



## CHAPTER 4 | TRAFFIC + CIRCULATION

### 4.1 Vehicular Access

#### 4.1.1 Regional Vehicular Access

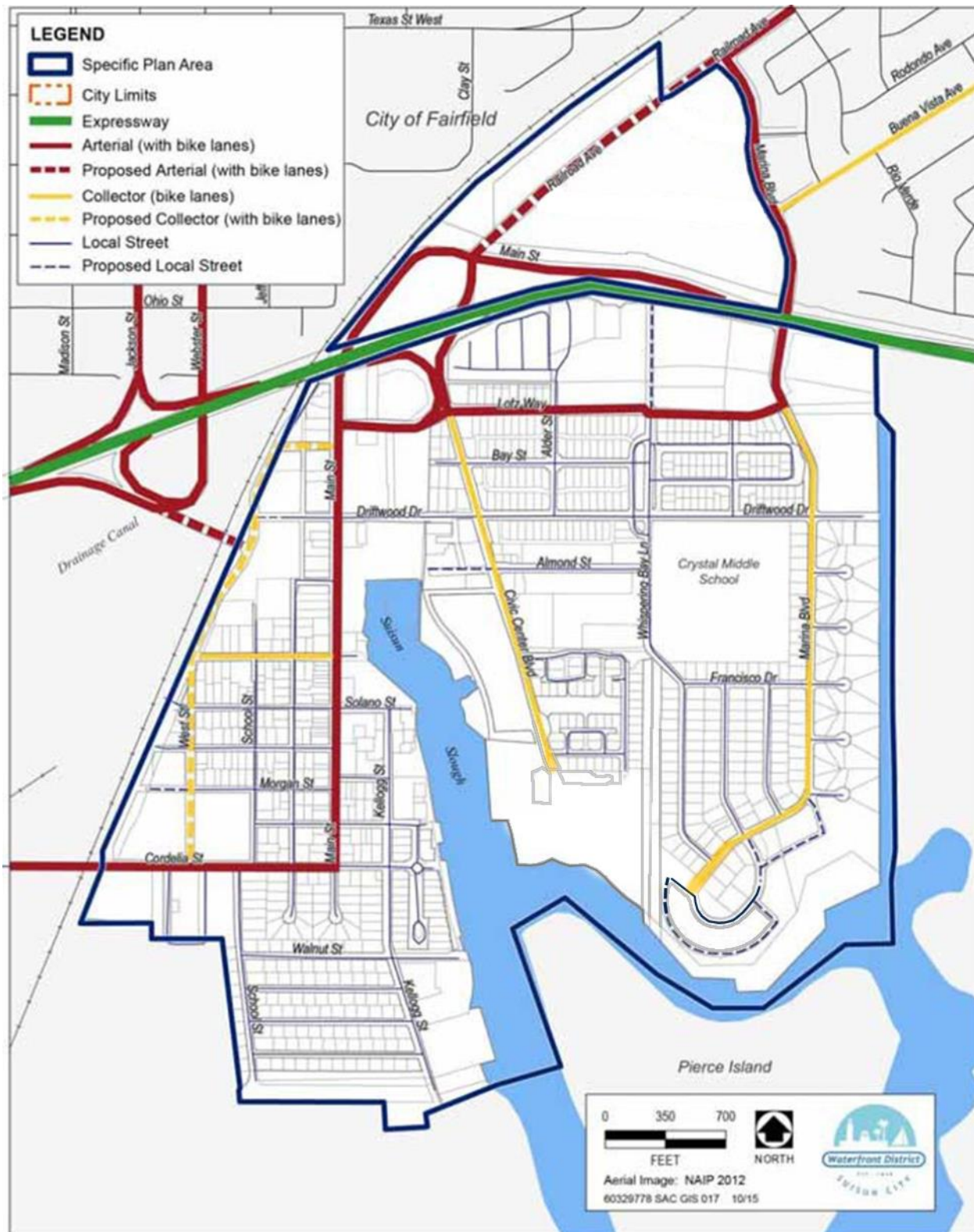
Regional access to the Waterfront District Specific Plan (WDSP) Area (Planning Area) is shown in Figure 4.1. Although access from the east and west appears adequate, access to the Waterfront District from the north is hindered by the highway. In order to access the Planning Area, most drivers must get on State Route 12 (Highway 12) and use the Civic Center Boulevard exit if they are traveling eastbound or the Main Street exit if they are traveling westbound. As an alternative route, drivers can use the at-grade intersections at Pennsylvania Avenue to the west, entering Suisun City via Cordelia Street or at Marina Boulevard to the east.

- **State Route 12** is a four-lane highway east of Marina Boulevard. It runs east-west in the vicinity of Suisun City and connects to Interstate 80 about two miles to the west. Near Suisun City, it has two at-grade intersections, with Marina Boulevard and with Pennsylvania Avenue.
- **Cordelia Street** is two-lane rural arterial roadway that runs east-west from Interstate 80 to the west and to Main Street to the east. It is generally narrow, with gravel shoulders. As it approaches Suisun City's Old Town area, it is designated as Cordelia Street and is wider, with parking lanes and sidewalks. Cordelia Street is designated by the Circulation Element of the General Plan as a four-lane arterial between Pennsylvania Avenue and Main Street.

#### 4.1.2 Local Vehicular Access

Within and adjacent to the Planning Area, existing and planned new vehicular access roadways are shown in Figure 4.1, by their proposed classification as either an [an](#) expressway, arterial, collector, or local street. Primary roadway segments in the Planning Area are briefly summarized in the bullets that follow.

