

Solano Active Transportation

Appendices

A: Local Jurisdiction Plans

Benicia

Dixon

Fairfield

Rio Vista

Suisun City

Vacaville

Vallejo

Unincorporated Solano County



Benicia

Benicia

Overview

The City of Benicia is located on the south coast of Solano County and has a small-town waterfront character. Interstates I-680 and I-780 run through the city, and the I-680 bridge that spans the Carquinez Strait connects Benicia with the Contra Costa County cities of Martinez and Concord. Benicia is mostly made up of residential land uses, with I-780 dividing lower density and newer development to the north from gridded older residential development to the south. Retail development is primarily located in the downtown along First Street. There is an industrial park, which includes the Valero oil refinery northeast of the residential areas. Benicia is the fifth largest city in Solano County, with a population of 28,343 as of 2017.



Figure B-1: Benicia

Existing Conditions

This section provides a high-level summary of the existing conditions related to active transportation in Benicia. For more details on demographic and travel patterns among people walking and bicycling and the existing active transportation network in Benicia, refer to *Appendix B. Technical Analysis and Summary Memorandums*.

Active Transportation Profile

This section evaluates demographic characteristics of the population who currently walk or ride a bicycle in Benicia using data from the United States Census American Community Survey (2016, 5-year estimates) and the California Household Travel Survey (2012). While these surveys are useful, this data should not be taken at face value given the small sample sizes associated with this data in smaller communities, such as Benicia. It is presented here because this data provides a general indication of walking and bicycling trends in Benicia.

Demographic Characteristics

According to the United States Census American Community Survey, the population of Benicia increased by five percent from 2010 to 2017. The share of vulnerable populations (people under 18 or under and 65 or older), who may be more likely to rely on walking, bicycling, and transit,

increased by more than 10 percent. Whereas Benicia's population is split equally between men and women, the American Community Survey data suggests that women are more likely to bike to work than men, and men are more likely to walk to work than women.

Travel Characteristics

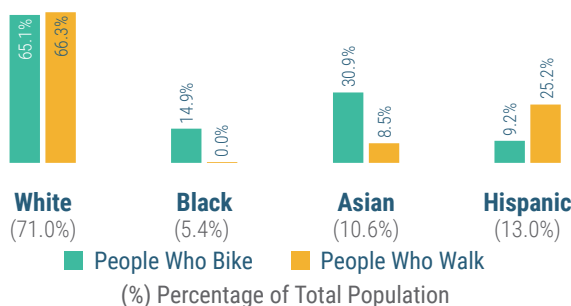
In 2017, the share of employed people ages 16 or older who walked, bicycled, or rode transit to work was seven percent. Based on data from the California Household Travel Survey, over one-third of trips (33%) in Benicia across all modes are for dining, with only about 17 percent of all trips being for work. Additionally, trips for errands (14%) and recreation (12%) make up almost a quarter of all trips taken in Benicia. A majority of all trips taken in Benicia by any mode of transportation (61%) are less than three miles in length, which is considered a reasonable biking distance. A third of all trips (34%) are actually even less than one mile, which is considered a reasonable walking distance for most trips. This indicates that almost two-thirds of all trips made within Benicia could be converted to walking or biking trips. Trip distances from three to five miles (6% of all trips in Benicia) and over five miles (32%) are often deemed too far for the "interested but concerned" user to consider walking or bicycling. Additional travel patterns for Benicia are depicted in Figure B-2.

Benicia Active Transportation Profile

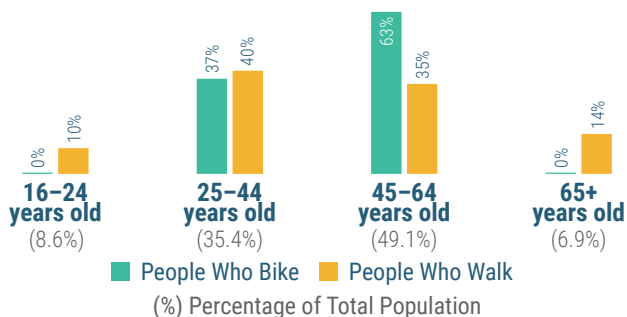
Characteristics of residents who walk or bike to work:

Source: US Census, ACS 5-Year Estimates 2016. Sample size = 184 people who walk and 47 people who bike

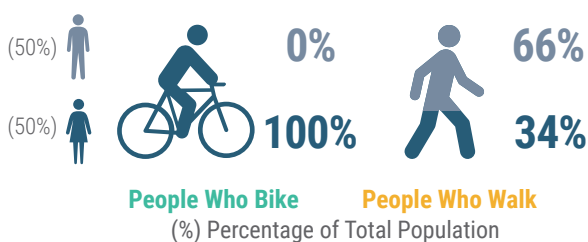
Race



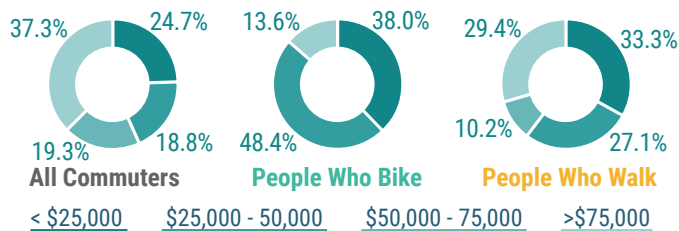
Age



Gender



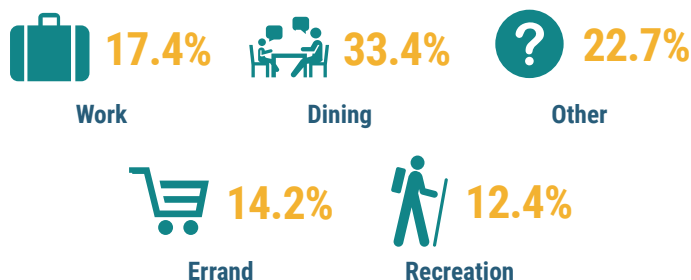
Income



General travel characteristics (all modes):

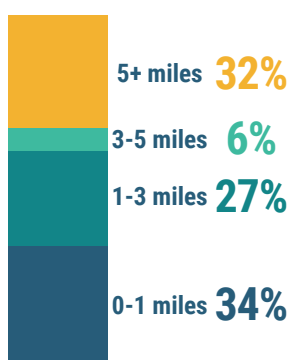
Trip Purposes

Sample size = 782 trips (all modes)



Trip Distances

Sample size = 421 trips (all modes)



Mode Share

Sample size = 13,289 people (commute trips)

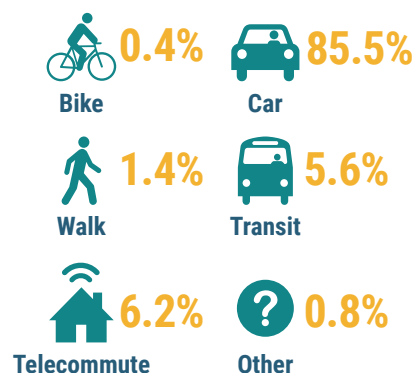


Figure B-2: Benicia Active Transportation Infographic

Existing Active Transportation Network

The active transportation network consists of both pedestrian and bicycle infrastructure that work together to provide mobility options for all those that live, work, study, play, visit, pray, or shop in Benicia. Whether we're aware of it or not, everyone in Benicia uses active transportation infrastructure, such as sidewalks, at some point in their day even if just for short distances to reach their desired destinations.

Existing Pedestrian Network

The pedestrian network within Benicia consists largely of sidewalk infrastructure supported by crossing treatments, multi-use paved trails, and unpaved recreational trails. Benicia currently has an overall Walk Score of 33 out of 100 according to the real-estate website www.WalkScore.com, indicating that most errands require a car. The city currently has a total of 142 miles of existing sidewalk infrastructure, which includes measurements of sidewalks on both sides of the street independently. There are approximately 250 miles of maximum sidewalk coverage (total roadway mileage multiplied by two to account for both sides of the street), as shown in Figure B-4 and the map in Figure B-5. Depending on land use context, there may be areas of the city with rural characteristics where typical sidewalk infrastructure may not be compatible. However, it was not possible to exclude these areas from the overall sidewalk inventory evaluation.

Existing Bicycle Network

This section summarizes the bicycle facilities in Benicia's existing bike network. It also presents the results of the bicyclist comfort and connectivity analyses – that is, level of traffic stress (LTS) and bicycle network connectivity analysis (BNA), respectively – for the existing network. Additional information on the LTS and BNA methodologies can be found in the existing conditions section of the Solano Countywide Active Transportation Plan. Benicia has a 125-mile roadway network, 20 lane miles of which currently have designated bicycle facilities, as shown in the map in Figure B-6 This includes 8 lane miles of shared-use paths, 6 lane miles of bike lanes, and 6 lane miles of bike routes, as summarized in Figure B-4. Figure B-7 and Figure B-8 present the LTS and BNA results for Benicia's existing bicycle network, respectively.



Figure B-3: Active Transportation Facilities in Benicia

Sidewalk Network Inventory

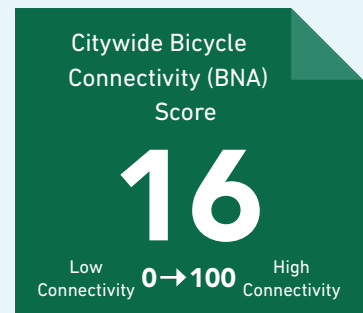


| | Existing Sidewalk Lane Miles | Full Sidewalk Buildout Lane Miles |
|----------------------------|------------------------------|-----------------------------------|
| Benicia | 142 | 250 |
| Priority Development Areas | 8 | 36 |
| Communities of Concern | 0.04 | 0.47 |
| Disadvantaged Communities | - | - |

Bicycle Network Inventory

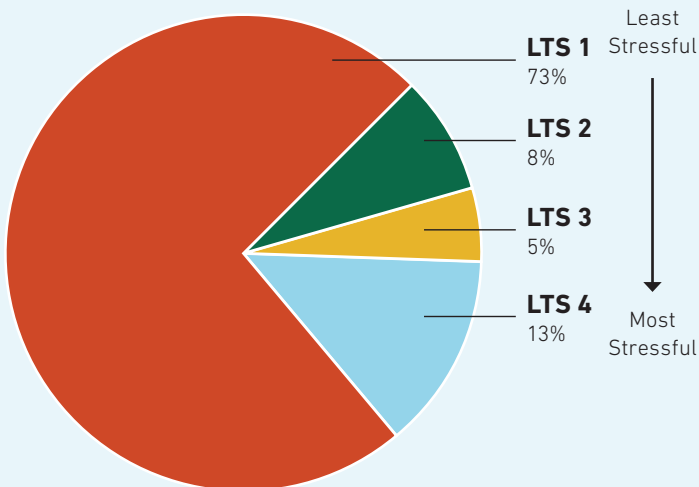


| Bike Facilities | Lane Miles |
|---------------------------|------------|
| Multi-Use Paths (Class I) | 8 |
| Bike Lanes (Class II) | 6 |
| Bike Routes (Class III) | 6 |
| No Designated Facility | 105 |
| All Roadways | 125 |



Percent of Roadway Mileage

Level of Traffic Stress (LTS)



