

CHAPTER 6 - TRANSPORTATION ELEMENT

Land use patterns and circulation systems interact with one another. Land use drives the need for a circulation system, and the capacity of the circulation system limits land uses. Regional freeway traffic is increasing every year, and is expected to continue to do so whether or not development occurs in Vacaville or other portions of Solano County. The volume of traffic in Vacaville is increasing, even as new roadways and improved interchanges are built to deal with it. Transportation is , and is expected to remain, a major issue to the citizen and businesses of Vacaville.

State law requires that a Transportation Element include "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other local public utilities and facilities, all correlated with the Land Use Element of the Plan" (Govt. Code, Sec. 65302[b]). Public facilities and utilities are addressed in a separate element in this Plan.

The Plan's circulation system has been devised to:

- Maintain Vacaville as a safe, pleasant place to live and work.
- Permit traffic to choose reasonably direct paths to destinations throughout the Planning Area;
- Minimize intrusion of through traffic onto local roadways;
- Avoid over-reliance on I-80 for intracity travel by creating a loop street system around the City;
- Provide efficient routes for transit service, emergency, and other service vehicles.

In addition to providing traffic capacity to serve development in and adjacent to the existing urban area, the Transportation Element incorporates capacity for development in Lagoon Valley. At buildout, assuming probable development under the Plan's limits on density and building intensity, the roadways generally will be operating at the design capacity. However, certain intersections will exceed the City's desired level of service, but special circumstances justify this condition. For the most part, this occurs where traffic from several directions meets and right-of-way limitations do not permit widening for roadway improvements.

6.1 STANDARDS FOR TRAFFIC SERVICE AND STREET IMPROVEMENTS

In Vacaville's already-developed areas, the primary circulation issue is the flow of traffic on City streets as defined by the Transportation Mitigation Policy (TMP). The standard used for measuring this flow is called a Level of Service (LOS), and is measured during the one hour period of peak traffic flow. Levels of Service are classified along an A through F range, with LOS A, B and C indicating conditions allowing traffic to move freely. At these levels, average delays of less than 25 seconds at intersections are expected. LOS D and E indicate progressively worse operational conditions, similar to those found at the busiest intersections, with average delays of 25 to 60 seconds. LOS F designates projected traffic volumes exceeding the capacity of the intersection, resulting in long queues and delays averaging 60 seconds or more.

Transportation Element policies establish both Level of Service standards and a hierarchy of roads within the City's roadway network. The road hierarchy is composed of three different classifications: arterial, collector and local. Each road type is assigned and performs a different function in moving people around the City. In most cases, collector and local roads also serve as residential streets. Figure 6-1 depicts the recommended future roadways by type.

Much of the General Plan design effort involved balancing land use decisions against traffic flow considerations. This was accomplished in two steps. Peak period traffic conditions were evaluated by comparing projected traffic volumes to roadway and intersection capacities. Where conditions were projected to create severe traffic congestion, the capacity of roads recommended to be increased through improvements (i.e., construction of new lanes or interchanges) and/or the permitted intensity of development was reduced in order to insure an acceptable traffic flow. The City's definition of "acceptable" is determined by Level of Service as set forth in policies 6.1-G1, 6.1-G2, and 6.1-G3.

Peak-period traffic operations on arterial routes are evaluated by comparing projected traffic volumes to roadway and intersection capacities. The ratio of traffic demand to traffic capacity can be used to describe the quality of traffic flow on a roadway or through an intersection.

Guiding Policies

- 6.1-G 1 Strive to maintain LOS C as the minimum standard at all intersections, interchanges and road links. Design improvements to provide for LOS C in the year 2025 based on the City's development forecast.
- 6.1-G 2 LOS D, for a particular intersection, interchange or road link, shall be allowed by a decision maker on a project as an interim level of service where improvements are programmed by the City which will improve the level of service to LOS C or better. LOS D may also be approved by the City as an allowable standard by the

City Council or designee for infill areas or situations where existing development or other practical considerations limit improvements.

6.1-G 3 LOS E or LOS F for a particular intersection, interchange or road link may be allowed by the City Council on the basis of one of the following findings:

Finding 1

- The interchange, intersection or road link that will experience the projected lower level of service is an infill or isolated area; and
- There is no practical and feasible way to mitigate the lower level of service; and
- The project resulting in the lower level of service is of clear, overall public benefit.

Finding 2

- A capital improvement project is reasonably scheduled to be completed which will improve the projected level of service to LOS D or better; and
- The interim impact of the projected traffic congestion is offset by the public benefits of the project.

Finding 3

- The City has entered into a development agreement which legally commits the City to approve the proposed project.

6.1-G 4 Maintain the Standard Specification for Public Improvements document for the City's roadway network, including private streets.

Implementing Policies

6.1-I 1 Design roadway improvements and evaluate development proposals based on LOS standards prescribed in Policy 6.1-G1, 6.1-G2, 6.1-G3 (See also Policy 2.2-I6 and 2.2-I8 requiring development proposals to be denied if unacceptable traffic levels of service will occur.)

6.1-I 2 Implement, to the extent feasible, Transportation Element improvements summarized in Table 6-1 and illustrated in Figure 6-2 prior to deterioration in levels of service below the stated standard.

Development approvals should require reasonable demonstration that traffic improvements necessary to serve the development without violating the standard will be in place in time to accommodate trips generated by the project.

6.1-I 3 Ensure that traffic improvements necessary to serve the development without violating the level of service standards of the Transportation Element will be in

place in time to accommodate trips generated by the project through continued implementation of the City's Traffic Impact Mitigation program.

- 6.1-I 4 Improve circulation facilities as needed to maintain traffic levels of service and safety on major arterials.