### Figure 4-1: Vehicular Circulation Network



**Source: Metropolitan Transportation Commission, AECOM, 2015**



- **Main Street** is a two-lane arterial that runs north-south through the historic commercial area. Commercial land uses and on-street parking line each side of the street. The northern terminus of Main Street links with the SR 12 westbound on- and off-ramps. To the south, it connects with Cordelia Street.
- **Civic Center Boulevard** is a two-lane divided collector street with a landscaped median that generally runs north-south from its interchange with SR 12 to a cul-de-sac just south of City Hall. Civic Center Boulevard is envisioned to be extended to the southeast within the context of new development and connected with Marina Boulevard.
- **Driftwood Drive** is a two-lane local collector roadway that currently serves as a main east-west street. It extends between Marina Boulevard and Civic Center Boulevard and between Main Street and Benton Court.
- **Lotz Way** is a two-lane, east-west arterial roadway that extends from Main Street to Marina Boulevard. West of Civic Center Boulevard, Lotz Way serves as an arterial link between Main Street and the SR 12 eastbound on and off-ramps. East of Civic Center Boulevard, Lotz Way operates as an arterial street to its present terminus at Marina Boulevard.
- **Marina Boulevard** is an arterial/collector roadway that runs from Railroad Avenue north of SR 12 to the marina neighborhoods adjacent to Suisun Slough. Marina Boulevard has an at-grade, signalized intersection with SR 12. It is four lanes wide north of SR 12 and two lanes wide, with bike lanes, south of SR 12. On its southern end, Marina Boulevard is envisioned to connect with Civic Center Boulevard in the context of new development.
- **Railroad Avenue** is an arterial roadway that runs from Sunset Avenue and terminates just west of Marina Boulevard. It is a four-lane roadway with a median and bike lanes, east of Birchwood Court. West of this, Railroad Avenue is a wide, two-lane roadway, with bike lanes and on-street parking. West of the current terminus of Railroad Avenue, the roadway is planned to continue to the west as a future four-lane arterial roadway to connect with the extension of Main Street/Denverton Road.

### 4.1.3 Planned Vehicular Circulation Improvements

A new freeway off-ramp connection and new roadways are proposed to complete and enhance the vehicular circulation network in the WDSP Planning Area, as identified below. The timing and construction of these projects will be dependent on available grant funding, Capital Improvement Program budgeting, and/or private development applications. Proposed circulation system improvements are indicated by

dashed lines in Figure 4-1. Street sections for typical roadways in the Planning Area are provided in Figures 4-2 through 4-89.

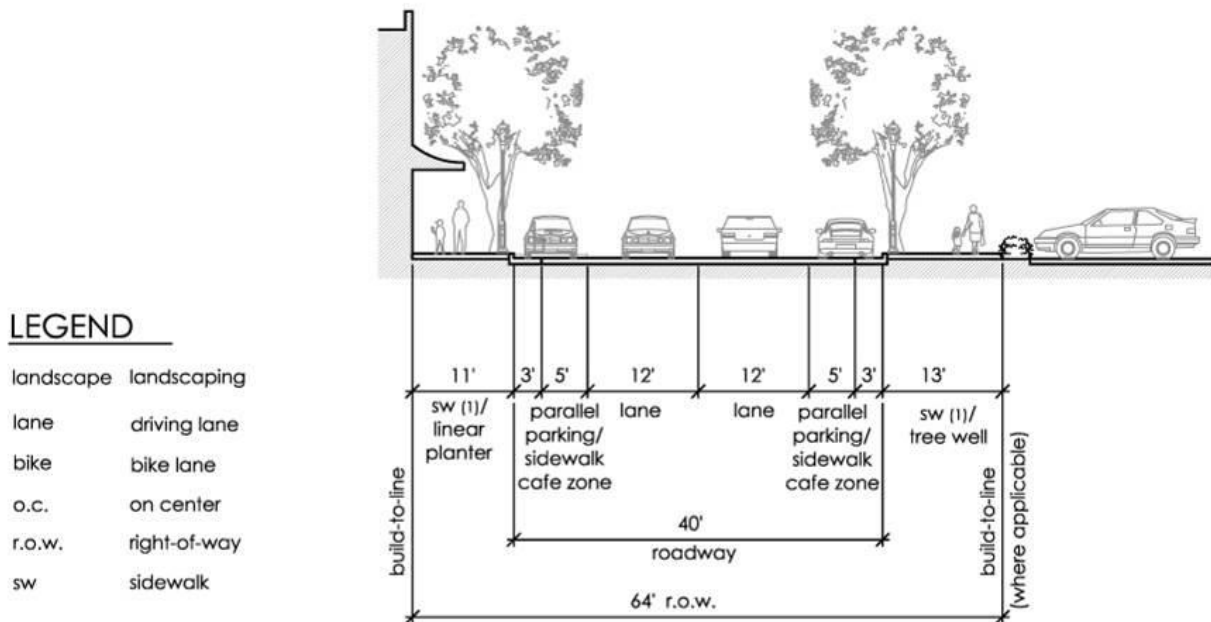
- The California Department of Transportation (Caltrans) plans a new freeway off-ramp connection into the Old Town area from SR-12, at the Webster Street exit. The freeway off-ramp, south of Highway 12, would be extended into the Planning Area to connect with a new collector roadway.
- A new collector is proposed to run parallel and to the east of the railroad line, between Spring Street and Cordelia Street (called “Old Town Bypass” in the 1999 Specific Plan).
- Streetscape improvements along Main Street, particularly to update the west side of Main Street (Figure 4-2).
- New roadways to serve the 30-acre commercial property, north of SR-12 to include:
  - Extension of Railroad Avenue, west of Marina Boulevard to the extension of Main Street/Denverton Road as a four-lane divided roadway with bike lanes (Figure 4-3).
  - ~~Extension of Buena Vista Avenue as an east-west commercial main street, with an at-grade crossing of the railroad tracks, to connect with Clay Street in Fairfield (Figure 4-4).~~
- Improvements or enhancements to existing Downtown arterial and collector streets to support safe multimodal travel and access (Figures 4-45 and 4-56).
- A collector roadway ~~to join and connect the southern termini of Civic Center and Marina Boulevard~~extension of Marina Boulevard along Whispering Bay (Figure 4-67).
- New local neighborhood roadways and alleys to connect and serve new residential and mixed-uses development within opportunity sites in the Planning Area (Figure 4-78 and 4-89).