Bicycle Inventory

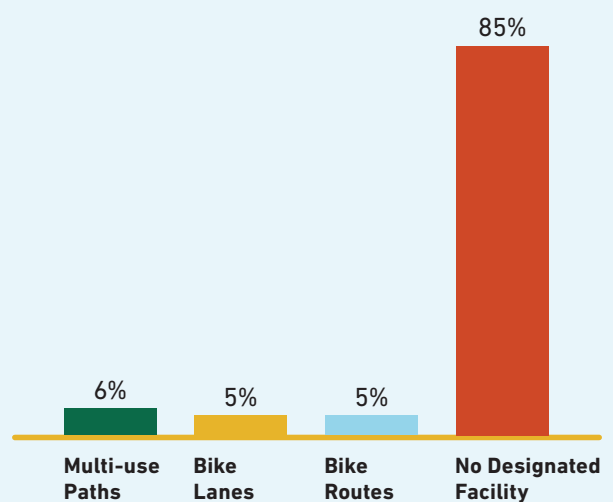


Figure B-4: Benicia Active Transportation Network Infographic

Figure B-5: Benicia Sidewalk Coverage Map

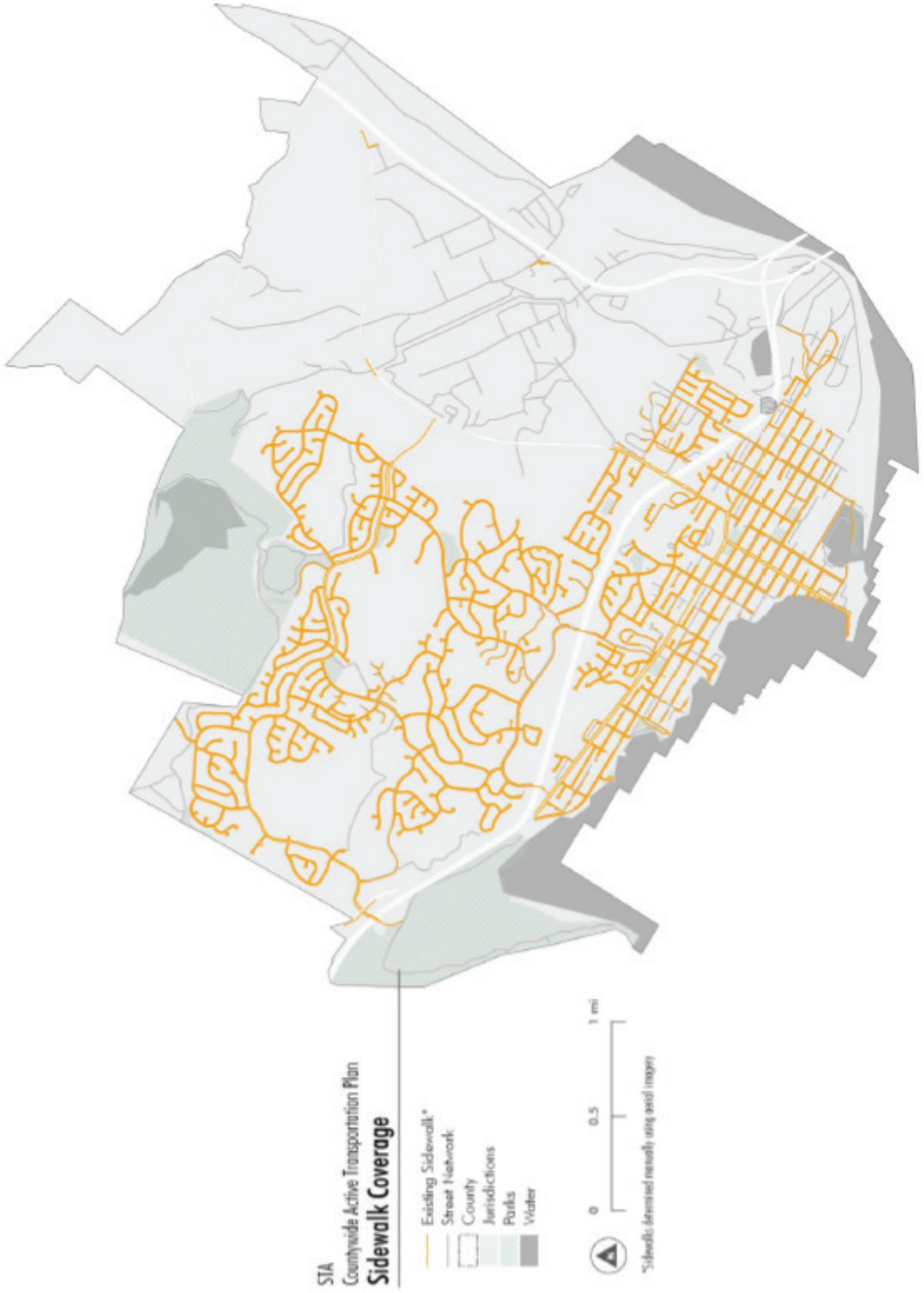


Figure B-6: Benicia Existing Bike Network Map

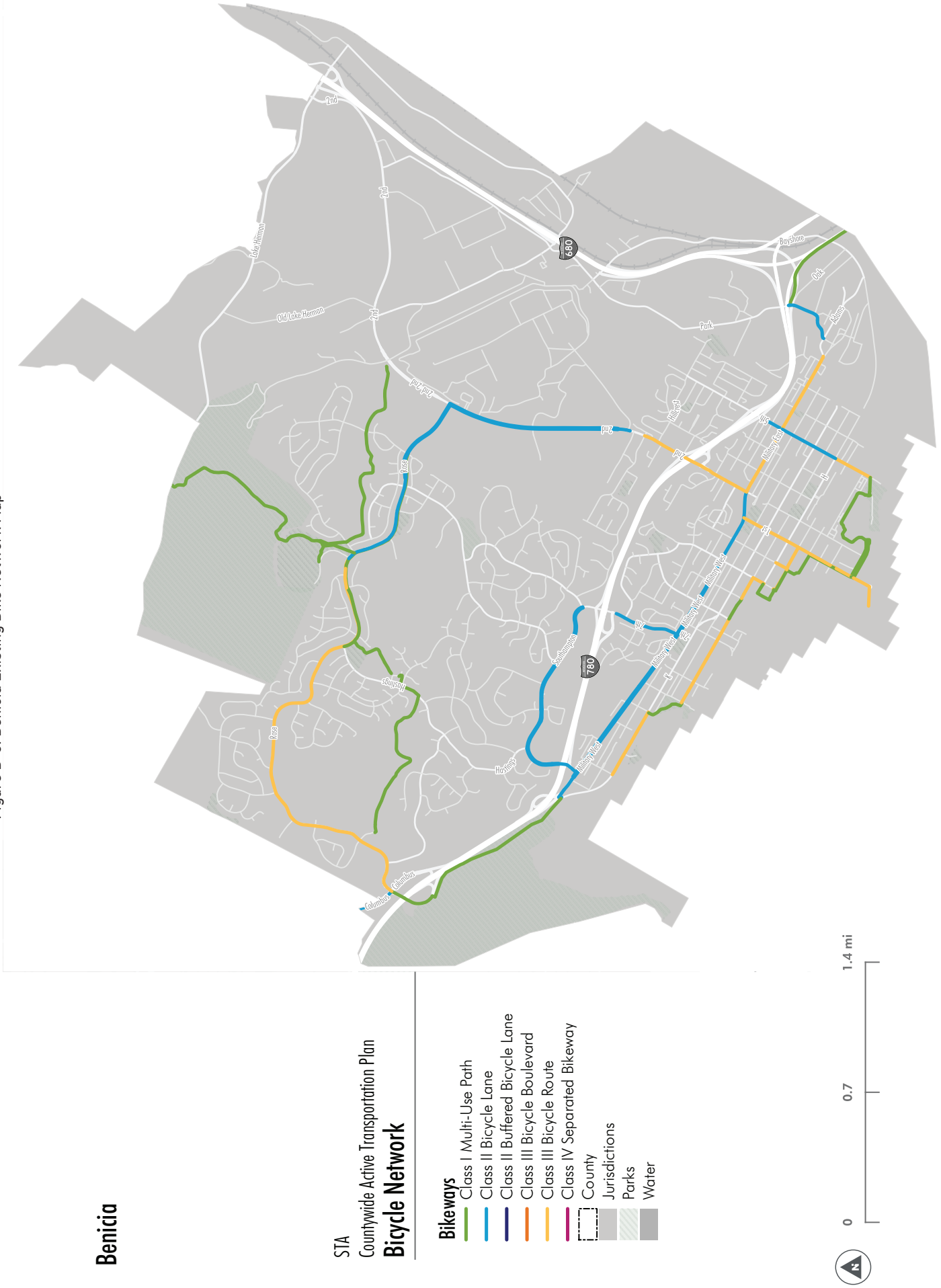


Figure B-7: Benicia Bicycle LTS Map

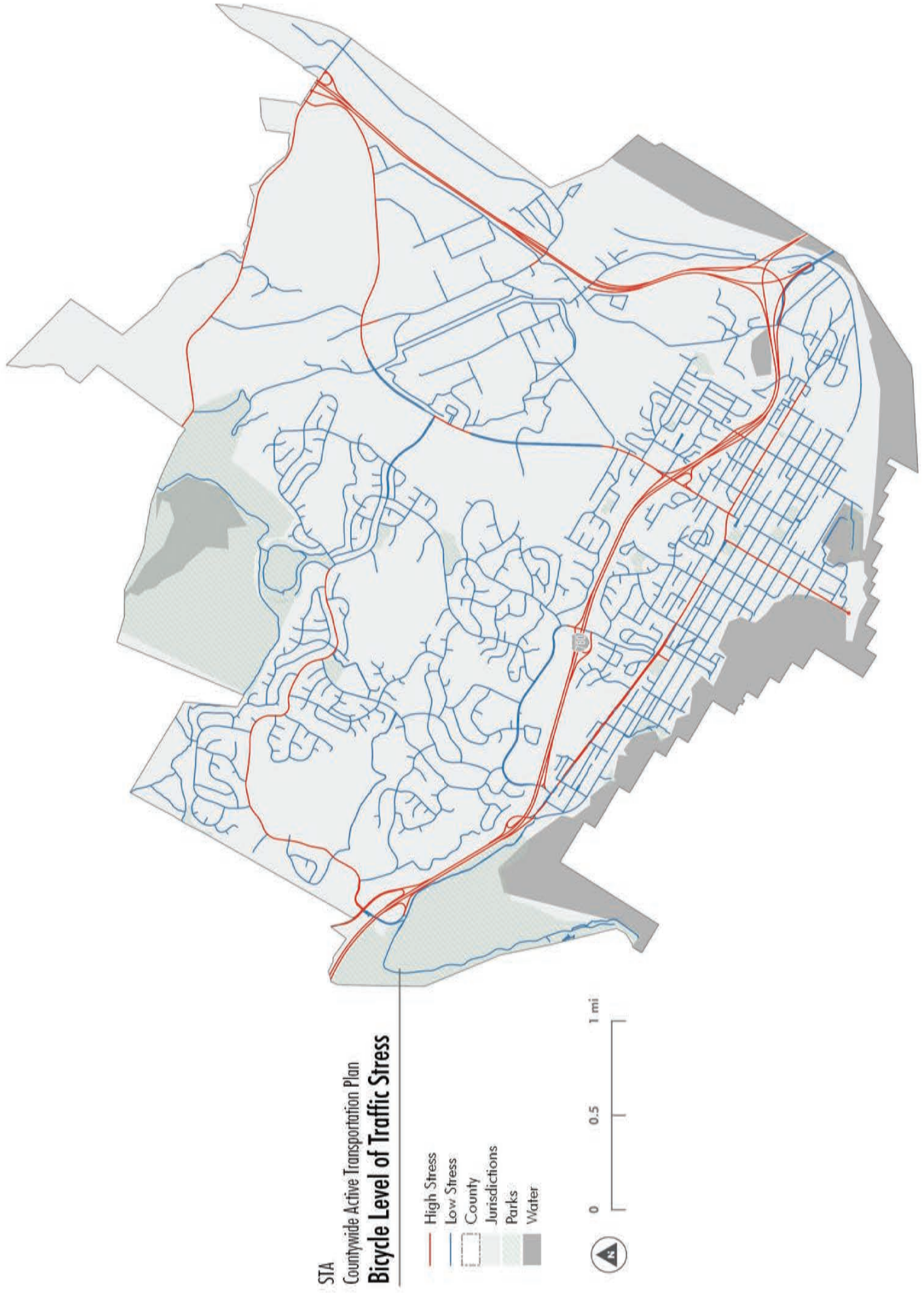


Figure B-8: Benicia Bicycle Network Connectivity Map



Safety Corridors

Real and perceived safety can strongly influence a person's decision to walk or bike. Collision analyses are one way to assess traffic safety in a community and can help identify key areas for infrastructure or programmatic improvements that improve safety and comfort for people walking and bicycling. This section summarizes the pedestrian- and bicycle- involved collision trends and high-risk locations in Benicia. The raw collision data was retrieved from the Statewide Integrated Traffic Records System (SWITRS) for the most recent five years (7/1/2012 - 06/30/2017) for which collision data was available.

