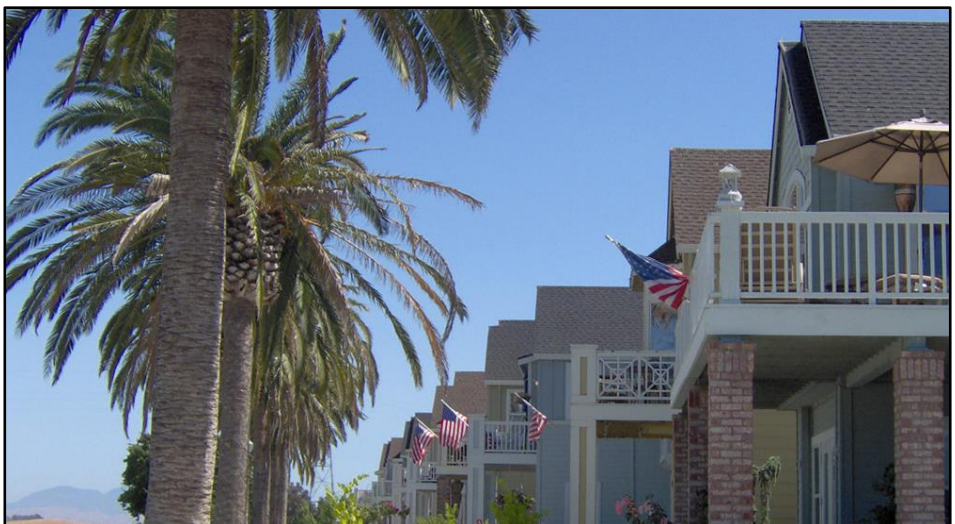
*Policy T-5.3* *The City encourages additional berths on the waterfront and establishment of additional boat buildings and repair services.*

# Travel Mode Choice

The Transportation Element provides a balanced approach for a circulation system that will serve the entire community well in the long term. Goals, objectives, policies, and programs provided in this Element balance the need for motor vehicle movement and parking with the need for improvements to bicycle, pedestrian, and public transit systems that make these modes more viable and practical in Suisun City.

Roads with wide travel lanes create longer ~~and dangerous~~ pedestrian crossing distances. Intersections with a large turning radius enable higher vehicle speeds around corners, which also creates safety issues for pedestrians. In areas near compact housing, schools~~,~~ and shops, where higher levels of pedestrian and bicycle activity is expected, it is especially important to consider narrower travel lanes, reducing the number of lanes, and reducing turning radii. Areas of high pedestrian and bicycle activity include Downtown, particularly near the train station; shopping centers Citywide; areas adjacent to trails, parks, and other types of open space; and areas near civic buildings, including schools, the Suisun City library, and other public facilities.

"Complete streets" are those that are designed to accommodate multiple travel modes. Complete streets have travel lanes for vehicles, but also facilitate travel for bicyclists and provide areas for transit stops, as necessary. Streetscapes along complete streets would also provide sidewalks or walking paths for pedestrians, street trees, and other amenities needed to ensure safety, convenience, and comfort for pedestrians, cyclists, and transit users.



services in Suisun City include regional passenger rail service, as well as bus service provided by Fairfield and Suisun Transit and the Rio Vista Delta Breeze.

The Capitol Corridor route, which travels along UP-owned right-of-way, stops at the Suisun Station. The Suisun Station is located on Main Street between Spring Street and SR 12. The westbound route directly connects Suisun City with Martinez, Richmond, Berkeley, Emeryville, San Francisco, Oakland, Hayward, Fremont, Santa Clara, and San Jose. The eastbound route directly connects Suisun City with Davis, Sacramento, Roseville, Rocklin, and Auburn.

Fairfield and Suisun Transit (FAST) operates four local and one intercity route through Suisun City. The local routes are lines 2, 5, 6, and 80. The intercity route is line 90, which connects Suisun City to the Bay Area Rapid Transit (BART) commuter rail system. FAST local lines do not operate on Sundays and line 90 operates only on weekdays. FAST also operates demand-response paratransit service in the Suisun City and Fairfield areas.

Suisun City is served by one Rio Vista Delta Breeze route, line 50, which travels between Fairfield, Suisun City, Rio Vista, and Isleton. Three Fairfield-bound and five Isleton/Rio Vista-bound line 50 buses stop at the Suisun Station each weekday morning. On weekends, one afternoon bus in each direction stops at the Suisun Station.

## Goal T-6 Maintain a multimodal transportation system for the safe and efficient movement of automobiles and trucks, pedestrians, bicyclists, and public transit users.