#### 4.1.4 Roadway Design Standards

The City's Standard Specifications document provides construction specifications for public streets. Planned arterial, collector, and local streets, including Main Street, shall be governed by the Specific Plan standards and typical sections that follow in this chapter. Where a conflict arises, the Specific Plan standards will control. Exceptions to these standards may be granted by the Development Services Director, where a different solution may be needed due to property constraints or to enhance pedestrian, bicycle, or transit safety and connections.

Entry treatments walls, landscaping, and related streetscape or frontage improvements are further addressed in the development standards and design guidelines in Chapter 6.

**Figure 4-2: Typical Main Street Section and Plan Detail**



**Notes:**

(1) Sidewalks fronting commercial developments shall maintain a min. 6-foot wide clearance for pedestrian traffic.

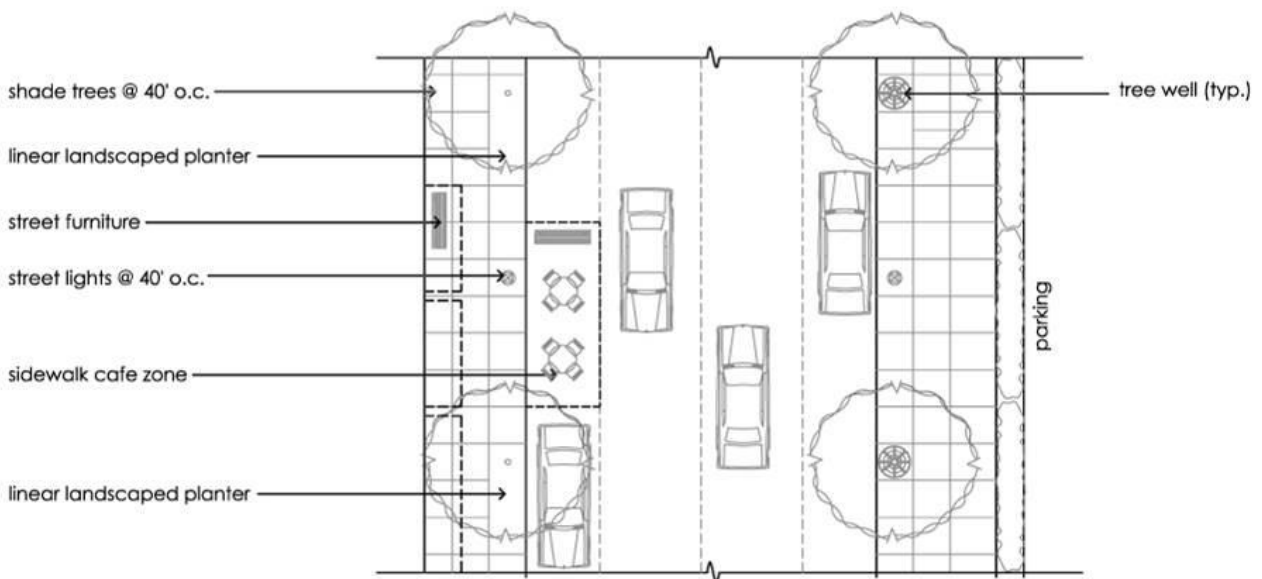
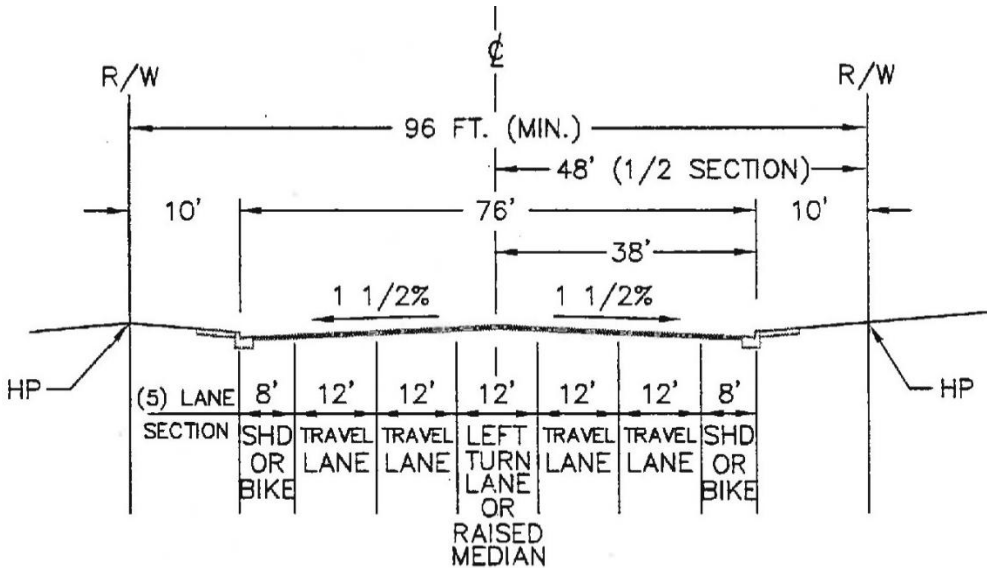