The collision analysis followed a systemic safety approach and used the Equivalent Property Damage Only (EPDO) method to assess crashes. The EPDO method weights crashes by severity so that when EPDO scores are calculated, they reflect both frequency *and* severity of collisions. Collisions resulting in a greater injury severity (e.g., fatal or severe) are weighted much heavier than collisions resulting in a minor injury, or no injury at all. For more information about the collision analysis methodology and a more detailed discussion of the results, refer to *Appendix B: Technical Analysis and Summary Memorandums*. When interpreting the results presented below, note that no volume data was used in this analysis, so it is unclear how the numbers of people walking, bicycling, and driving are influencing collision trends.

Summary of Results

During the five-year analysis period there were 556 traffic collisions in Benicia. Of these collisions, 6% (35) were pedestrian collisions and 5% (28) were bicycle collisions; this is a much higher share of bicycle and pedestrian collisions than all other jurisdictions in the county.

In Benicia, the EPDO scores for segments are slightly higher than for intersections among pedestrian collisions, whereas the opposite trend is true for bicycle collisions. Among pedestrian collisions, the EPDO score is highest for collisions during daylight, however, there is a notable EPDO score for collisions occurring under dark conditions with street lights. This same trend is not evident among bicycle collisions, nearly all of which occurred in daylight.

The Project Team analyzed the geographic distribution of EPDO scores and identified priority safety corridors and intersections for pedestrian and bicycle collisions in Benicia (see Figure B-9 and Figure B-10). The street segments below were identified as warranting further investigation and improvements.

Pedestrian collision hotspots:

- E 5th Street from Military E to Vecino Street
- Military E from E 5th Street to W 3rd Street
- 1st Street from Military E to W J Street

Bicycle collision hotspots:

- E 5th St from E O St to E J Street
- Military E from Hospital Road to Denfield Avenue
- 1st Street from W C Street to W K Street

Table B-1 presents a list of identified safety projects from the 2018 Solano Travel Safety Plan that overlap with the identified hotspots.

Table B-1: Identified Safety Projects in Benicia

| Location | Project |
|---------------------------|----------------------------|
| Military at 5th St E | Install curb extensions |
| E 2nd St at Military East | Pedestrian crossing safety |
| Military West at W 2nd St | Pedestrian crossing safety |

Figure B-9: Benicia Bicycle Collision Hot Spot Analysis

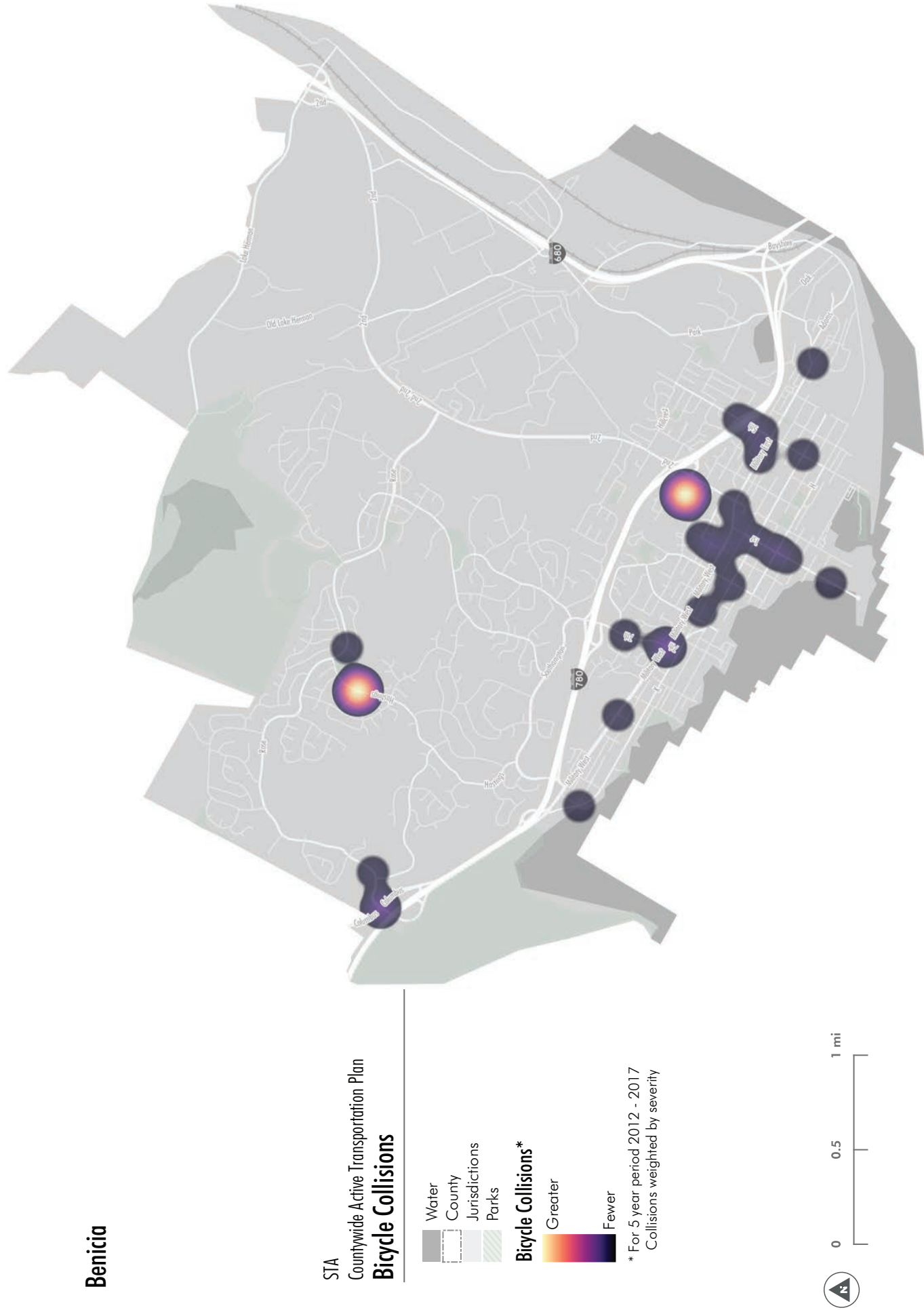


Figure B-10: Benicia Pedestrian Collision Hot Spot Analysis



Community Engagement

Throughout each stage of the Plan development, residents and stakeholders from Benicia were asked to provide insights on where improvements to walking, biking, and access to transit could be improved and prioritized. A City of Benicia staff member was part of the Plan Development Team and in-person and online outreach efforts to Benicia residents occurred over four phases during the 18-month project.

Phase I: Data Collection and Initial Outreach

The goal of the first phase of public outreach was to increase awareness about the Plan and find out where people feel comfortable and uncomfortable walking and bicycling in each jurisdiction. As part of the first phase of

public outreach both online and in-person events were held to try to reach people throughout the county. The in-person pop-up event in Benicia was the Farmers' Market in Downtown. The online and in-person feedback was combined to highlight where all participants had positive or negative input about existing infrastructure throughout Benicia. Positive comments generally encapsulate where people currently like to walk or bicycle and identify experiences to be highlighted. Negative comments mostly highlight areas where people feel it is dangerous or uncomfortable to walk or bike. In total, 1,080 individual line and point comments were collected across Solano County, with 483 comments from in-person events and 597 comments from the project website. Figure B-39 shows the positive and negative comments about walking and bicycling in Benicia from the online map.



Figure B-11: Online Map Positive and Negative Walking and Bicycling Comments for Benicia

Phase II: Countywide Needs and Recommendations

The goal of Phase 2 was to develop the priority countywide backbone network projects which would create a countywide all ages and abilities network. This phase consisted primarily of technical analysis conducted by the consultant team and review of major deliverables by the

Plan Development Team including representatives from the City of Benicia. The outcomes of this phase included a regional priority bikeway network, regional priority pedestrian project recommendations, and regional trails network.

Phase III: Jurisdiction Needs and Recommendations

The third phase of outreach occurred in the Late Summer/ Early Fall of 2019. The Project Team met with each jurisdiction individually to hold a coordination meeting with internal jurisdiction staff. These working meetings were intended to share what the Project Team learned during Phase 1 outreach and subsequent analyses in Phase II. Benicia held a biking tour and coordination meeting on July 26, 2019 starting at the Benicia Community Center to review initial proposed recommendations and visit key sites to refine or develop additional recommendations. The outcome of this meeting and walking tour resulted in updated project lists and maps that would be presented to the larger public during Phase IV.



Figure B-12: Walk Audit in Benicia

Phase IV: Implementation Strategy and Draft Plan

The fourth phase of outreach occurred in late Fall of 2019 and focused on educating the public about different types of bicycle and pedestrian infrastructure and obtaining input on best to prioritize recommendations. Members of the public and interested stakeholders were invited to participate in a presentation and workshop at the Benicia Traffic, Pedestrian, and Bicycle Safety Committee Meeting at City Hall on October 17, 2019. Participants were asked to identify their top five bikeway facilities that should be prioritized in the next five years in an activity called “5 in 5” as shown in Figure B-10. This activity is intended to help Benicia focus on which facilities the public is most likely to use in the near-term to build out a connected network of all ages and abilities facilities. Pedestrian recommendations were also reviewed and augmented as necessary.