Specific improvements should be identified and implemented on the basis of detailed traffic studies. Improvements may include intersection approach lane expansion, related channelization improvements and traffic signal installations. Intersections and interchanges where needed improvements are projected are listed in Table 6-1. Other intersections not identified in the Table also may need future improvements. It should be understood, however, that funding limitations may preclude the City from installing improvements needed to accommodate some development projects in a timely manner.

- 6.1-I 5 Continue to update the Traffic Impact Fee program to reflect the adopted General Plan and existing land uses to ensure that the LOS standards are met.

- 6.1-I 6 In order to ensure that adequate roadway capacity is provided for the buildout of the General Plan and that new developments do not preclude the construction of adequate circulation facilities, require all new development to provide right-of-way improvements consistent with the Transportation Element, the City's computerized traffic model and the Standard Specifications.

- 6.1-I 7 Consider, in policy plans for new, outlying areas, the long-term growth in through-traffic and potential development in adjacent areas beyond the year 2025 to determine arterial street right-of-way requirements.

TABLE 6-1 RECOMMENDED ROADWAY IMPROVEMENTS

ROADWAY	BETWEEN	ULTIMATE IMPROVEMENT
Vaca Valley Parkway	West of Orchard Avenue to I-505	Widen from two to four lanes (and new four lane arterial where it does not yet exist)
	I-505 and I-80	Widen from two to six lanes
Orange Drive	Its current terminous and west of Willow Avenue	Four lane arterial
Mason Street/Elmira Road	Depot Street and Allison Drive	Widen from four to six lanes
	East of Leisure Town Road	Widen from two to four lanes
Fry Road	East of Leisure Town Road	Upgrade from two-lane collector to two-lane arterial
Davis Street	Hickory Lane and Hume Way	Widen from two to four lanes
Allison Drive	Nut Tree Parkway and Elmira Road	Widen from four to six lane arterial
	Vaca Valley Parkway and Browns Valley Parkway	Two lane arterial
Midway Road	Gibson Canyon Road and I-505; east of I-80	Upgrade from two lane collector to two lane arterial
	I-505 and I-80	Widen from two to four lanes
Leisure Town Road	Orange Drive and City limits, south	Widen from two to four lanes

TABLE 6-1 RECOMMENDED ROADWAY IMPROVEMENTS

Continued

ROADWAY	BETWEEN	ULTIMATE IMPROVEMENT
Gibson Canyon Road	Vaca Valley Parkway and Deodara Avenue	Widen from two to four lanes
Browns Valley Parkway	Allison Drive and Vaca Valley Parkway	Widen from two to four lanes
Browns Valley Road	North of Browns Valley Parkway	Two lane collector
E. Monte Vista Avenue	Browns Valley Parkway and Vaca Valley Parkway	Widen from two to four lanes
North Village Parkway	Vaca Valley Parkway and Midway Road	Four and two lane arterial
Hume Way	Davis Street and Peabody Road	Widen from two to four lanes
California Drive	Peabody Road and Marshall Road Marshall Road and Cherry Glen Pleasants Valley Road	Upgrade to two lane arterial Four lane arterial (overpass)
Foxboro Parkway	Nut Tree Road and Vanden Road	Four lane arterial
Various roadways in the Lagoon Valley sector	----	Two and four lanes

6.2 FREEWAYS AND ARTERIAL ROADWAYS

Maintenance of acceptable levels of service will require major improvements to the arterial roadway system. Although the Plan circulation system focuses on arterial and collector roadways, conditions on I-80 will affect and be affected by development in the Planning Area. Volumes projected for I-80 will exceed capacity, even with the programmed widening, necessitating further widening or major increases in the use of transit and other Transportation Systems Management (TSM) techniques (see Section 6.4).

Guiding Policies

- 6.2-G 1 Work with the California Department of Transportation (Caltrans) and Solano Transportation Authority (STA) to achieve timely construction of programmed freeway and interchange improvements.
- 6.2-G 2 Coordinate, to the extent feasible, transportation system improvements with neighboring jurisdictions.
- 6.2-G 3 Provide adequate capacity on arterial roadways to meet LOS standards and to avoid traffic diversion to local roadways or the freeway. Frontage roads, or parallel roadway facilities, should be provided adjoining the freeways wherever possible in order to avoid traffic diversions on the freeways.
- 6.2-G 4 Locate high traffic-generating uses so that they have direct access or immediate secondary access to arterial roadways.
- 6.2-G 5 Maintain the City's funding system that will enable funding for completion of arterial roadway and interchange capacity improvements prior to the full occupancy of project(s) requiring these improvements .

Implementing Policies

- 6.2-I 1 Maximize the carrying capacity of arterial roadways by controlling the number of intersections and driveways, minimizing residential access and requiring sufficient on-site parking to meet the needs of each project.

Additional guidelines for arterial access include providing smooth ingress/egress to development fronting on arterials. This includes designing parking areas so that traffic turning into the parking areas does not stack up on the arterial roadway, combining driveways to serve several small parcels, and maintaining adequate distance between driveways and intersections to permit efficient traffic merges.

- 6.2-I 2 Formulate and implement a program to levy fees based on traffic characteristics of approved major residential and nonresidential development.

- 6.2-I 3 Encourage Caltrans to widen and upgrade I-80 through Vacaville. In new development areas adjoining I-80 and I-505, require major building setbacks and require offers-of-dedication to permit the long-term planning and widening of the freeways.

- 6.2 - I 4 Complete a joint planning effort with the City of Fairfield to prepare an interjurisdictional traffic analysis which will evaluate the impact of traffic both through and between the cities of Fairfield and Vacaville. The analysis shall include an evaluation of existing traffic impacts and future interjurisdictional, subregional and regional traffic impacts. The analysis shall also determine appropriate mitigation measures for these impacts which may include the development and implementation of a traffic impact mitigation fee assessed to mitigate the traffic impacts caused by either city.