Figure 4-3: Arterial Street on 30-acre Property (Railroad Avenue)



Railroad Avenue at full buildout will include four lanes (two in each direction), two bicycle lanes of at least five feet in width in each direction and may include other streetscape elements, as well. Please see designs on file with the City Public Works Department. The proposed right-of-way is 96 feet.

Figure 4-4: Collector Street on 30-acre Property (Buena Vista Avenue)

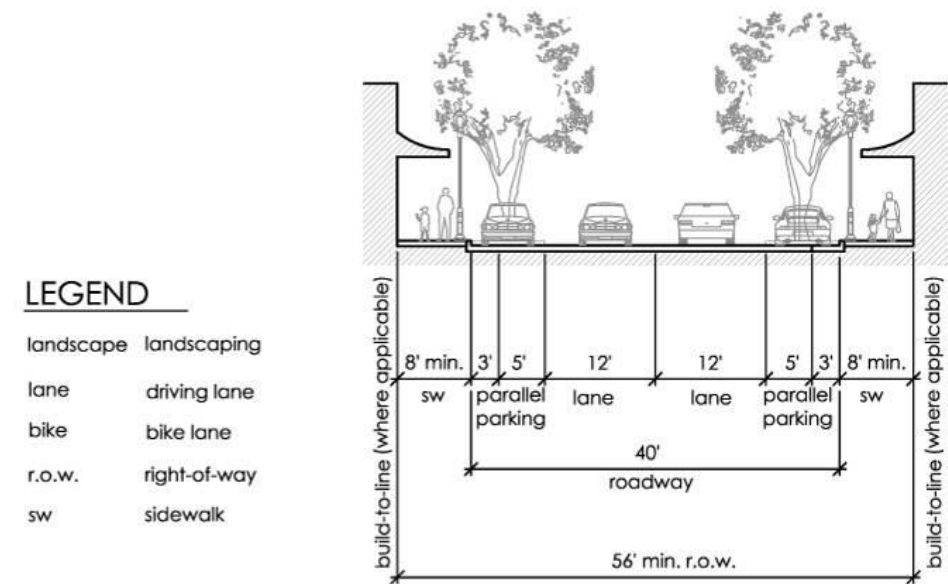


Figure 4-45: Typical Downtown Neighborhood Arterial Street

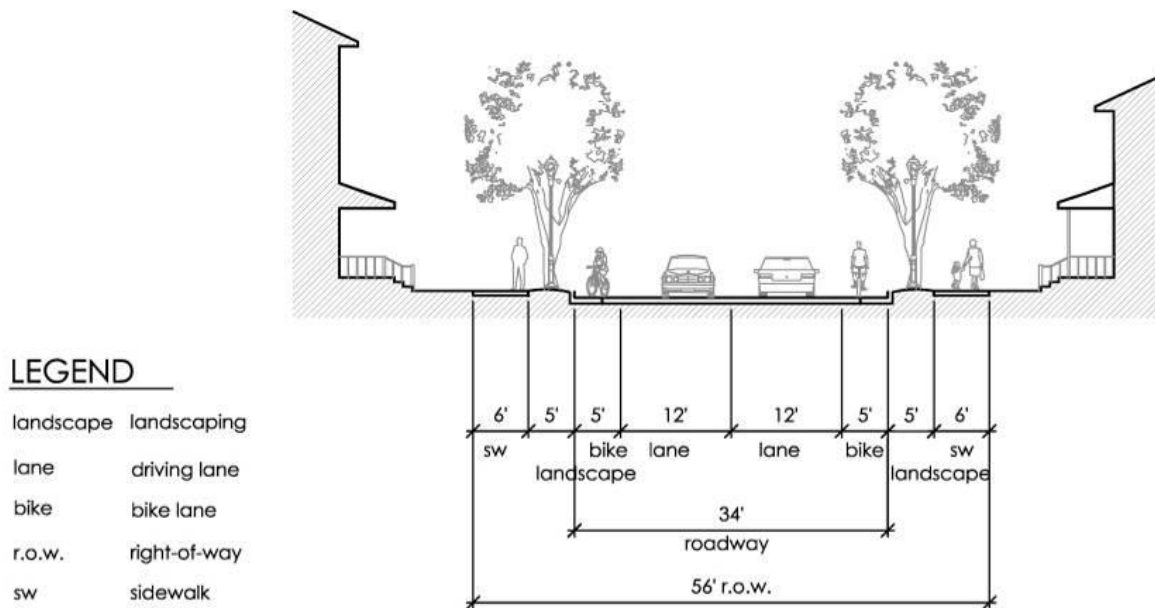


Figure 4-56: Typical Downtown Neighborhood Collector Street (Parking on One or Both Sides)