**Objective T-6** **Increase the share of work and non-work trips by Suisun City residents and to Suisun City destinations for walking (by~~from~~ 1%), bicycling (by~~from~~ 0.3%), and public transit (by~~from~~ 2.6%) compared to that documented by the 2000 U.S. Census and ABAG.**

*Policy T-6.1* *The City will facilitate construction and maintenance of an accessible, safe, pleasant, convenient, and integrated bicycle and pedestrian system that connects local destinations and surrounding communities. The City will support development of a safe and accessible trail network connected to the on-street bicycle and transportation system that provides transportation and recreational opportunities for Suisun City residents and employees.*

*Policy T-6.2* *The City will require design, construction, operation, and maintenance of "complete streets" that provide safe and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities.*

*Policy T-6.6* *Bicycle parking shall be provided near destination land uses, such as retail, commercial and public services, parks, schools, and transit stops.*

*Policy T-6.7* *The City will prioritize pedestrian connections that allow children to walk safely to school, including safe, convenient locations to cross collectors, arterials, expressways, and rail lines. Key locations and connections are those where informal and unsafe routes or crossings are presently used.*

*Policy T-6.8* *The City will seek funding to construct vandal-resistant walls or making other improvements to decrease use of unsafe railroad crossings in such locations as Worley Road, Blossom Avenue, Marina Boulevard.*

*Policy T-6.9* *The City will encourage construction of transit amenities, such as benches, information systems, shelters, and bike racks near transit stops.*

*Policy T-6.10* *The City will support improvements designed to encourage transit, such as traffic signal priority, bus queue jump lanes at intersections, exclusive transit lanes, and other techniques, as appropriate.*

*Policy T-6.11* *The City will support transit-oriented development by reducing parking requirements and requiring improvements designed to encourage transit use in Transit Support Areas. Transit Support Areas include areas within ¼ mile walking distance of bus stops and the train station.*

*Policy T-6.12* *New building frontages shall be oriented to pedestrians. Primary pedestrian entries to nonresidential buildings should be from the sidewalk, not from parking areas.*


*Policy T-6.14* *Lockers and showers for cyclists shall be provided for new developments that would accommodate 100 or more employees.*

*Policy T-6.15* *The City will proactively coordinate with utility companies and other relevant service providers to establish bicycle and pedestrian travelways along power transmission lines and other utility corridors, irrigation canals and creeks, and other existing easements and rights-of-way.*

### Program T-6.1 Enhance Pedestrian Facilities

The City will maintain and expand pedestrian and bicycle facilities, particularly to connect with bus stops and the train station; the Downtown Waterfront Area, retail centers at Sunset Avenue and SR 12; the library, schools, parks, community centers, and other destinations. In particular, the City will identify opportunities to enhance crossings of Main Street that increase visibility, such as pavement treatments, bulb-outs, or more prominent striping.

### Program T-6.2 Expand Bicycle Infrastructure

The City will facilitate construction and maintenance of a safe, comprehensive, and integrated bicycle system. The City will collaborate with other organizations to acquire and develop trail facilities consistent with the 2035 General Plan.

### Program T-6.3 Transit Planning and Transit Fee

The City will consult with FAST and seek to provide the most effective possible transit in Suisun City, with a focus on the integration between the FAST bus line and Capitol Corridor trains. The City will collaborate on planning to expand bus transit service and to provide direct connections linking the largest possible portion of the City to and from Capitol Corridor trains. The City will consult with the City of Fairfield and FAST on transit fee programs designed to collect fair-share contributions from new developments and fund transit improvements.

### Program T-6.4 Grant Funding for Bicycle and Pedestrian Improvements

The City will seek funding for pedestrian and bikeway improvements identified in the General Plan, with a focus on infill areas. Regional, state, and federal funds are available for master planning, design, and construction of bicycle and pedestrian facilities. The City will research opportunities and submit applications for funding. Recent applications

Solano County, and other agencies to seek grant funding for improvements with cross-jurisdictional benefits.

# Parking and Loading

During buildout of the 2035 General Plan, it will be important to provide for adequate areas for vehicle storage and loading access. The amount, design, and location of parking and loading is important for local mobility and the quality of the City's built environment.

Whether people choose to drive, walk, bicycle, or take transit depends on the community design, as well as the quality of transportation facilities. Where land uses are segregated, densities are low, and the distance between homes and daily destinations is great, people tend to drive more and walk, bike, and use public transit less often.