- 6.2 – I 5 Promote intra-regional travel connecting Vacaville, Fairfield, Suisun City and Solano County by designating Leisure Town Road from Vanden Road to Orange Drive as Vacville’s portion of the proposed Jepson Parkway.

- 6.2 – I 6 To improve traffic flows on major arterial streets, continue to implement the computerized coordination of traffic signals at major intersections during daily peak travel periods.

- 6.2 – I7 To improve emergency vehicle response times, continue to implement the emergency vehicle traffic signal control system (Opticom or an approved equivalent) along major response routes.

6.3 COLLECTOR AND LOCAL ROADWAYS

The General Plan Diagram and Figure 6-1 show freeway, arterial and collector roadways. Collector routes funnel traffic from local access roadways to the arterial roadway network. Local roadways are not indicated on the Plan map but are the subject of Plan policies.

Guiding Policies

- 6.3-G 1 Design local roadways and implement traffic-control measures to maintain LOS C on local streets.

- 6.3-G 2 Design new collector roadways and implement traffic-control measures where feasible to maintain LOS C on these new collector roadways.

- 6.3-G 3 Discourage through-traffic on local roadways.

- 6.3-G 4 Designate truck routes, and discourage unnecessary through-traffic in residential areas through circulation system design and planning.

Implementing Policies

- 6.3-I 1 Avoid adding traffic to roadways carrying volumes above the standards.
- 6.3-I 2 Design local roadways as short, discontinuous roadways to discourage use by through-traffic.

Implementation of improvements for arterial and collector roadways will also reduce diversion to local roadways. A traffic calming policy has been adopted to slow or redirect through traffic.

- 6.3-I 3 Control access to auto-oriented commercial areas by use of median strips and frontage roads to assure safety and minimize traffic conflicts.

6.4 TRANSPORTATION SYSTEMS MANAGEMENT

The term "Transportation Systems Management" (TSM) refers to measures designed to reduce peak-period auto traffic, by making more efficient use of existing transportation resources, and emphasizing ridesharing and non-auto alternatives. These include public transit, flexible working hours, carpooling and vanpooling, and incentives to increase the use of these alternatives. TSM has become increasingly important in the effort to maintain acceptable levels of service in the County and elsewhere in the Bay Area.

A successful TSM program is an essential and important element in the continuing effort to achieve acceptable levels of traffic service based on the standards in policies 6.1-G-1, 6.1-G2, and 6.1-G3. TSM strategies, in concert with proper land-use planning, can help to reduce the impacts of full development consistent with Plan land-use policies. Therefore this program is considered a necessary component of the Transportation Element.

The City intends to use Transportation Systems Management measures to not only reduce peak-hour trips, but also to achieve an overall trip reduction which can assist in achieving regional air quality standards. Section 8.3, Air Quality contains additional policies which assist in achieving regional air quality standards.

Many California cities have implemented successful TSM programs. The Vacaville General Plan is based upon a 20 percent trip reduction goal for new and existing uses within the industrial parks and business parks and other large employment centers.

Transit

Vacaville is currently served by five (two bi-directional and one uni-directional) local bus routes and three regional bus routes. In addition, the area is served by rail transit with a station in Suisun City. An additional station is presently being planned near the southern border of Vacaville in Fairfield. When higher employment and residential densities are reached at full development, public transit will play a larger role in transportation in the area, particularly for commute trips within Vacaville and to and from adjoining cities. Design transit routes to meet existing fare box recovery rates and serve areas with the greatest need.

Regional as well as local transit appears to be necessary to maintain acceptable travel alternatives and achieve a balanced level of service. Projections indicate the potential for serious traffic congestion in the I-80 corridor in the future, even if the freeway were widened to 10 lanes. This is a result of anticipated growth in all the communities within the corridor rather than just in the Planning Area. To effectively reduce the rate of growth in auto trips and thus the need for road widening, efforts to develop and implement regional public transit should be continued, even though the realistic horizon for such an improvement is distant.

Guiding Policies

- 6.4-G 1 Establish a minimum 20 percent trip reduction goal during peak time periods for a TSM program for new and existing uses in new and existing employment areas.
- 6.4-G 2 Cooperate with the local business community and development community to voluntarily implement TSM measures that will enable the community to meet the 20 percent trip reduction goal and continue a positive and supportive business environment.
- 6.4-G 3 Assist employers to implement TSM programs to reduce peak-period trip generation.
- 6.4-G 4 Cooperate with public agencies and other entities to promote local and regional public transit serving Vacaville.

Implementing Policies

- 6.4-I 1 Implement TSM measures to achieve a 20 percent trip reduction goal and continue to fund adequate administration to promote and achieve compliance with the TSM program.
- 6.4-I 2 Assist major employers to adopt TSM programs which will reduce peak-period trip generation by 20 percent or more from the vehicle trip generation currently observed at similar sites without a TSM program.
- 6.4-I 3 Favor TSM programs that limit vehicle use over those that extend the commute hour.

Programs such as ridesharing and public transit reduce overall vehicle travel while flex-time and staggered work hours simply shift traffic to less congested times of day. Limiting vehicle use makes a greater contribution to regional air quality.

- 6.4-I 4 The transit routes and service should be designed to meet the state required fare box matching revenues.
- 6.4-I 5 Encourage construction of regional rail facilities, including a regional rail stop, that will serve Vacaville. Encourage the expansion of an inter-city public transit/bus system to link Vacaville with neighboring communities.
- 6.4-I 6 Require facilities for future transit use when designing improvements for roadways.
- 6.4-I 7 Design local transit to plan for local bus routes that improve service for potential riders. This includes improvements such as bus turnouts and shelters and related facilities.