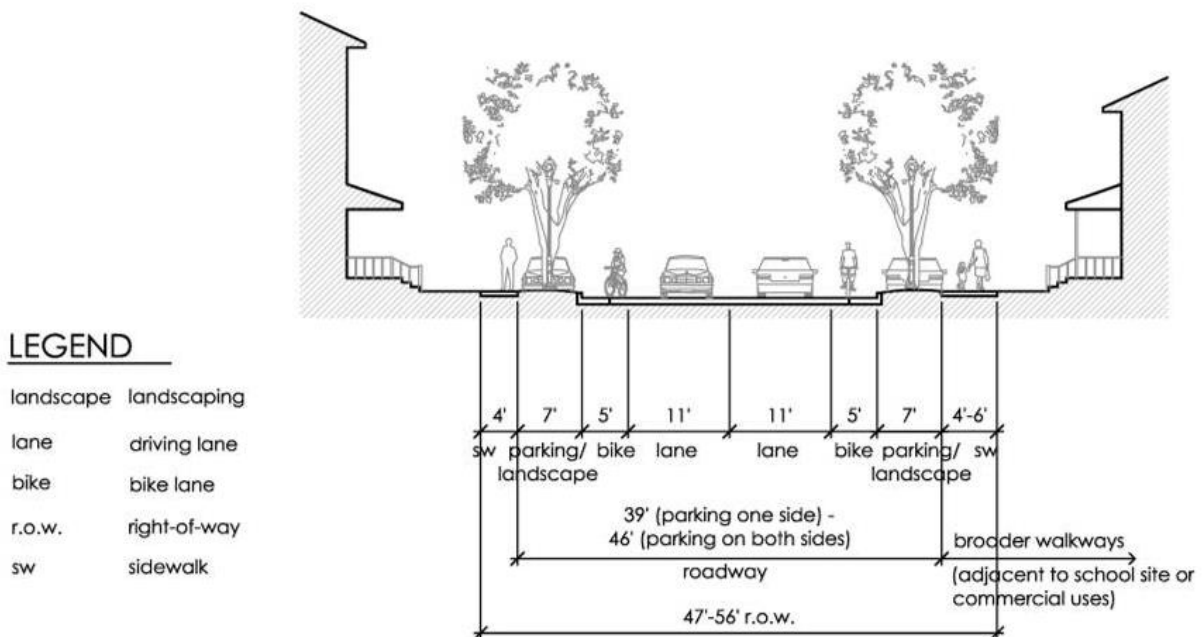


Figure 4-67: Civic Center/Marina Boulevard along Whispering Bay

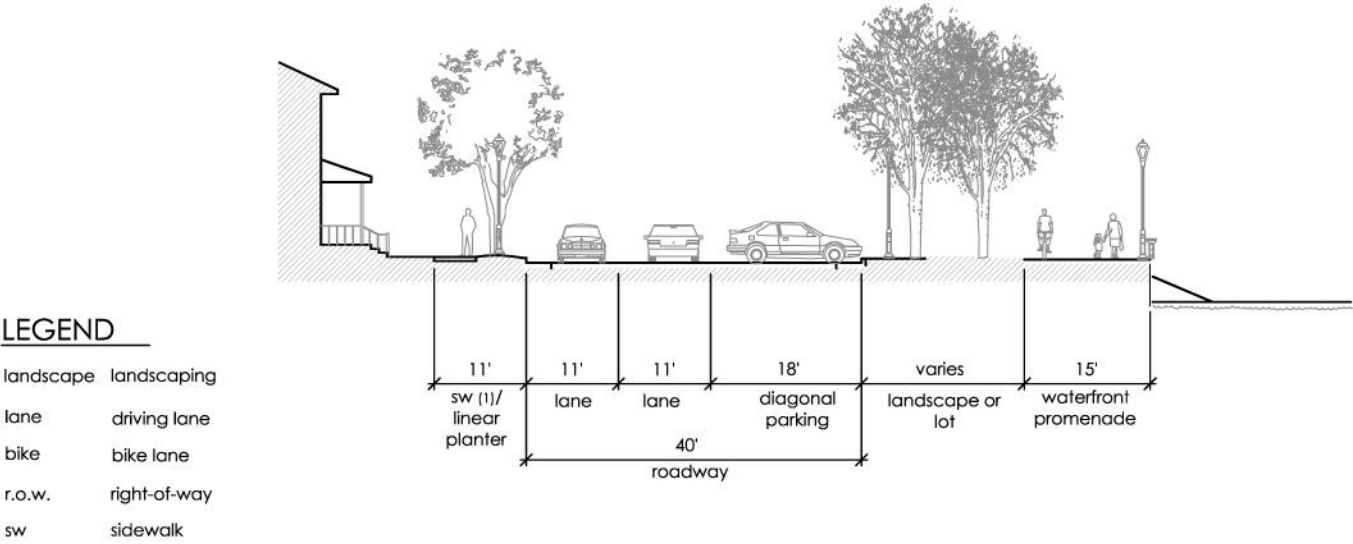
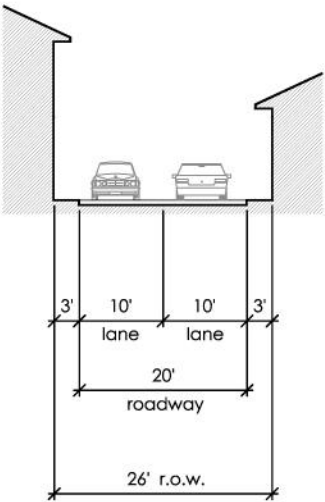
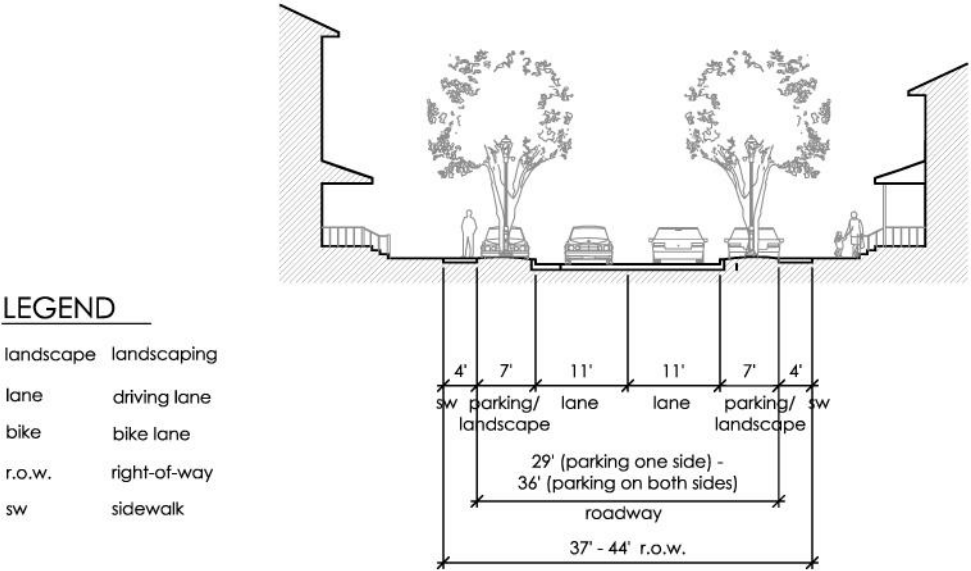