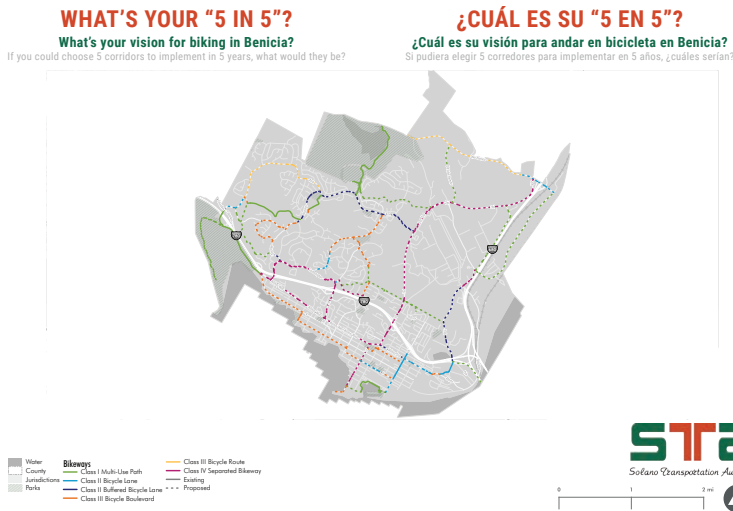


Figure B-13: 5 in 5 activity in Benicia

Network Development

The Benicia Active Transportation Backbone Network is a network of facilities suitable for people of all ages and abilities. The network was developed by conducting a series of analyses to identify areas which have the highest propensity to produce walking and bicycling trips and assessing whether all ages and abilities pedestrian and bicycle facilities already exist along the network. The results of these analyses were used to develop the countywide and local active transportation backbone networks. Benicia's backbone network is shown in Figure B-43.

Backbone Network Development

The primary analysis technique used to develop the backbone network was an attractors and generators analysis.

Two levels of backbone networks were developed:

- A countywide backbone network that links the top 25 highest composite demand areas throughout Solano (except for Dixon and Rio Vista), which include some routes identified in Benicia; and,
- A local backbone networks that link the top 10 highest composite demand areas within each City.

Within each jurisdiction, the countywide backbone network routes were overlapped with the local backbone network

routes where feasible. For more information on the analyses used to develop the backbone network refer to *Appendix B: Technical Analysis and Summary*.

Complete Networks and Citywide Recommendations

Once the backbone network routes were identified, the complete citywide networks were assessed using both technical analysis from the Existing Conditions Report and public input from the first phase of outreach. Recommendations were developed to promote cross-town connectivity to priority destinations and to maximize available curb to curb right-of-way to keep costs as low as possible. Where feasible, all ages and abilities facility recommendations were proposed. Recommendations that did not meet that criteria are still important and play a large role in improving connectivity by closing gaps or addressing safety. Figure B-14 below shows the network development steps and how analyses or public input was integrated into the process.

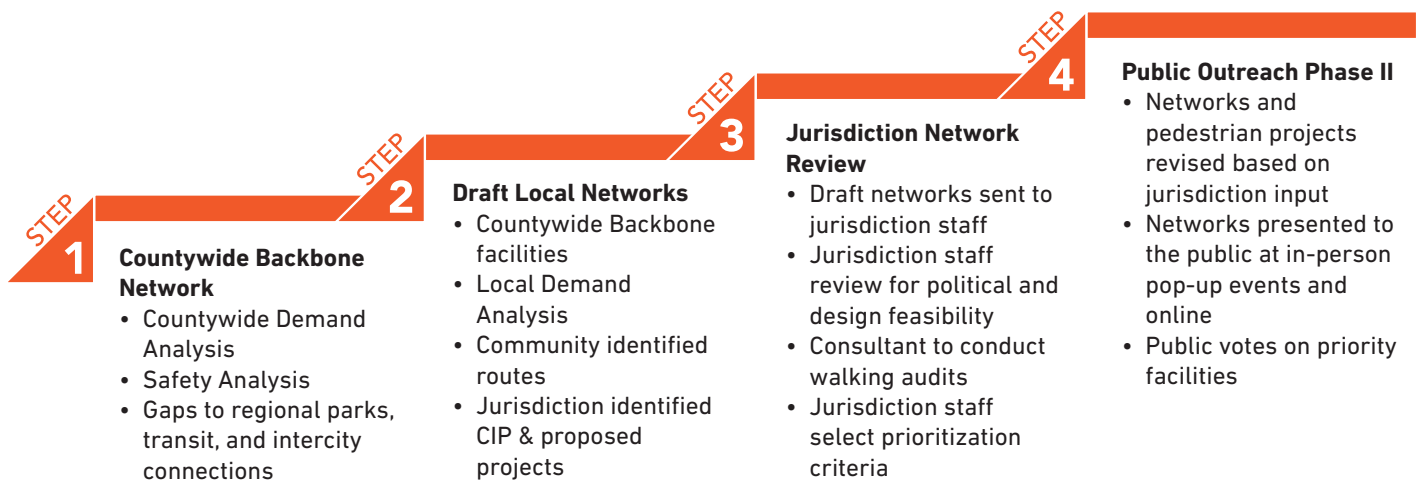


Figure B-14: Active Transportation Network and Project Development Process

Benicia Attractors/Generators Analysis

Overview:








The goal of an attractors/generators analysis is to develop an understanding of the most likely network of bicycling and walking activity. The result is a conceptual network linking regional activity centers.



Process:

- 1 Generators**
 Generator factors are demographic indicators that represent where the population or people more likely to walk or bicycle are located. Factors are measured at the census block or block group level.
- 2 Attractors**
 Attractor factors are trip destinations and consist of factors that attract demand. Factors are scored on how many trips they are likely to attract based on ITE guidelines for trip rates.
- 3 Attractor Generator Pairs and Composite Trip Demand**
 The composite trip demand between the activity centers is determined by adding the attractor trips and generator score, and multiplying the demand of each activity center by the distance decay factor between the zones. This total represents the number of trips that will occur between the two areas.
- 4 High Demand Routes**
 The high demand routes are developed between the top 10 pairs. These pairs are identified below, including a generalized land use category.

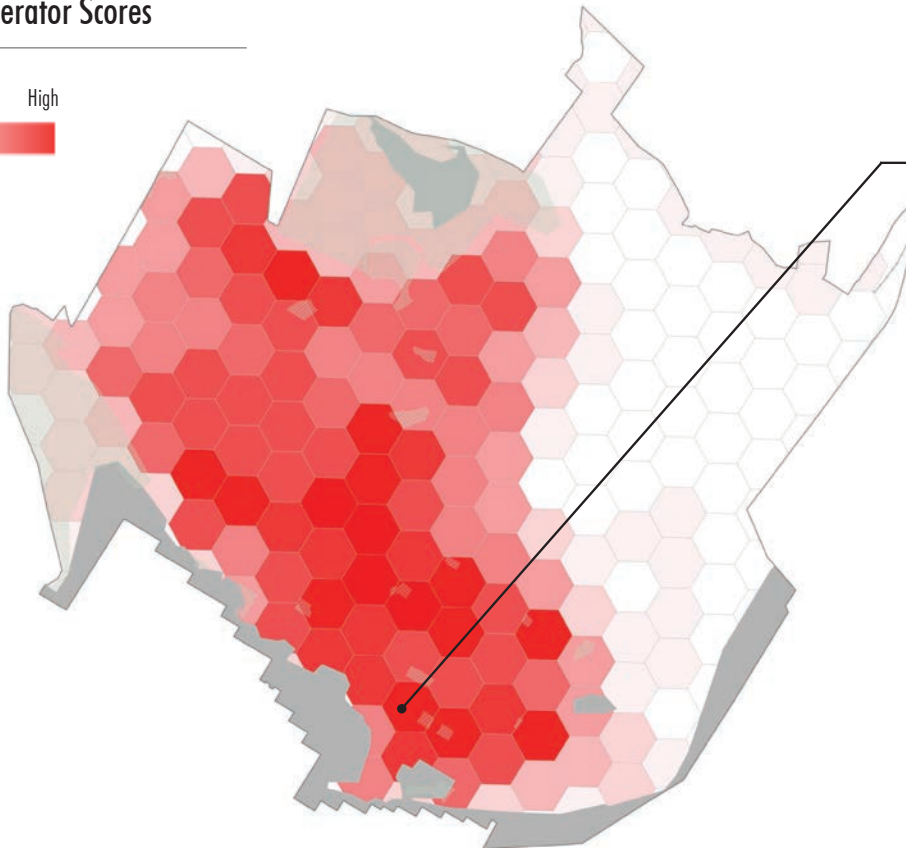
Factors

| | | | | |
|--|---|--|---|--|
|  total population |  low-income population |  zero-car population |  population over 65 |  population under 18 |
|  transit centers |  bus stops |  employment density |  higher education |  schools |
|  parks |  neighborhood commercial |  downtown |  major retail |  services |
|  libraries |  entertainment |  public input points | | |

Top 10 Composite Demand Areas

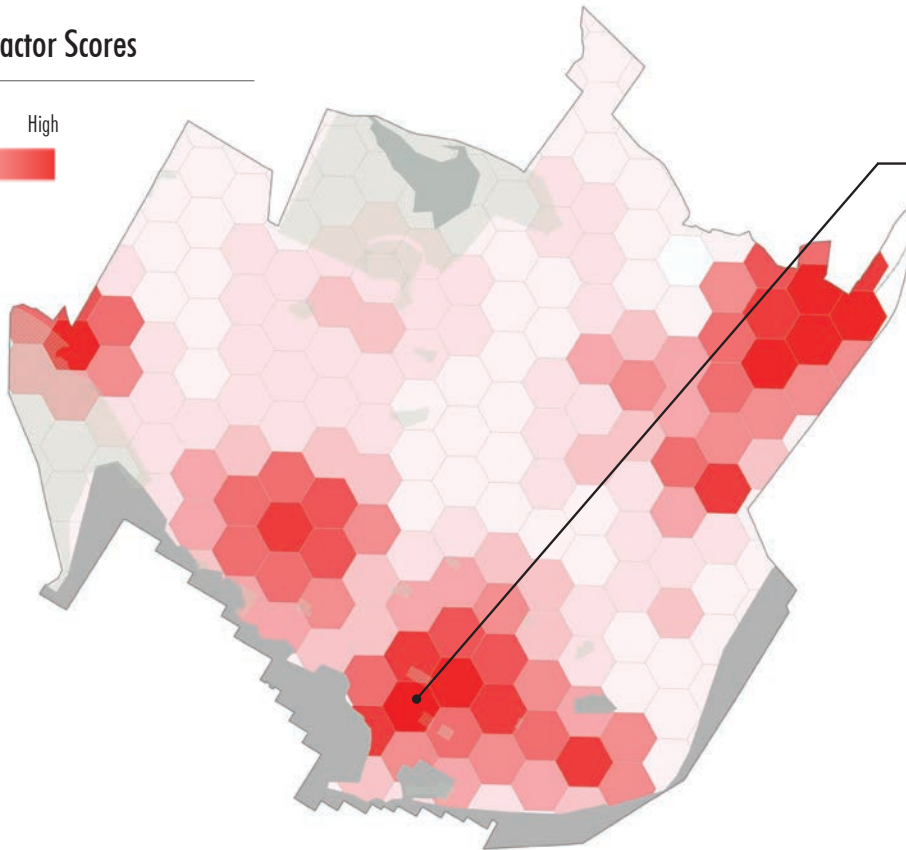
| Ref | Activity Center 1 | Activity Center 2 | Composite Trip Demand | Description |
|-----|------------------------|------------------------|-----------------------|--|
| 1 | Downtown | Downtown | 4,374,219 | Downtown near 1st and East H Street to Military East and East 3rd Street |
| 2 | Downtown | Downtown | 3,468,774 | Downtown near 1st and East H Street to Military East and East 5th Street |
| 3 | Commercial | Downtown | 3,380,387 | Downtown near 1st and East H Street to Safeway on Military East |
| 4 | Residential/Commercial | Downtown | 3,121,861 | Downtown near 1st and East H Street to Riverhill Drive and Benicia City Cemetery |
| 5 | Downtown | Residential/commercial | 3,043,009 | Downtown near 1st and East H Street to Southhampton Shopping Center |
| 6 | Downtown | Residential/School | 2,780,564 | Downtown near 1st and East H Street to Benicia High School |
| 7 | Industrial | Downtown | 1,770,253 | Downtown near 1st and East H Street Industrial Way and Lake Herman Road |
| 8 | Commercial | Downtown | 1,712,542 | Downtown near 1st and East H Street to Parkway Plaza |
| 9 | Industrial/Employment | Downtown | 1,600,070 | Downtown near 1st and East H Street to East 3rd street and Lake Herman Road |
| 10 | Downtown | Downtown | 1,030,869 | Downtown near East 3rd Street to downtown near East 5th Street |