Local and regional bus routes are adjusted from time to time to better serve their ridership. Time schedules and fares for all forms of transit are also subject to adjustment. The City keeps a map of current local bus routes and stops, along with time and fare information, at City Hall.

- 6.4-I 8 Work with Caltrans to identify and evaluate sites for rideshare parking and establish standards for such site development.

Since adoption of the 1990 General Plan, Redeshare lots have been established at I-80 and Cliffside Drive and I-80 and Davis Street, eastbound I-80 off-ramp and Davis Street and eastbound I-80 off-ramp and Leisure Town Road.

- 6.4-I 9 Support and encourage Caltrans to preserve options for future transit use when designing improvements for Interstate and State routes.
- 6.4-I 10 Continue to designate bike lanes and construct cross-city bike routes designated in this General Plan to facilitate non-motorized home-to-work trips.
- 6.4-I 11 Remove physical barriers to improve access to transit facilities for the elderly, handicapped and other transit-dependent groups.

6.5 BIKEWAYS AND PEDESTRIAN PATHS

The relatively flat areas of the City, where most of the Planning Area's potential residents would live and most of its jobs would be, are attractive for both bicycle commuters and recreational riders. The routes designated by the Plan in Figure 6-3 represent an expansion of previously adopted bikeways.

Three types of bikeway designations are planned for Vacaville:

Bike Paths are defined as separate, off-street multipurpose paths.

Bike Lanes consist of on-street bikeways which are separated from automobile traffic by a lane marking on the street (at least 5 feet wide). In some locations, 8-foot bike lanes are provided.

Bicycle Routes are on-street bikeways that are designated by signage only.

Bicycle routes are generally proposed for residential streets and non-residential streets carrying low traffic volumes with few curb cuts. Heavy traffic and narrow roads generally call for a bike lane marking to provide a safer travel space for the cyclist. Bike lanes also may be proposed on a street that is currently too narrow or has other restrictive qualities. Should this street be improved, a bike lane should be constructed.

New off-street bicycle paths are proposed for the following areas:

- Lower Lagoon Valley - all proposed new arterial streets.
- Sacramento Northern right-of-way from California Drive to I-80.

The section between Alamo Drive and Hume Way is complete.

- Uncompleted sections of Alamo and Ulatis creekways.
- Elmira Road from Leisure Town Road to Depot Street.
- Vaca Valley Parkway and the Akerly loop.
- North Village Specific Plan: all new arterial streets.
- Allison Drive from Browns Valley Parkway to Elmira Road.

Guiding Policies

6.5-G 1 Establish a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for commute, recreational and other trips.

Figure 6-3 shows a schematic system of bicycle routes on arterial and collector streets.

- 6.5-G 2 Require major employers to provide support facilities to encourage use of bikes for commute purposes.
- 6.5-G 3 Develop bike and pedestrian routes that provide access to schools, historic sites, governmental services, major commercial centers, parks and regional open space.
- 6.5-G 4 Ensure safe, pleasant and convenient pedestrian paths, sidewalks, and trails to accommodate all segments of the population.
- 6.5-G 5 Continue to support programs to improve the mobility of the elderly and handicapped, remove existing architectural barriers, and require that new development be accessible to those with physical impairments.
- 6.5-G 6 Designate new bike routes only where necessary to connect Vacaville's bikeway system with existing bike routes designated by Solano County.

Implementing Policies

- 6.5-I 1 Use available rights-of-way and creek banks for public use as trails, bikeways or walkways.
- 6.5-I 2 Incorporate bike storage and other support facilities into TSM plans at employment sites and public facilities.

Studies have indicated the importance of providing well-located, secure bike storage facilities at employment sites, shopping and recreational areas and schools in order to facilitate bike use. Employers often provide shower and changing facilities where sizable numbers of employees use bikes.

- 6.5-I 3 Provide adequate public and private bicycle parking and storage facilities as part of new multifamily and non-residential developments.

Design standards in the off-street parking section of the Land Use and Development Code require bicycle racks be installed in retail areas, major employment center, public facilities and apartments.

- 6.5-I 4 Develop a series of continuous pedestrian walkways within Downtown and residential neighborhoods.

Sidewalks should be creatively designed to invite safe and pleasant use by pedestrians, and be free of obstacles, such as signs. Sidewalks should be protected or separated from traffic.

- 6.5-I 5 Develop a program to remove all barriers to disabled persons on arterial and collector streets.
- 6.5-I 6 New and existing on-street bicycle lanes shall be striped, signed and maintained to encourage their use.

6.6 AIRPORTS

Nut Tree Airport is a valuable resource for business and recreational air travel, while Travis Air Force Base is the home of the world's largest military airlift. The Solano County Airport Land Use Commission (ALUC) unit has adopted plans for airport land use compatibility which will facilitate orderly development in the airport environs and avoid land use conflicts. The ALUC also reviews certain development proposals within designated referral areas, which are depicted on the General Plan Diagram. However, once local regulations are consistent with the Airport Land Use Compatibility Plans, project review is not required unless a Plan amendment is proposed posing a potential conflict. Figure 6-4 depicts the Airport Compatibility Districts.

Guiding Policies

- 6.6-G 1 Maintain and improve Nut Tree Airport for general aviation.
- 6.6-G 2 Ensure that land uses in the vicinity of Nut Tree Airport or potentially affected by Travis Air Force Base are compatible with airport operations and are consistent with the Airport Land Use Plan for both airports.

Implementing Policies

- 6.6-I 1 Continue to implement the "Airport/Land Use Compatibility Plan for the Nut Tree Airport" (Nut Tree ALUP) through the Land Use and Development Code regulations adopted by the City.
- 6.6-I 2 Continue to refer development proposals within the Nut Tree Airport Compatibility District (as shown on Figure 6-4) to the County Airport Land Use Commission per the Nut Tree ALUP and the Solano County Airport Land Use Compatibility Review Procedures.