Figure 4-78: Typical Local Street (Parking on One or Both Sides)

Figure 4-89: Typical



Alley

Source: AECOM 2015





**A. General Circulation Standards**

1. All public streets shall connect into the larger circulation pattern. Block lengths of 300 feet or less are encouraged. The use of cul-de-sacs shall be minimized.
2. Gateway islands or pedestrian refuges provided at the entrance of a neighborhood, neck downs at intersections, and other traffic control devices should be utilized to slow traffic through residential neighborhoods and facilitate safe pedestrian crossings. Gateway islands are encouraged for neighborhood or commercial streets that intersect with Civic Center and Marina Boulevards.

**B. Commercial Streets and Main Street**

1. Sidewalks along commercial streets to support outdoor activities, such as seating and dining.
2. Sidewalks adjacent to storefronts along Main Street and around Harbor Plaza should be a minimum of ten (10) feet wide in order to allow adequate space for trees, light fixtures, pedestrian movements, window shopping and cafe seating.
3. Sidewalks that are not along Main Street or around the Harbor Plaza shall be a minimum width of five (5) feet and a minimum width of eight (8) feet when landscape planters or tree wells are incorporated and attached to the sidewalk. Sidewalk widths of 10 feet or greater is recommended to allow adequate room for trees, lights, and two people to walk side-by-side.
4. Consistent street trees and light fixtures should be utilized on Main Street, Lotz Way, and all side streets intersecting Main Street and around Harbor Plaza and the Suisun-Fairfield train depot. Trees should be planted at intervals of forty (40) feet or less, and selected for characteristics that include proven durability in street environments; branching at heights greater than fifteen (15) feet; light, feathery leafing; and ease of maintenance. Visibility to storefronts from the street is imperative. Light fixtures should include attachments for banners and planters. Fixtures should be high-pressure sodium vapor for the best rendition of natural colors.
5. Sidewalk cafes, where applied along Main Street, shall be permitted to extend into the parking zone with a conditional use permit.
6. Driftwood Drive between Main Street and Civic Center Boulevard should be redesigned as a limited access street, allowing for closure with bollards at times of peak pedestrian utilization. Textured paving materials (such as brick or pavers) which slow vehicular traffic are required.

### **C. Residential Streets**

1. All WDSP arterial and collector rights-of-way shall be a maximum of sixty-five (65) feet. Right-of-way widths of 50 feet or less are allowed if off-street parking lots or alleys provide alternative parking options and vehicular access to lots.
2. Streets with rear-loaded lots should have a roadway width adequate to allow for parking bays, alternating on one side of the street and increased landscaping in wider planting areas.
3. For development within the opportunity areas, identified in Figure 3-2, streets shall have a minimum planting width of five (5) feet, a minimum parking bay width of 7 feet, and minimum sidewalk width of five (5) feet. There should be continuity of landscaping within planting areas, with trees regularly spaced. Street lighting should not exceed twenty (20) feet in height to maintain a pedestrian scale.
4. Streets should be oriented towards the waterfront whenever possible, in order to provide both public access and views from the street to the water.

### **D. Motor Courts/Alleys**

1. Motor courts or alleys, which provide rear-loaded access to lots, are encouraged in order to reduce the amount of curb cuts devoted to driveways and garage frontage along a neighborhood street.
2. Motor court or alley rights-of-way shall be a minimum width of 20 feet, in order to accommodate vehicles. Landscape areas along each side of the right-of-way must be a minimum of three (3) feet.

#### **4.1.5 Parking**

An existing 265-space Caltrans park-and-ride lot is located adjacent to the train depot, with access from Lotz Way. Several public parking lots exist, including lots alongside the Main Street promenade, adjacent to the waterfront, between Driftwood Drive and Solano Street. This lot was primarily designed to serve the marina; however, the spaces can also serve smaller, infill retail uses on the west side of Main Street. A common parking area currently exists adjacent to Harbor Plaza. Smaller parking areas also exist adjacent to the waterfront, south of Harbor Plaza.