1 Generator Scores



| Generator | People |
|-------------------------------|------------|
| Total Population | 429 |
| Over 65 Population | 39 |
| Under 18 Population | 33 |
| Low Income Population | 15 |
| Zero Car Population | 2 |
| TOTAL GENERATORS TRIPS | 518 |

2 Attractor Scores



| Attractor | Trips |
|-------------------------------|--------------|
| Transit | 7 |
| Bus Stops | 40 |
| Employment Density | 286 |
| Higher Education | 0 |
| Schools | 141 |
| Parks | 25 |
| Neighborhood Commercial | 244 |
| Downtown | 4,131 |
| Major Retail | 0 |
| Services | 41 |
| Libraries | 57 |
| Entertainment | 0 |
| Public Input Destinations | 2 |
| TOTAL ATTRACTORS TRIPS | 4,993 |

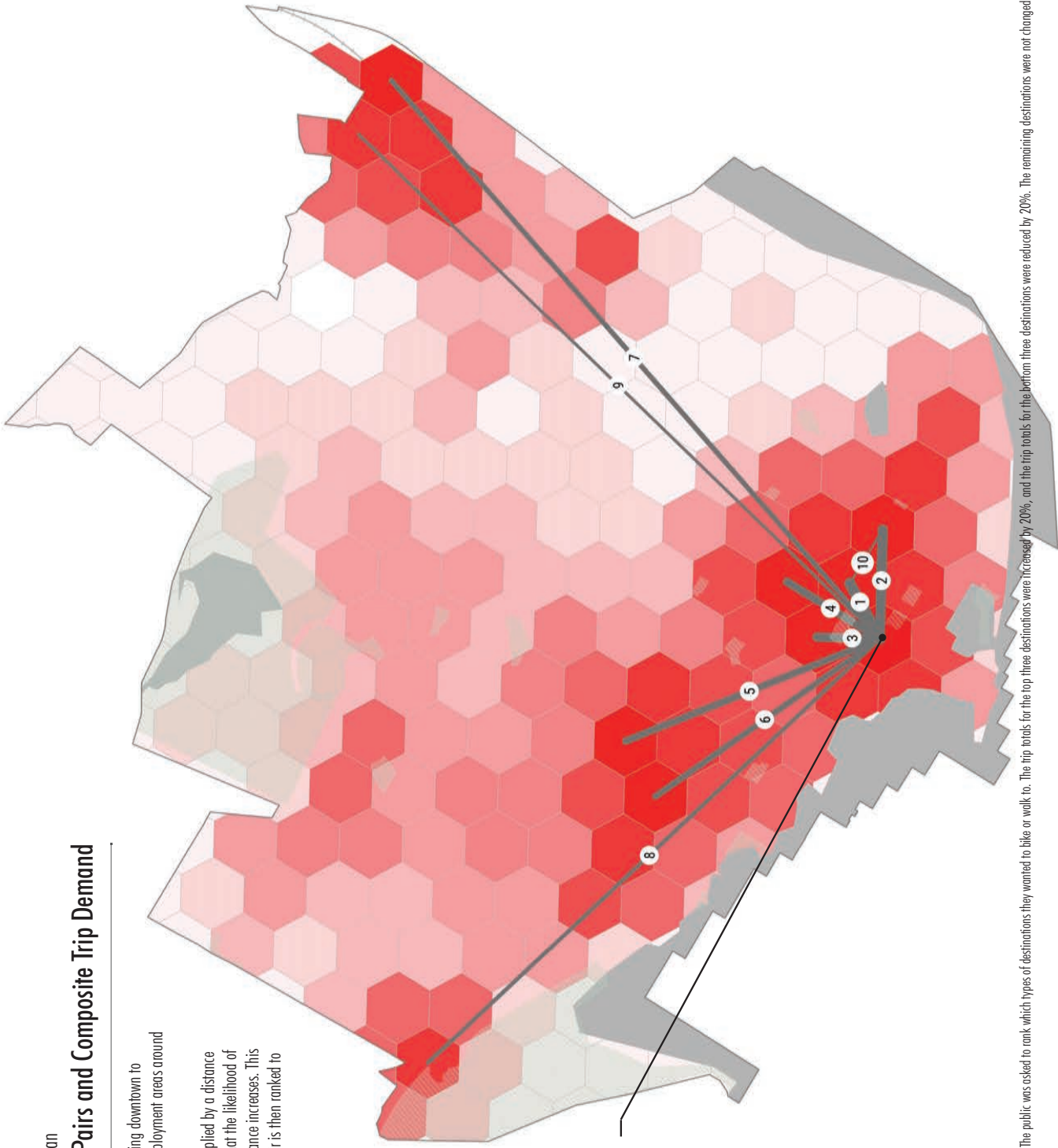
STA

Countywide Active Transportation Plan

3 Attractor Generator Pairs and Composite Trip Demand

All the pairs start or end in downtown, linking downtown to residential, commercial, and industrial/employment areas around the city.

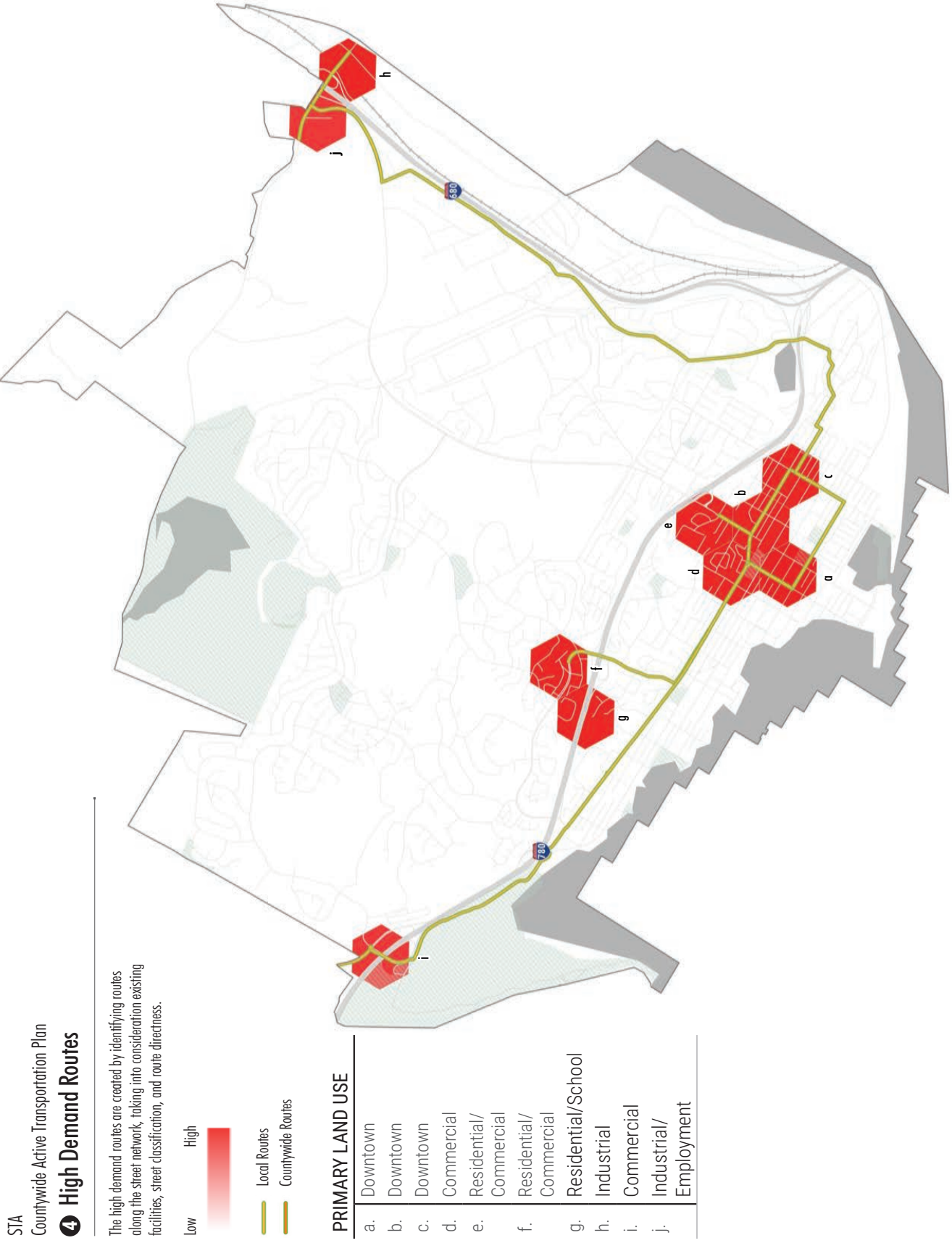
The total demand in each hexagon is multiplied by a distance decay function, which takes into account that the likelihood of traveling to a destination decreases as distance increases. This composite score between each hexagon pair is then ranked to determine the top ten pairs.



| Total Demand | Trips |
|--------------------|--------------|
| Attractors* | 5,845 |
| Generators | 518 |
| TOTAL TRIPS | 6,363 |

* Attractors score was adjusted based on public outreach. The public was asked to rank which types of destinations they wanted to bike or walk to. The trip totals for the top three destinations were increased by 20%, and the trip totals for the bottom three destinations were reduced by 20%. The remaining destinations were not changed.

Figure B-15: Analysis of attractors and generators of trips in Benicia



Recommended Vision Bike Network

After developing the countywide and local backbone networks and conducting outreach with key stakeholders, a series of bicycle projects were identified to help build Benicia's full built-out vision bicycle network into one that is more comfortable for people of all ages and abilities. The vision bicycle network represents an unconstrained project list that the Solano Transportation Authority will continue to partner with the City of Benicia to identify relevant funding sources to build out projects over time. This Plan proposes adding or upgrading a total of 33 miles of bikeways to Benicia's existing bikeway network. Table B-2 presents the existing and proposed bikeway mileage by facility type,

along with the costs associated with installing each facility type. Facility installation costs will vary depending on the materials used; for more information about the assumptions included in the cost estimates see *Appendix B: Technical Analyses and Summary Memorandums*. Figure B-17 shows the recommended bike network, with existing and proposed projects shown with solid and dotted lines, respectively. Figure B-18 depicts which bikeway facilities meet the AASHTO all ages and abilities bikeway facility Selection criteria. Table B-3 lists details for all of the recommended bikeway projects in Benicia.