See also, Land Use Element Policy 2.1 I 12, Transportation Element Policy 6.6 – I 5, Noise Element Policy 10.6 – G 12.

- 6.6-I 3 Avigation easements shall continue to be required to be granted to Solano County for all development within the Nut Tree Airport Compatibility District. Residential renters and purchasers shall be notified that they are in the vicinity of an airport per the adopted City ordinance.
- 6.6-I 4 Continue to implement the "Comprehensive Airport Land Use Plan, Travis Air Force Base" through the City's adopted zoning regulations.
- 6.6-I 5 Continue to refer development proposals within the Travis Airport Compatibility District (as shown on Figure 6-4) to the County Airport Land Use Commission per the Travis ALUP and the Solano County Airport Land Use Compatibility Review Procedures.

See also, Land Use Element Policy 2.1 I 12, Transportation Element Policy 6.6 – I 2, Noise Element Policy 10.6 – G 12.

Amendments and Corrections to Transportation Element

October 16, 1990	Resolution No. 1990-G-8. Amendment adopted to implement the West Valleys North Referendum.
March 26, 1991	Resolution No. 1991 - T - 2. Amendment to delete a bikeway and pedestrian crossing over Putah South Canal in the Gonsalves-Locke area. Also, corrections were made to Figure 6-1, Figure 6-3 and Table 6-1. (GP-1-91)
October 22, 1991	Correction made to include policy 6.6 - I-7 and to identify the airport land use plans by the proper names. (GP-3-91)
December 8, 1992	Resolution No. 1992 - D - 9: Amendment to provide policies for a Traffic Mitigation Fee and revisions to level of service standards. (GP-6-92)
June 14, 1994	Resolution No. 1994-82. Amendments regarding Travis and the former Gliderport. Policy 6.6-I 1 was revised to delete reference to the Gliderport. Policy 6.6-I 6, regarding avigation easements for Travis, was deleted. Policy 6.6-I 7, regarding the former Gliderport, was deleted. Figure 6-4, Airport Land Use Compatibility Districts Map, was amended to delete the former Gliderport. (GP-2-94, 94-017)
October 22, 1996	Resolution No. 1996-128. Added policy 6.2-I 4. (GP-3-96)
June 24, 1997	Resolution No. 1997-67. Amended Figures 6-1 and 6-2 to delete North Vine Street (between Vine Street and Vaca Valley Parkway) as a collector roadway in order to allow a gated community at North Vine Street Estates.
May 12, 1998	Resolution No. 1998-62; Amended Table 6-1 and Figure 6-1 to designate Allison Drive as a 2-lane arterial between Browns Valley Parkway and Vaca Valley Parkway
November 9, 1999	Resolution 1999-143; Technical update to the General Plan: Text and Table 6-1 amended to note improvements in roadways and transit since 1990; policies updated and amended to reflect implementation actions (6.1-G 1, 6.1-G 2, 6.1-I 3, 6.1-I 5, 6.1-I 7, 6.2-I 4, 6.3-I 2, 6.4-I 4, 6.4-I 5); policies amended to lower trip reduction goals (6.4-G 2, 6.4-G 3, 6.4-I 1, 6.4- I 2); Figure 6-1, Recommended Roadways, and 6-2, Major Roadway Improvements updated to show major roadways completed. (GP-1-99)
November 12, 2002	Resolution No. 2002-159. Approving General Plan Amendment Related to the Travis Airport Land Use Plan and Other Airport Related Changes.
April 27, 2004	Resolution No. 2004-37. Amending Figures 6-1 and 6-2 to change Vanden Road, South of Alamo Drive from a four lane arterial to a two lane collector and show the looped road for Southtown. Amending Figure 6-3 to show the new bike trails for Southtown.
April 27, 2004	Resolution No. 2004-38. Amending Figures 6-1 and 6-2 to change Vanden Road, South of Alamo Drive from a four lane arterial to a two lane collector and show the looped road for Southtown. Amending Figure 6-3 to show the new bike trails for Southtown.

April 27, 2004	Resolution No. 2004-39. Table 6-1 and Figure 6-2 amended to show Browns Valley Road north of Browns Valley Parkway as a two lane collector
June 8, 2004/Dec. 7, 2004	Resolution No. 2004-49. Approving General Plan Amendments to the Lower Lagoon Valley Project Area./Resolution 2004-125 later rescinded that prior action.
October 12, 2004	Resolution No. 2004-105. Adopting Amendments to the Transportation Element of the General Plan regarding Peabody Road and Leisure Town Road.

-  Freeway (8,6 and 4 lanes)
-  6 Lane Arterial (Divided or Undivided)
-  4 Lane Arterial (Divided or Undivided)
-  2 Lane Arterial
-  2 Lane Collector
-  Indicates roadways that continue beyond Study Area

PEAK HOUR TRAFFIC CAPACITIES
-LOS C

- 12,000 FHP (8 Lane Freeway)
- 8,000 VPH (6 Lane Freeway)
- 4,500 VPH (6 Lane Divided Arterial)
- 3,500 VPH (4 Lane Undivided Arterial)
- 1,500 VPH (2 Lane Arterial)
- 1,000 VPH (2 Lane Collector)