Parking is one element of the built environment that can add to distances between homes and destinations. If too much parking is proposed, or if the parking is not properly designed, there can be adverse effects to pedestrian, bicycle, and transit comfort and convenience. Excessive parking also increases stormwater runoff and the potential for transport of pollutants into waterways. For some developments, excess parking takes up space that could otherwise be used to provide retail and commercial services, offer housing opportunities, generate revenue, and accomplish other General Plan objectives.

Use of on-street parking, shared parking, and providing better connections to pedestrian, bike, and transit modes can reduce the amount of parking that is needed. For the off-street parking that is needed, there are many commonly used techniques for parking design that are sensitive to pedestrian friendliness and reduce environmental impacts. For example, instead of placing large amounts of surface parking in front of stores, buildings can be constructed near the street and sidewalk, with parking located behind or alongside buildings.

## Goal T-7 Maintain an adequate supply of parking and avoid oversupply of parking that would unnecessarily increase urban water runoff, require expensive construction and maintenance, and discourage alternatives to vehicular travel.

**Objective T-7** **Reduce the proportion of parking spaces that are unused during the daytime, evenings, or weekends.**

*Policy T-7.1* *Parking shall be located and designed to facilitate convenient pedestrian access to and from buildings, trails, sidewalks, and transit stops.*

*Policy T-7.2* *The City will prioritize on-street parking, shared parking, and, where appropriate, public parking garages to meet parking needs for destination land uses and reduce the need for surface parking.*

*Policy T-7.3* *New developments should optimize and make use of on-street parking spaces prior to proposing additional surface parking.*

*Policy T-7.4* *The City supports shared parking between multiple uses to the extent possible, and will provide incentives for property owners to share underused off-street parking.*

*Policy T-7.5* *New developments should unbundle the cost of parking from leases and condominium purchases.*

*Policy T-7.6* *The City will reduce parking requirements for mixed-use developments, for developments providing shared parking, for developments within ¼ mile of a bus stop or the train station, and for developments that incorporate travel demand measures.*

*Policy T-7.7* *The City discourages construction of new surface parking spaces in amounts greater than required by City standards.*

*Policy T-7.8* *New developments shall break up and distribute any proposed surface parking and shall plant at least one tree for every four parking spaces or demonstrate adequate planting that would provide at least 50 percent shading of parking areas at maturity.*

*Policy T-7.9* *The City may waive or relax off-site parking requirements for infill and affordable housing projects that use shared parking, on-street parking, and techniques to reduce vehicular travel demand.*

Surface parking behind mixed-use project.

On-street, diagonal parking in front of buildings.

Surface parking provided in the site interior.

Off-street surface parking behind commercial project.

**Exhibit 4-14 Parking Arrangements Consistent with the General Plan**

## Program T-7.1 Parking Requirements

The City will revise off-street parking requirements consistent with the 2035 General Plan. One objective will be to reduce the need for construction of surface parking. The City will consider:

- implementing maximum off-street parking standards (in addition to minimum requirements, which are already provided);
- increasing flexibility in parking requirements to encourage and increase shared use of parking between properties with different

may be no more than are reasonably anticipated to be available during the hours of peak demand.

- shared parking spaces may not be more than 1,000 feet from any structure served.
- a written agreement among the parties sharing parking shall be required to assure the continued availability of the spaces.

**Table 4-2**
**Shared Parking Usage Percentages**

| | Weekday | | Weekend | |
|---|---|---|---|---|
| | Daytime | Evening | Daytime | Evening |
| Office/Business Service | 100 | 20 | 10 | 5 |
| Retail/Restaurant/Personal Services | 50 | 70 | 100 | 70 |
| Hotel | 75 | 100 | 75 | 100 |
| Marina | 20 | 10 | 100 | 20 |
| Entertainment/Recreation | 40 | 80 | 80 | 100 |

Note: Figures are the percentage of the parking spaces required by Zoning Code formulas that are needed during each activity period. Shared parking arrangements must demonstrate that they have enough spaces to accommodate the percentages required during the period with the maximum required number of spaces.

## Program T-7.2 Event Parking

Parking at special events may include:

- use of park-and-ride or other public lots in the immediate vicinity of the event location;
- use of shuttle transport to more remote parking locations
- consultation with commercial landowners to allow temporary, one-time use of private parking areas;
- signage to direct visitors to parking areas and from parking areas to the event site;
- actions to avoid impacting surrounding residences with overflow parking.

The intent of this program is to develop a coherent and predictable plan or plans for addressing the parking needs of special events. These plans would then be more easily implemented by the organizers of events of various sizes.