Table B-2: Proposed Benicia Bicycle Network Mileage

| Facility Type | Existing Mileage (approximate) | Proposed Mileage (approximate) | Estimated Cost per mile | Total Estimated Cost |
|--------------------------------|--------------------------------|--------------------------------|-------------------------|----------------------|
| Class I Multi-use Path | 8 | 7.2 | \$1,610,000 | \$11,592,000 |
| Class II Bicycle Lane | 6 | 2.2 | \$270,000 | \$594,000 |
| Class II Buffered Bicycle Lane | 0 | 3.3 | \$310,000 | \$1,023,000 |
| Class III Bicycle Route | 6 | 2.6 | \$1,390,000 | \$3,614,000 |
| Class III Bicycle Boulevard | 0 | 8.2 | \$220,000 | \$1,804,000 |
| Class IV Separated Bikeway | 0 | 9.1 | \$370,000 | \$3,367,000 |
| Total | 20 | 32.6 | - | \$21,994,000 |

*Costs presented in 2020 dollars

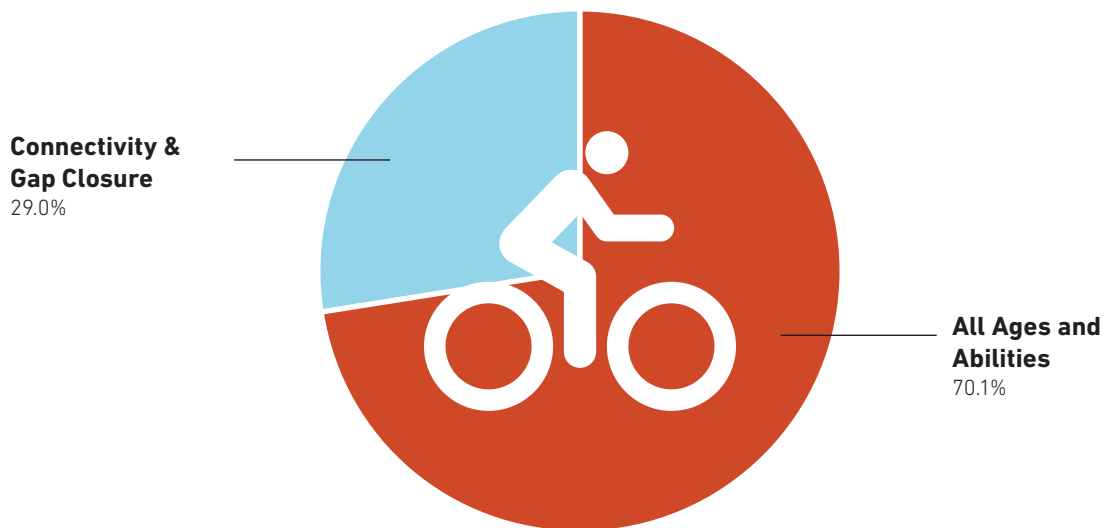


Figure B-16: Share of Recommended Bikeways by Network Type

Benicia

STA Countywide Active Transportation Plan Bicycle Network

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class II Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway
 - Feasibility Study
 - Existing
 - Proposed
 - County
 - Jurisdictions
 - Parks
 - Water



Figure B-17: Proposed Bicycle Network for Benicia

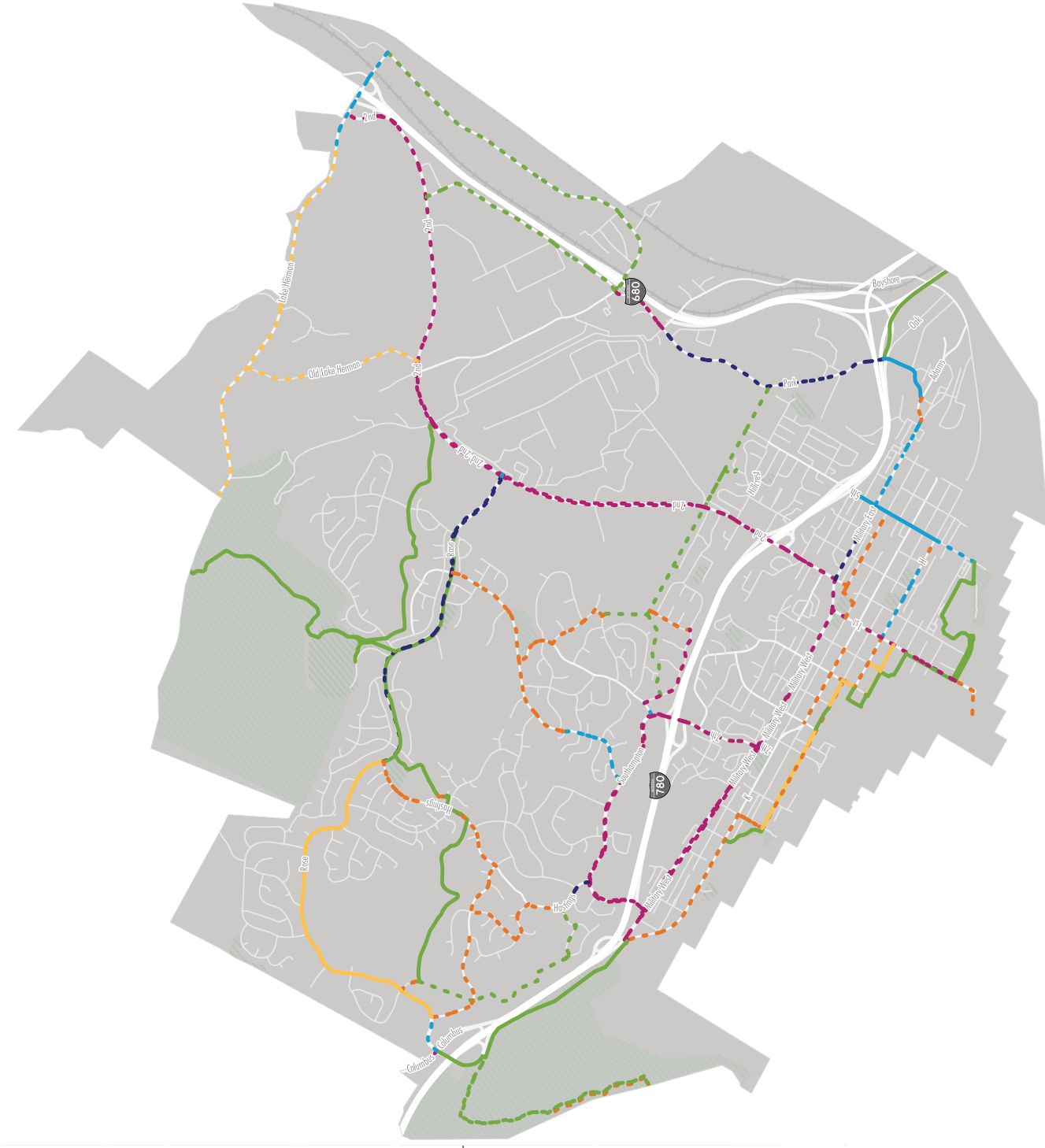
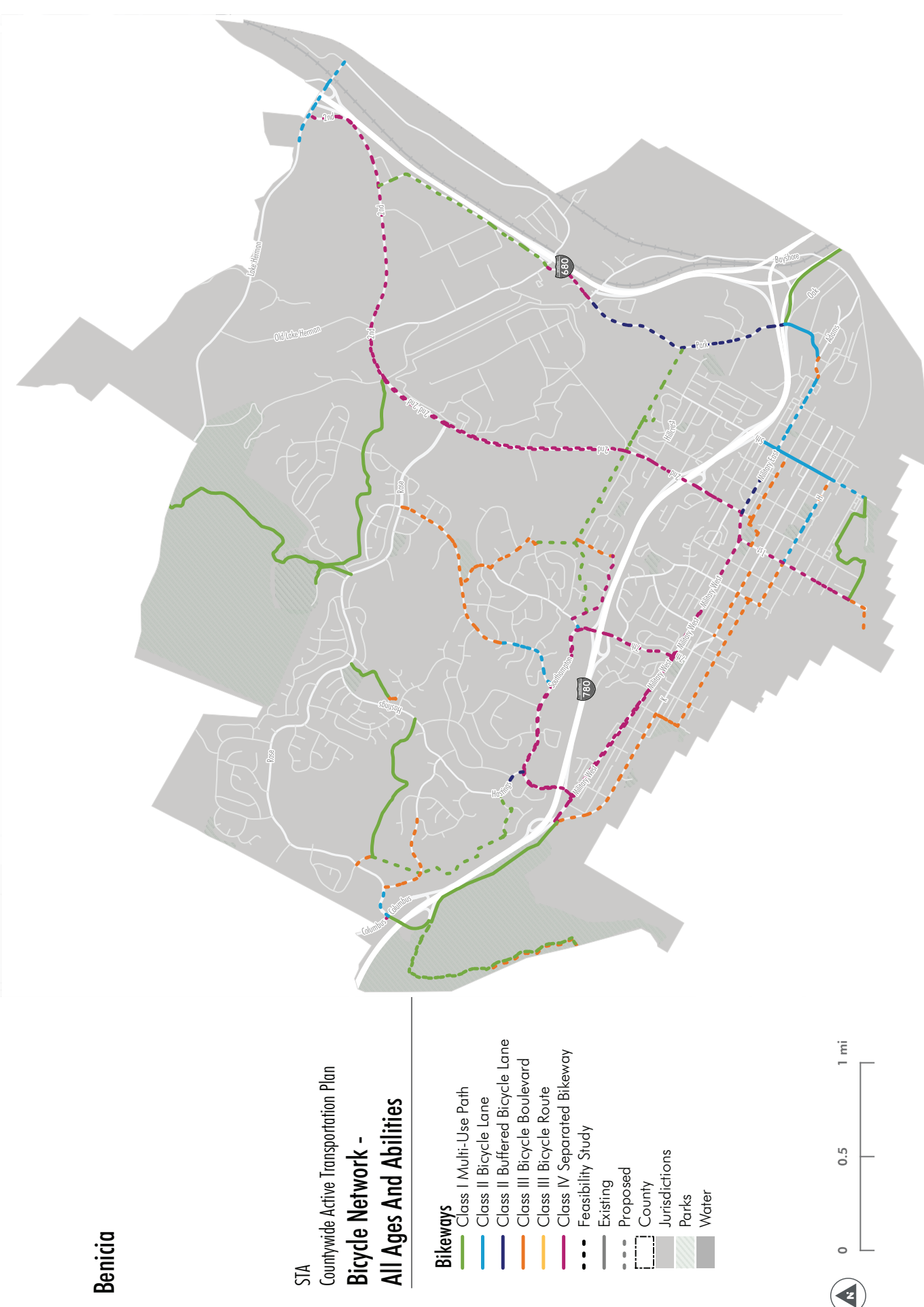


Figure B-18: Recommended Benicia All Ages and Abilities Bikeway Network



Benicia

STA
 Countywide Active Transportation Plan
Bicycle Network -
All Ages And Abilities

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class III Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway
 - Feasibility Study
 - Existing
 - Proposed
 - County
 - Jurisdictions
 - Parks
 - Water