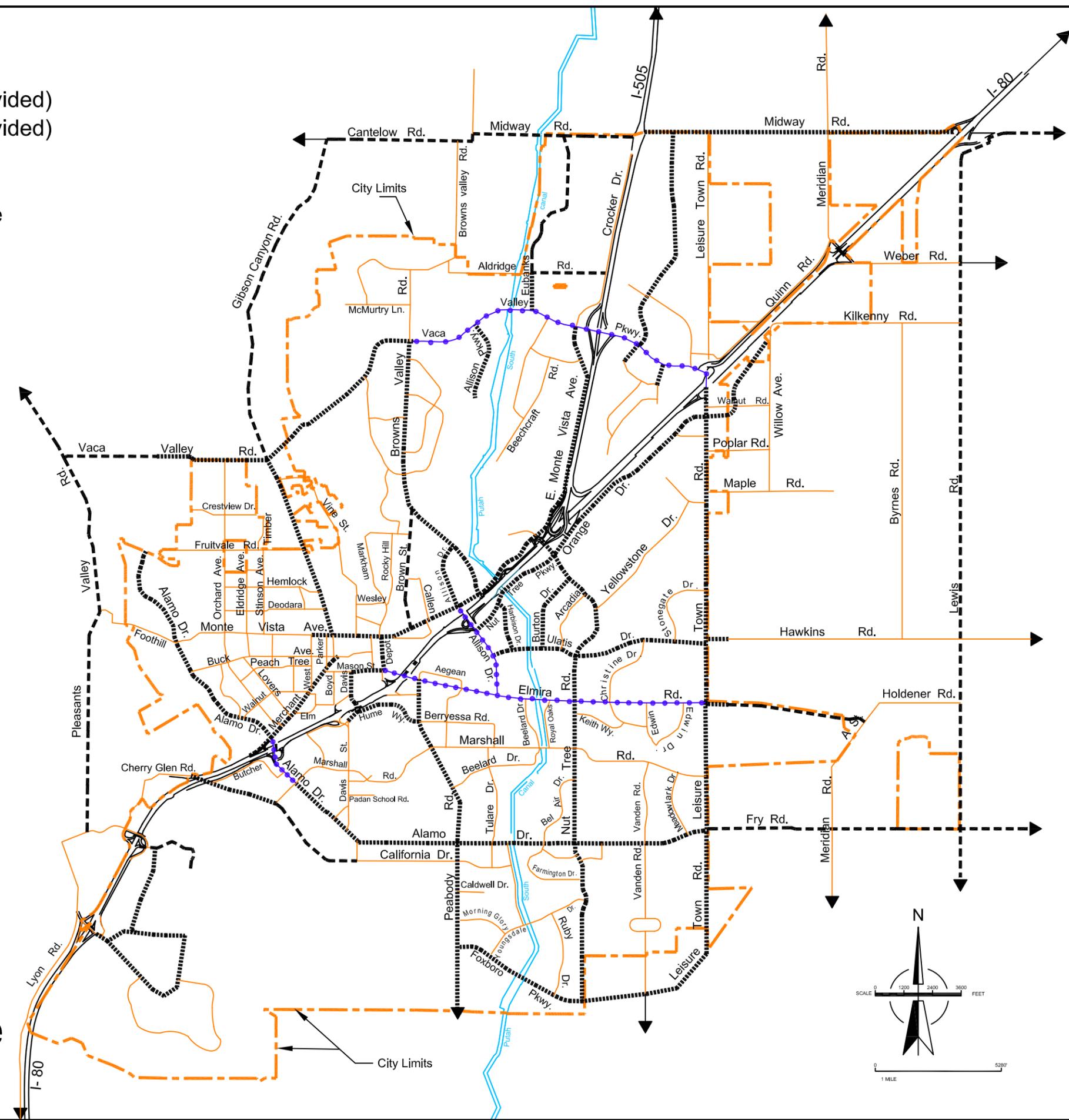
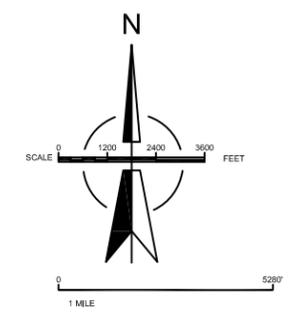


Fig. 6 - 1 (Proposed)
**Vacaville -
Recommended Future
Roadways by type**



-  4 to 6 Lane Arterial
-  2 to 4 Lane Arterial
-  2 to 6 Lane Arterial
-  Upgrade to Arterial Standards
-  New Roadway
-  Indicates roadways that continue beyond Study Area

Note:
 This figure shows roadway sections needed in addition to existing sections as well as placement of new roadways.