New development in the Planning Area shall be required to provide parking in accordance with the parking standards provided in Section 6.5.4. Parking concepts for the Planning Area propose new parking areas, associated with the development of the opportunity areas, as suggested in the Opportunity Area Plan concepts shown in Figure 3-3. On-street parking is also encouraged, where feasible. Commercial and mixed-use development in the Planning Area, south of Highway 12, would provide



parking on-site through a combination of surface parking lots and parking garages and garages below podium level decks. Parking for new residential development is proposed to be accommodated through a combination of surface, garage, and tuck under parking configuration. Parking to serve commercial development on the 30-acre property, north of Highway 12, is proposed to consist of a combination of shared surface parking lots and parking garages.

## 4.2 Public Transportation

### 4.2.1 Rail Transportation

The main line of the Union Pacific Railroad runs along the western border of Suisun City, carrying both commuter rail and freight rail traffic. There are approximately 40 to 50 trains per day on this rail line through the City.<sup>1</sup> Trains stop at the depot between Main Street and the tracks. Rehabilitated in 1992, to also include a new landscape courtyard in front of the station, the depot structure is currently used as the Capitol Corridor waiting area. Ticketing and baggage services are not provided at the station. East of Main Street and north of Lotz Way is a 265-space "Park-n-Ride" lot owned by CALTRANS. This lot is used by both rail passengers and visitors to Downtown Waterfront District.

The existing train depot is a multimodal facility, with parking and drop-off areas to accommodate vanpools, taxi services, fixed-route bus service (both as a stop and a transfer point between bus routes), intercity and commuter bus service, and intercity rail service.

### 4.2.2 Water Transportation

Suisun Channel provides water access to the Old Town area and surrounding neighborhoods. There are approximately 155 existing boat slips adjacent to the Channel. There are approximately 100 parking spaces for vehicles with trailers at the boat ramp in the South Waterfront district, with an additional adjacent lot, which primarily serves the Peytonia Ecological Reserve.

Existing boat use in the Channel is described as moderate, with peak periods occurring during the summer months and on weekends. Various existing marinas on the east side of Main Street, one public boat launch facility and public guest docks provide access to the Channel. Channel navigation is regulated by the City's Police Department, which maintains a part-time harbor patrol, consisting of one officer on an as-needed basis.

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<sup>1</sup> According to the City of Fairfield's Fairfield Train Station Specific Plan Environmental Impact Report and Suisun City's General Plan Noise and Vibration Background Report. Train traffic varies according to demand for shipping.

## 4.3 Bike and Pedestrian Circulation

### 4.3.1 Bike and Pedestrian Facilities

Existing bike routes within the Planning Area consist of:

- Class I bike trails, including the bike/pedestrian promenade circling the Suisun Channel; the Central County Bikeway Trail along the drainage canal north of Highway 12; and a bike/pedestrian trail along the east side of Marina Boulevard, north of Driftwood Drive and south of Highway 12 on the Grizzly Island Trail that connects from the Planning Area to Grizzly Island Road.
- Class II on-street bike lanes on Driftwood Drive, between Whispering Bay Lane and Marina Boulevard.

In addition to these existing, designated facilities, local streets in the Planning Area are also generally safe areas for biking.

Most streets in the Planning Area have sidewalks. Pedestrians can access the waterfront from the west side of Civic Center Boulevard, along the channel. A linear pedestrian walkway/bicycle path circles around the Channel, between City Hall and the cul-de-sac at the end of Walnut Street, north of the City boat launch facility.

### 4.3.2 Planned Bike and Pedestrian Circulation Improvements

Pedestrian/bicycle circulation is to be provided by a combination of a waterfront/public access path system; neighborhood streets/sidewalks; and striped bicycle paths on arterials and collectors. The General Plan Circulation Element designates bike routes in the Planning Area as collector and arterial streets. Arterials and collectors should be striped and signed for Class II bike paths or Class I bike routes, consistent with the Circulation Element of the General Plan, Figure 4-10, and the standards in this Specific Plan. The bike/pedestrian circulation system, shown in Figure 4-10, indicates the general location of these facilities.

New on-street bike facility and off-street bike and pedestrian facility improvements or enhancements are proposed, including:

- Bike lanes on Lotz Way, Driftwood Drive, Marina Boulevard, Civic Center Boulevard, Sacramento Street, Cordelia Street, and Railroad Avenue.
- Supporting future development of the large commercially zoned property at the northwest corner of Highway 12 and Marina Boulevard with on-street and off-street bicycle facilities that ensure internal safe and convenient bicycle movements and connect externally to surrounding regional trails, to Main Street



in the Downtown Waterfront District, and to Downtown Fairfield.