Table B-3: Benicia Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization Rank |
|------|-------------------------------|-----------------------------|-----------------------------|--------------------------------|----------------------------|--------|-----------|---------------------|
| 143A | Military West | Bay Trail | Southampton Rd | Class IV Separated Bikeway | All Ages & Abilities | 0.13 | \$47,890 | High |
| 143B | Military West | Southampton Rd | W 13th St | Class IV Separated Bikeway | All Ages & Abilities | 0.08 | \$31,017 | High |
| 143C | Military West | W 13th St | Plaza de Oro | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.13 | \$48,043 | High |
| 143D | Military West | Plaza de Oro | Drolette Way | Class IV Separated Bikeway | All Ages & Abilities | 0.48 | \$179,245 | High |
| 143E | Military West | Drolette Way | W 5th St | Class IV Separated Bikeway | All Ages & Abilities | 0.42 | \$156,347 | High |
| 143F | Military West | W 5th St | W 2nd St | Class IV Separated Bikeway | All Ages & Abilities | 0.39 | \$142,835 | High |
| 143H | Military West | W 2nd St | 1st St | Class IV Separated Bikeway | All Ages & Abilities | 0.13 | \$48,016 | High |
| 121A | K St/I St/J St Bike Boulevard | Military West | W 1st St | Class III Bicycle Boulevard | All Ages & Abilities | 2.44 | \$536,800 | High |
| 136A | Southampton Rd/W 7th St | Chelsea Hills Dr | I-780 Eastbound On/Off-ramp | Class IV Separated Bikeway | All Ages & Abilities | 0.18 | \$67,032 | High |
| 136B | Southampton Rd/W 7th St | I-780 Eastbound On/Off-ramp | Military West | Class IV Separated Bikeway | All Ages & Abilities | 0.35 | \$127,785 | High |
| 120A | 1st St | Bay Trail | E B St | Class III Bicycle Boulevard | All Ages & Abilities | 0.20 | \$44,164 | High |
| 120B | 1st St | E B St | E H St | Class IV Separated Bikeway | All Ages & Abilities | 0.40 | \$147,334 | High |
| 120C | 1st St | E H St | Military East | Class IV Separated Bikeway | All Ages & Abilities | 0.26 | \$98,046 | High |
| 144A | Military East | 1st St | E 2nd St | Class IV Separated Bikeway | All Ages & Abilities | 0.14 | \$52,035 | High |
| 144B | Military East | E 2nd St | E 5th St | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.39 | \$119,762 | High |
| 144C | Military East | E 5th St | Grant St | Class II Bicycle Lane | All Ages & Abilities | 0.44 | \$118,879 | High |
| 153A | City Center Bike Boulevard | 1st St | E 5th St | Class III Bicycle Boulevard | All Ages & Abilities | 0.63 | \$139,633 | High |
| 145A | Columbus Pkwy | San Francisco Bay Trail | Benicia Rd | Class IV Separated Bikeway | All Ages & Abilities | 0.20 | \$74,914 | High |
| 128A | E H St | 1st St | E 4th St | Class II Bicycle Lane | All Ages & Abilities | 0.39 | \$104,956 | High |
| 128B | E H St | E 4th St | E 5th St | Class III Bicycle Boulevard | All Ages & Abilities | 0.12 | \$27,237 | High |
| 148A | Proposed Trail | Kearney St | E 2nd St | Class I Multi-Use Path | All Ages & Abilities | 0.04 | \$64,400 | High |
| 117A | E 2nd St | Military East | Riverhill Dr | Class IV Separated Bikeway | All Ages & Abilities | 0.19 | \$70,683 | High |

Table B-3: Benicia Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization Rank |
|------|--------------------------------|---------------------------------------|---------------------------------------|---|----------------------------|--------|-------------|---------------------|
| 117B | E 2nd St | Riverhill Dr | Tennys Dr/ Benicia Highlands Trail | Class IV Separated Bikeway | All Ages & Abilities | 0.57 | \$210,613 | High |
| 117C | E 2nd St | Tennys Dr/ Benicia Highlands Trail | Rose Dr | Class IV Separated Bikeway | All Ages & Abilities | 0.98 | \$361,983 | High |
| 117D | E 2nd St | Rose Dr | Park Rd | Class IV Separated Bikeway / Class I Multi-Use Path | All Ages & Abilities | 1.47 | \$543,786 | High |
| 117E | E 2nd St | Park Rd | Lake Herman Rd | Class IV Separated Bikeway / Class I Multi-Use Path | All Ages & Abilities | 0.04 | \$14,595 | High |
| 114A | Southampton Rd | Military West | I-780 Underpass | Class IV Separated Bikeway | All Ages & Abilities | 0.14 | \$52,951 | High |
| 114B | Southampton Rd | I-780 Underpass | Chelsea Hills Dr | Class IV Separated Bikeway | All Ages & Abilities | 1.02 | \$377,242 | High |
| 132A | Park Rd | Oak Rd | Bayshore Rd | Class II Buffered Bicycle Lane | All Ages & Abilities | 1.14 | \$354,623 | High |
| 132B | Park Rd | Bayshore Rd | Industrial Way | Class IV Separated Bikeway | All Ages & Abilities | 0.30 | \$111,226 | High |
| 132C | Park Rd | Industrial Way | E 2nd St | Class I Multi-Use Path | All Ages & Abilities | 1.05 | \$1,691,683 | High |
| 110A | Benicia Highlands Trail (East) | Perth Way | Park Rd | Class I Multi-Use Path | All Ages & Abilities | 1.64 | \$2,648,093 | High |
| 101A | Rose Dr | Columbus Pkwy | Palace Ct | Class III Bicycle Route | Connectivity & Gap Closure | 0.37 | \$514,300 | High |
| 101B | Rose Dr | Hastings Dr | E 2nd St | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 1.59 | \$493,512 | High |
| 101C | Rose Dr | Palace Ct | Hastings Dr | Class III Bicycle Boulevard | Connectivity & Gap Closure | 1.56 | \$2,165,616 | High |
| 131A | Adams St | Grant St | Park Rd | Class III Bicycle Boulevard | All Ages & Abilities | 0.11 | \$24,447 | High |
| 112A | Warwick Dr | Chelsea Hills Dr | Havenhill Dr | Class IV Separated Bikeway | All Ages & Abilities | 0.45 | \$166,137 | High |
| 113A | Benicia Highlands Trail (West) | Warwick Dr | Proposed Trail | Class I Multi-Use Path | All Ages & Abilities | 0.40 | \$641,823 | High |
| 118B | SF Bay Trail | E 5th St | SF Bay Trail | Class I Multi-Use Path | All Ages & Abilities | 0.13 | \$202,105 | Medium |
| 146A | Industrial Way | Park Rd | Lake Herman Rd | Class I Multi-Use Path | Connectivity & Gap Closure | 1.77 | \$2,843,714 | Medium |
| 151A | Cambridge Dr | Proposed trail | Rose Dr | Class III Bicycle Boulevard | All Ages & Abilities | 0.22 | \$48,090 | Medium |
| 100A | Dillon Point Rd | Regatta Dr | Rose Dr | Class I Multi-Use Path | All Ages & Abilities | 1.19 | \$1,910,218 | Medium |

Table B-3: Benicia Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization Rank |
|------|---|---------------------|---------------------|--------------------------------|----------------------------|--------|-------------|---------------------|
| 104A | Hastings Dr | Southampton Rd | London Dr | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.18 | \$55,656 | Medium |
| 104B | Hastings Dr | London Dr | Brentwood Dr | Class III Bicycle Boulevard | Connectivity & Gap Closure | 1.08 | \$237,600 | Medium |
| 104C | Hastings Dr | Brentwood Dr | Rose Dr | Class III Bicycle Boulevard | Connectivity & Gap Closure | 0.56 | \$123,200 | Medium |
| 150A | London Cir/ London Dr | Proposed trail | Hastings Dr | Class III Bicycle Boulevard | All Ages & Abilities | 0.30 | \$66,777 | Medium |
| 149A | Proposed Trail | London Cir | Cambridge Dr | Class I Multi-Use Path | All Ages & Abilities | 1.11 | \$1,780,263 | Medium |
| 103A | Vallejo Bike Path Connections - Palace Ct | Vallejo Bike Path | Rose Dr | Class III Bicycle Boulevard | All Ages & Abilities | 0.09 | \$20,746 | Medium |
| 103B | Vallejo Bike Path Connections - Camellia Ct | Vallejo Bike Path | Vallejo Bike Path | Class III Bicycle Boulevard | All Ages & Abilities | 0.05 | \$11,023 | Medium |
| 105A | Panorama Dr | Southampton Rd | Drake Ct | Class II Bicycle Lane | All Ages & Abilities | 0.40 | \$107,340 | Medium |
| 105B | Panorama Dr | Drake Ct | Rose Dr | Class III Bicycle Boulevard | All Ages & Abilities | 0.99 | \$217,930 | Medium |
| 119A | E 5th St | Bay Trail | E H St | Class II Bicycle Lane | All Ages & Abilities | 0.21 | \$57,070 | Medium |
| 106A | Chelsea Hill Bike Boulevard | Perth Way | Panorama Dr | Class III Bicycle Boulevard | All Ages & Abilities | 0.54 | \$117,946 | Medium |
| 126A | W 3rd St | W H St | W J St | Class III Bicycle Boulevard | All Ages & Abilities | 0.07 | \$14,302 | Medium |
| 152A | Havenhill Dr | Proposed trail | Warwick Dr | Class III Bicycle Boulevard | All Ages & Abilities | 0.22 | \$47,394 | Medium |
| 111A | Chelsea Hills Dr | Southampton Rd | Warwick Dr | Class II Bicycle Lane | All Ages & Abilities | 0.06 | \$17,264 | Medium |
| 115A | Lake Herman Rd | City Limit | Northgate Church Rd | Class III Bicycle Route | Connectivity & Gap Closure | 1.74 | \$2,424,611 | Low |
| 115B | Lake Herman Rd | Northgate Church Rd | Industrial Way | Class II Bicycle Lane | All Ages & Abilities | 0.52 | \$141,009 | Low |
| 147A | Reservoir Rd | E 2nd St | Lake Herman Rd | Class III Bicycle Route | Connectivity & Gap Closure | 0.85 | \$1,176,019 | Low |

Implementation Note: All recommended proposed projects may need further evaluation at the local level including potential parking, traffic operations, design, and/or feasibility studies. Additionally, projects that may require multiple studies could be assessed with a Complete Streets Corridor Study and include additional public engagement.

Projects 117D and 117E could be either Class I Multi-Use Paths or Class IV Separated Bikeways, cost shown in Table B-3 assume Class IV Separated Bikeway.

Near-Term Implementation Bike Network Action Plan

During the fourth phase of outreach, participants at each workshop or meeting were asked to identify their top five projects that Benicia should prioritize in the next five years. This activity is intended to help shed light on which recommended bikeway facilities would be most utilized as a complete, connected network. Research has shown that rapidly building out a connected, low-stress network provides the highest mode shift to bicycling. Given realistic funding constraints and staff capacity to implement all bikeway recommendations, the Solano Transportation Authority identified a focused list of projects to build out

a simplified citywide network. The Solano Transportation Authority will partner with the City of Benicia to identify funding sources to implement the facilities over the next five years. While some projects may score lower on the prioritization list, they represent critical connections within the overall network framework. Figure B-19 shows the results from the 5 in 5 outreach activity. Table B-4 and Figure B-20 identify the top corridors from the “5 in 5” activity with their associated prioritization rankings that should be considered for near-term implementation to build out a connected network.

Table B-4: Near-Term Implementation Bike Network Corridors

| Corridor Name | Segment IDs | Total Project Cost | Safe Routes to Transit | Safe Routes to School | Supports Equity Goals |
|---|--|--------------------|------------------------|-----------------------|-----------------------|
| Military West | 143A, 143B, 143C, 143D, 143E, 143F, 143H | \$653,392 | √ | √ | √ |
| Southampton Road/ West 7 th Street | 136A, 136B, 114A, 114B | \$625,009 | √ | √ | |
| Rose Drive | 101A | | √ | √ | |
| 1 st Street | 120B, 120C | \$245,379 | √ | | √ |
| East H Street | 128A, 128B | \$132,192 | √ | √ | √ |
| Total Near-Term Cost | | \$1,755,541 | | | |

Action Plan Corridor Descriptions

The descriptions of the near-term action plan corridor below should be used to help identify funding sources and apply for potential grant applications.