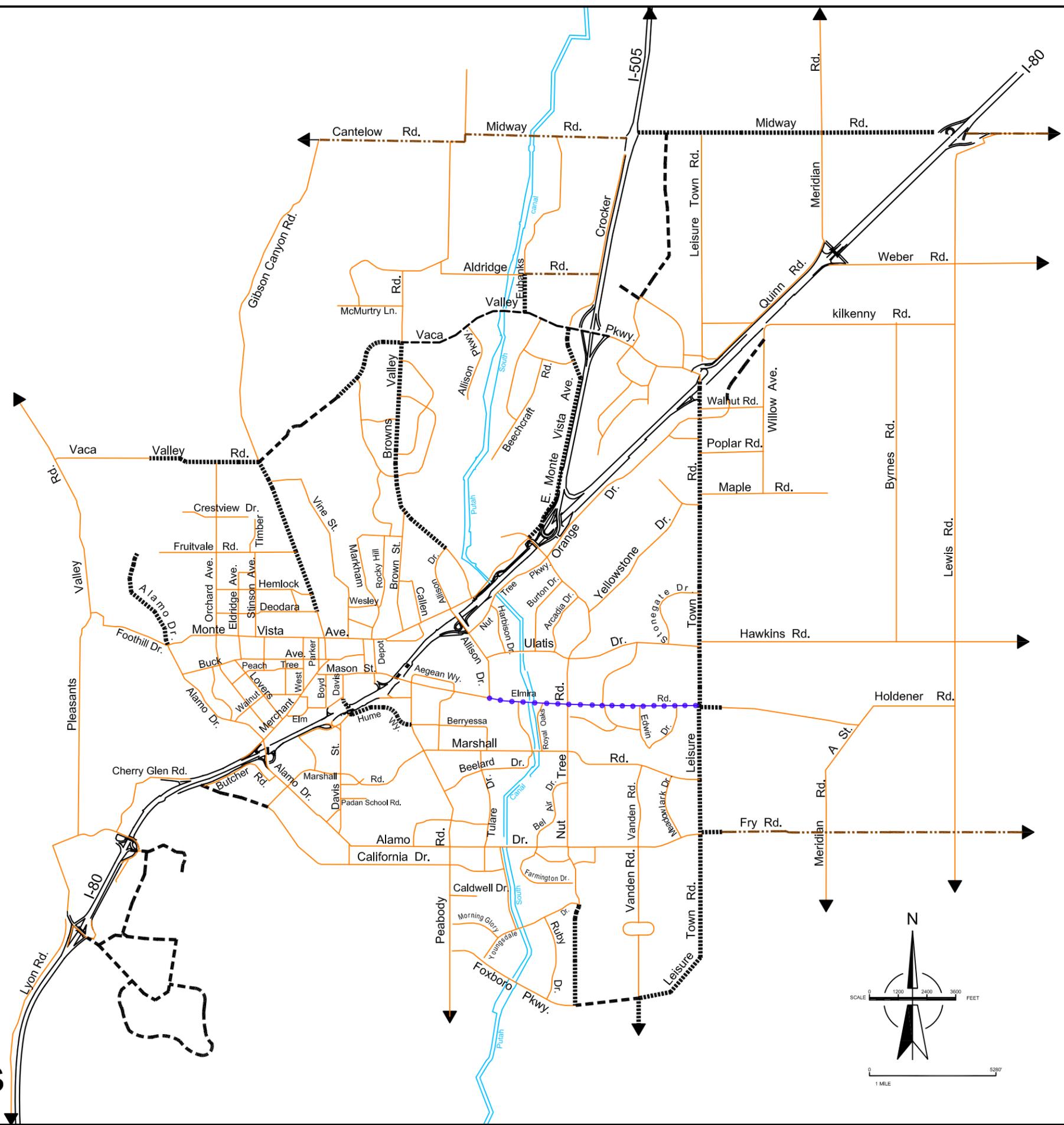


Fig. 6-2 (Proposed)
Vacaville - Major Roadway Improvements

-  Bike Path
-  Bike Lane
-  Bike Route

Note:

In some instances, for some segments of existing roadways, there may not be adequate right-of-way to provide bikeways.

- Bike Path:** A dedicated exclusive bike path meant for bike and pedestrian traffic.
- Bike Lane:** A marked lane exclusively for bike travel on roadways.
- Bike Route:** Sometimes marked, Bike Routes offer advantages compared to alternative routes. Bicycle riders must share the roadway with other vehicles.

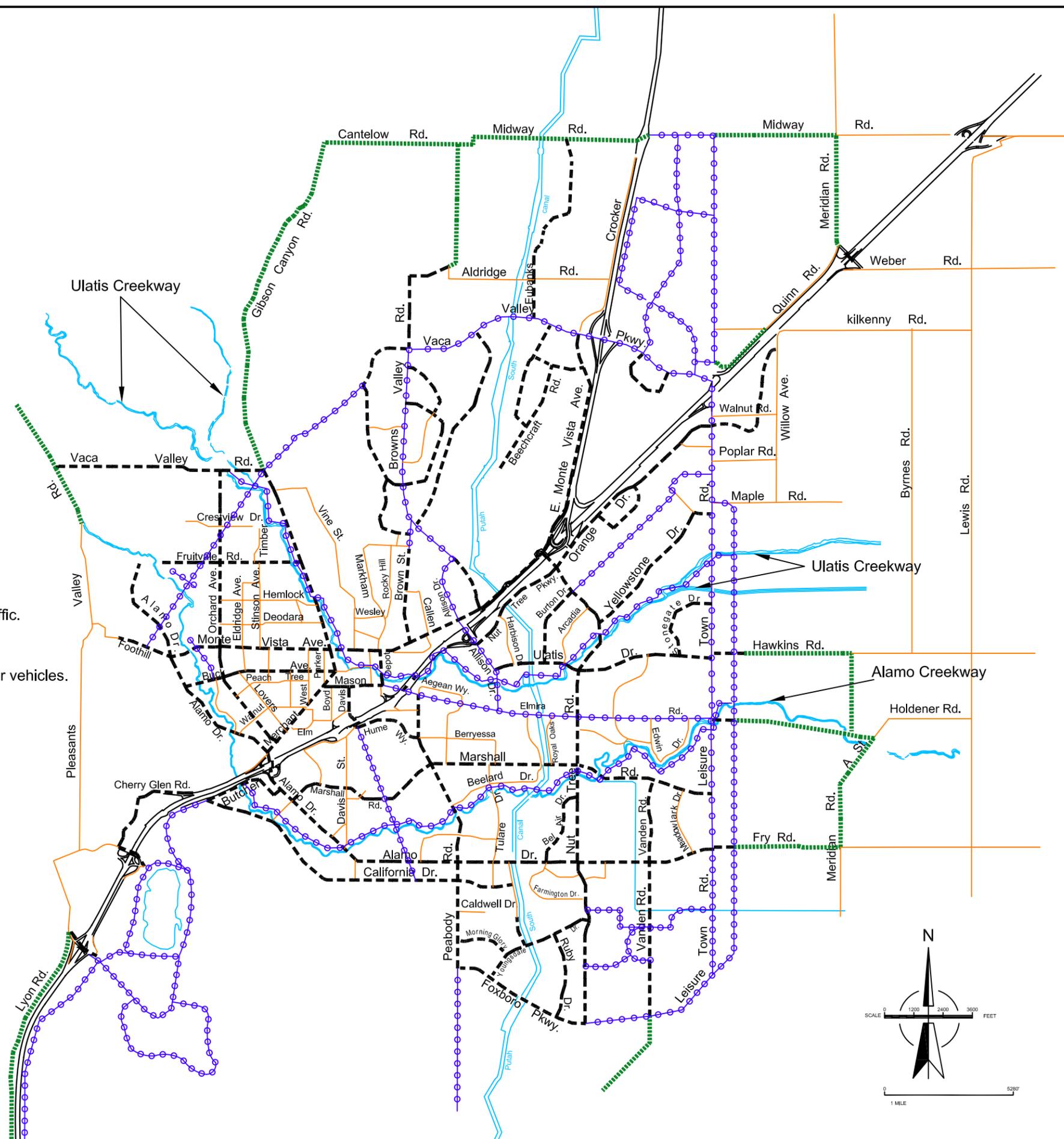
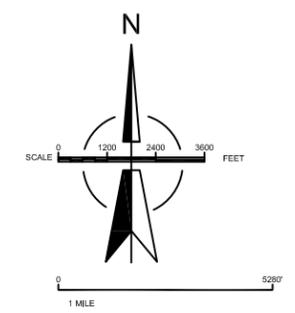