- Providing continuous north-south on-street bike lanes along Railroad Avenue, parallel to the train tracks, Whispering Bay Lane, and Civic Center Boulevard/Marina Boulevard.
- Providing or improving on-street bike facilities along the key connecting east-west roadways to waterfront and regional trails, and neighborhoods in the Planning Area, including Lotz Way, Driftwood Drive, Sacramento Street, Francisco Drive, and Cordelia Street.
- Expanding on the Class I bicycle/pedestrian path/promenade system following the Suisun Channel and linked to key street access points. The first leg of this system from Walnut Street, around to the Civic Center to the current terminus of Civic Center Boulevard, is now in place. Additional proposed improvements include:
  - Extension of this Class I bicycle trail at its current eastern terminus through the waterfront open space along Whispering Bay (Figure 4-7) and following the drainage canal, south of Whispering Bay Lane.
  - Extension of the pedestrian promenade that currently terminates on the west side of the channel south to the boat launch facility in the Southern Waterfront area, to connect with State Park trails south of the Planning Area.
- Identifying opportunities to provide shaded areas with drinking fountains, benches, and other amenities to further encourage use of the City's off-street bicycle and pedestrian facilities.
- Collaborate with the City of Fairfield and other agencies to improve the pedestrian environment on the existing pedestrian overcrossing through enhancements to lighting and other improvements.

When complete, the path system will follow the entire frontage of the waterfront from the boat launch ramp on Kellogg Street to the Marina neighborhood, adjacent to Whispering Bay. These improvements, along with connections they provide to other pedestrian/bicycle facilities will facilitate Suisun City General Plan Guiding Principles, including:

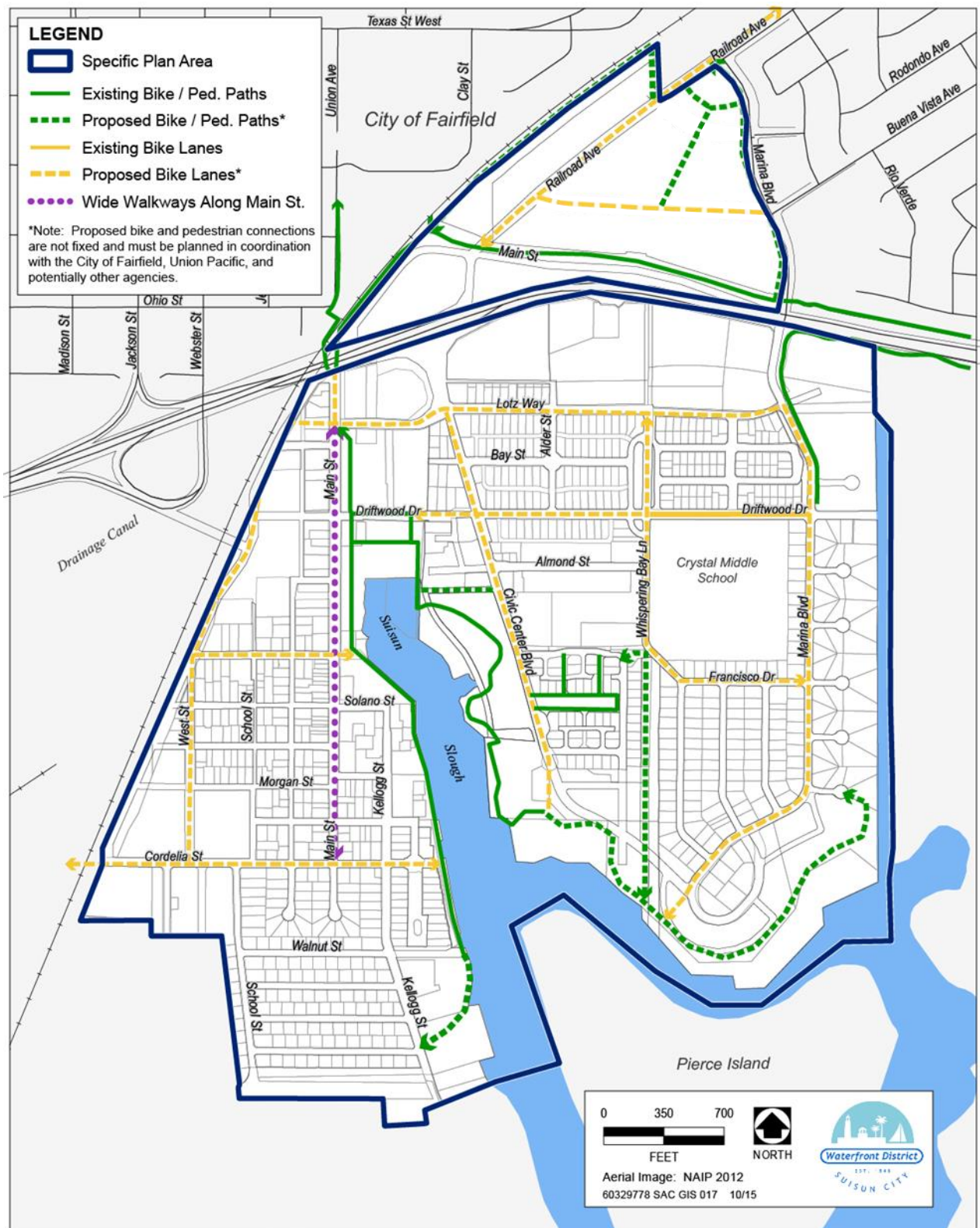
- Ensure safe and efficient walking, biking, driving, and parking in the Downtown.
- Design for active pedestrian and bicycle-friendly paths and streets, as well as public spaces.
- Encourage a healthy living environment.

In addition, with future development of opportunity areas, all new local streets will enhance the local pedestrian system, improve Downtown



connectivity, and foster an environment that encompasses safe bicycle and pedestrian travel. Crossing improvements or enhancements to support safe bike and pedestrian crossings are also encouraged at key intersections within planned new development areas.

Figure 4-10: Bicycle and Pedestrian Circulation Network



Source: Metropolitan Transportation Commission, AECOM, 2015

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