Fig. 6-3
Vacaville - Bikeways



- Compatibility District Boundary - Nut Tree Airport
- Compatibility District Boundary - Travis AFB

Sources: Travis AFB Land Use Compatibility Plan, June 2002.
Nut Tree Airport Master Plan, March 1993.

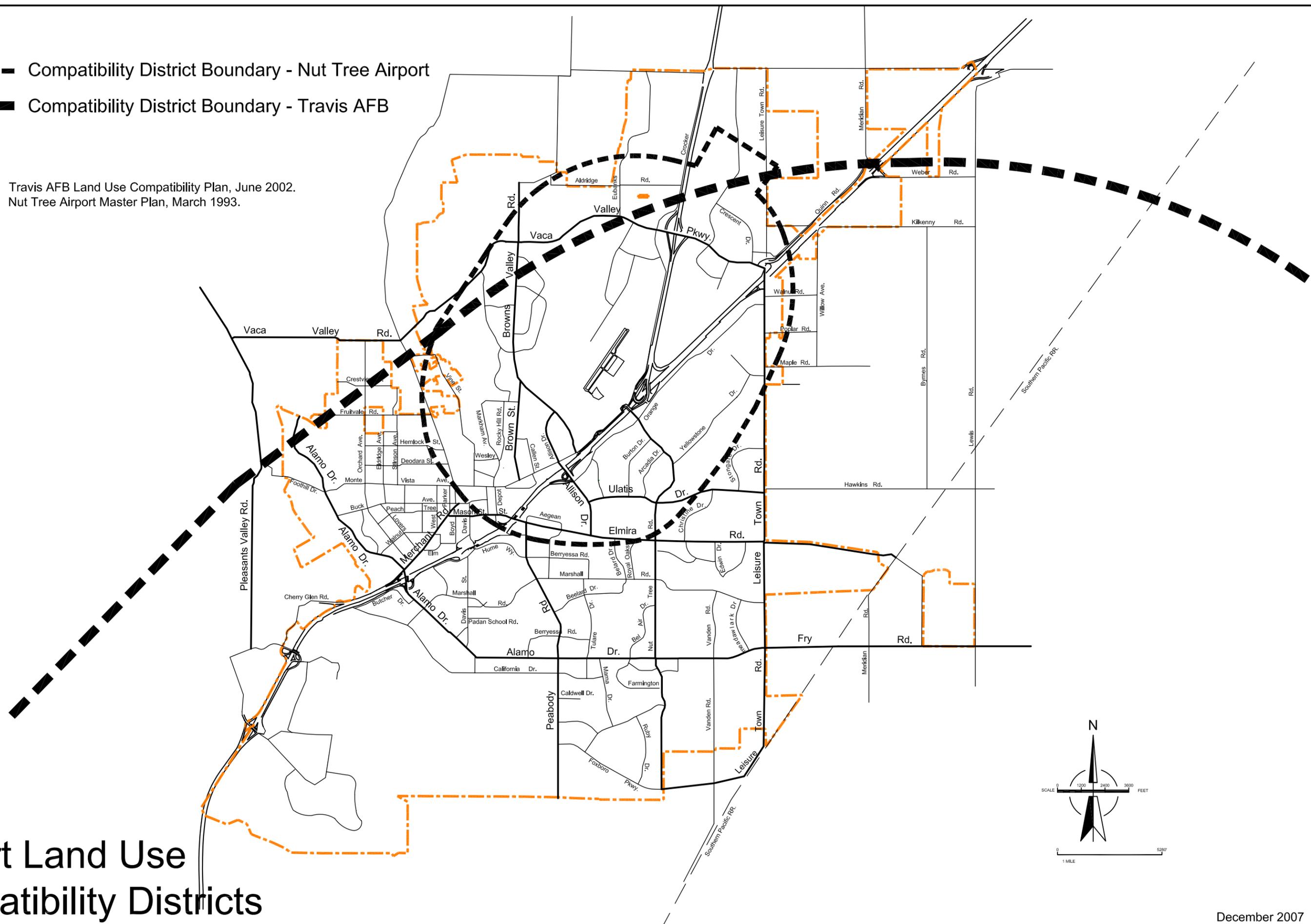


Fig. 6 - 4
**Airport Land Use
 Compatibility Districts**