- 1. Military West (143A to 143H)** – Conduct a Complete Streets study and develop a design to implement low-cost Class IV Separated Bikeways with striped buffers and soft-tipped posts or another vertical barrier. This corridor closes a gap to transit on Military West including local SolTrans routes 15 and 17 and regional SolTrans routes Y which connects to Vallejo and Walnut Creek. The route would establish safe routes to school bikeways for Benicia High School, Mary Farmer Elementary School, Happy Hearts Preschool, and the Kyle Hyland Center for Teen Support. Military West also connects to downtown services including City Hall and the Benicia Public Library. The route closes a gap in the SF Bay Trail from the Benicia State Recreation Area to Downtown Benicia. This corridor also connects through one MTC Priority Development Area.
- 2. Southampton Road/W 7th Street (136A to 136B, 114A to 114B)** – For the 7th Street section, conduct an operations assessment to identify necessary turn pockets and develop a design to implement low-cost Class IV Separated bikeways. For the Southampton Road section, narrow travel lanes and remove the center turn lane where it is not needed to install striped buffers and soft-tipped posts to implement low-cost Class IV Separated Bikeways. This route closes the bikeway gap to Downtown Benicia for residents north of Interstate 780 by providing an enhanced bikeway crossing under the freeway. The corridor also connects many high-density residential areas to local businesses and dining at the Southampton Shopping Center. This project establishes a safe route to school for Benicia Middle School from surrounding neighborhoods while providing a connection for recreational purposes to Military West and the SF Bay Trail through the Benicia State Recreation Area. Gaps

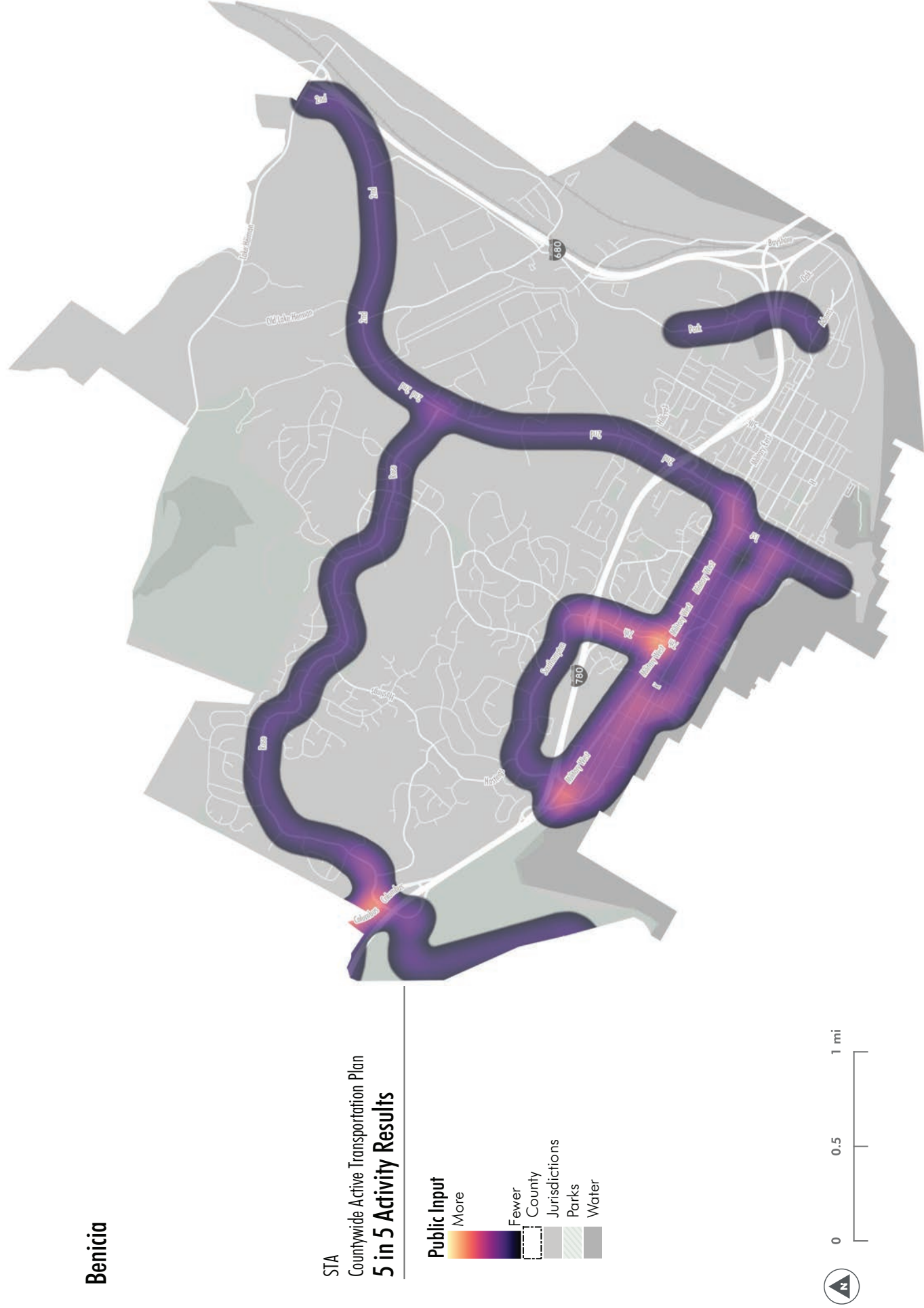
to transit would be closed by providing access to local SolTrans routes 15 and 17.

3. Rose Drive (101A) – Implement Class II Bicycle Lanes by remove one-side of parking to and develop a protected intersection crossing treatment at Columbus Parkway. This enhanced crossing will reduce barriers to accessing the SF Bay Trail and connecting to Downtown Benicia. This corridor creates a connection for high density residential areas to local businesses and dining at the intersection at Parkway Plaza and Rose Center. The route provides access to local SolTrans route 15 and promotes recreational opportunities by closing a gap between the SF Bay Trail, Bay Area Ridge Trail, and the existing trail north of Cambridge Drive for cyclists. The corridor also establishes a safe route to school for northern Benicia neighborhoods to get to Benicia High School.

4. 1st St (120B to 120C) – Conduct a Complete Streets study with additional outreach and alternative concept designs with the goal of implementing low-cost Class IV Separated Bikeways with additional bicycle parking in the near-term. This corridor provides access to downtown businesses and entertainment while closing a gaps to the bikeway on E H St. The route also promotes recreational opportunities by connecting to the SF Bay Trail and the Playground of Dreams at City Park. Gaps to transit would be closed for downtown residents by providing access to local SolTrans routes 15 and 17 and regional SolTrans routes Y which connects to Vallejo and Walnut Creek at the intersection with Military West. This corridor connects through one MTC Priority Development Area.

5. E H St (128A to 128B) – Implement Class II Bicycle Lanes by narrowing travel lanes between 1st Street and East 4th Street. Add traffic calming and wayfinding between East 4th Street and East 5th Street. This route closes a gap to downtown and acts a bypass route for Military West to connect residents in southeast Benicia to Downtown. The corridor also establishes a safe route to school for St Dominic's School and promotes recreational opportunities by closing a gap to Fitzgerald and Maria Fields. Additionally, the route connects low-income and high-density residential areas to downtown and transit along Military West/East. This corridor connects through one MTC Priority Development Area.

Figure B-19: 5 in 5 Public Input Activity Results for Benicia



Benicia

STA
 Countywide Active Transportation Plan
5 in 5 Activity Results

Figure B-20: Benicia Near-term Action Plan Bikeway Network



Benicia

STA Countywide Active Transportation Plan Bicycle Network - Near-term Action Plan Facilities

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class III Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway
 - Feasibility Study
- Existing
- Proposed
- County Jurisdictions
- Parks
- Water



Recommended Pedestrian Projects

Two types of analyses were completed to identify pedestrian network recommendations. The first assessment identified sidewalk gaps along the local and countywide backbone networks that play a regionally significant role in the pedestrian realm. This analysis identified 8.5 miles of sidewalk gaps in Benicia along the backbone networks. Table B-5 presents the sidewalk gaps along the backbone networks along with a cost estimate for filling each gap. Figure B-21 shows the sidewalk network gaps and the backbone network.

The second assessment identified pedestrian projects highlighted through the safety analysis, walk audits, community outreach, or previous transportation plans; or sidewalk gaps located in high-demand areas, such as along arterials in close proximity to transit stops or schools (see Table B-6). Note that there is some overlap in projects identified in each process for sidewalk gap closure projects as local priorities were evaluated. Figure B-22 shows the list of pedestrian projects identified using this second assessment. All of the projects identified through these two analysis will help improve Benicia's pedestrian network so that it is more comfortable for people of all ages and abilities.

Table B-5: Benicia Sidewalk Gaps along the Active Transportation Backbone Network

| Street / Facility Name | Extents | North or West Side of Street Distance (mi) | South or East Side of Street Distance (mi) | Total Distance (mi) | Cost |
|------------------------|---|--|--|---------------------|--------------------|
| Columbus Pkwy | Benicia Rd to Rose Dr | 0.08 | 0.19 | 0.27 | \$267,300 |
| Dillon Point Rd | SF Bay Trail Crossing to SF Bay Trail Trailhead | 0.00 | 0.05 | 0.05 | \$49,500 |
| Military West St | W 5th St to W 3rd St | 0.19 | 0.22 | 0.40 | \$396,000 |
| Military West St | W 3rd St to W 2nd St | 0.01 | 0.11 | 0.12 | \$118,800 |
| Adams St | Military East St to Park Rd | 0.00 | 0.05 | 0.05 | \$49,500 |
| Park Rd | Adams St to Oak Rd | 0.01 | 0.27 | 0.28 | \$277,200 |
| Park Rd | Oak Rd to Industrial Way | 1.37 | 1.36 | 2.73 | \$2,702,700 |
| Park Rd | Industrial Way to E 2nd St | 1.05 | 1.05 | 2.10 | \$2,702,700 |
| E 2nd St | Park Rd to Lake Herman Rd | 0.59 | 0.48 | 1.07 | \$1,059,300 |
| Lake Herman Rd | Northgate Church to Egret Ct | 0.52 | 0.52 | 1.05 | \$1,039,500 |
| W 7th St | Military West St to Lori Dr | 0.00 | 0.27 | 0.27 | \$267,300 |
| Southampton Rd | Chelsea Hills Dr to EB I-780 Ramps | 0.00 | 0.17 | 0.17 | \$168,300 |
| E H St | E 3rd St to E 4th St | 0.02 | 0.00 | 0.02 | \$19,800 |
| E 5th St | E K St to E L St | 0.00 | 0.02 | 0.02 | \$19,800 |
| E 5th St | E L St to Military East St | 0.00 | 0.01 | 0.01 | \$9,900 |
| Military East St | E 3rd St to E 7th St | 0.00 | 0.51 | | \$504,900 |
| Total | - | 3.85 | 4.75 | 8.61 | \$8,523,900 |

Figure B-21: Benicia Sidewalk Gaps Along the Backbone Network

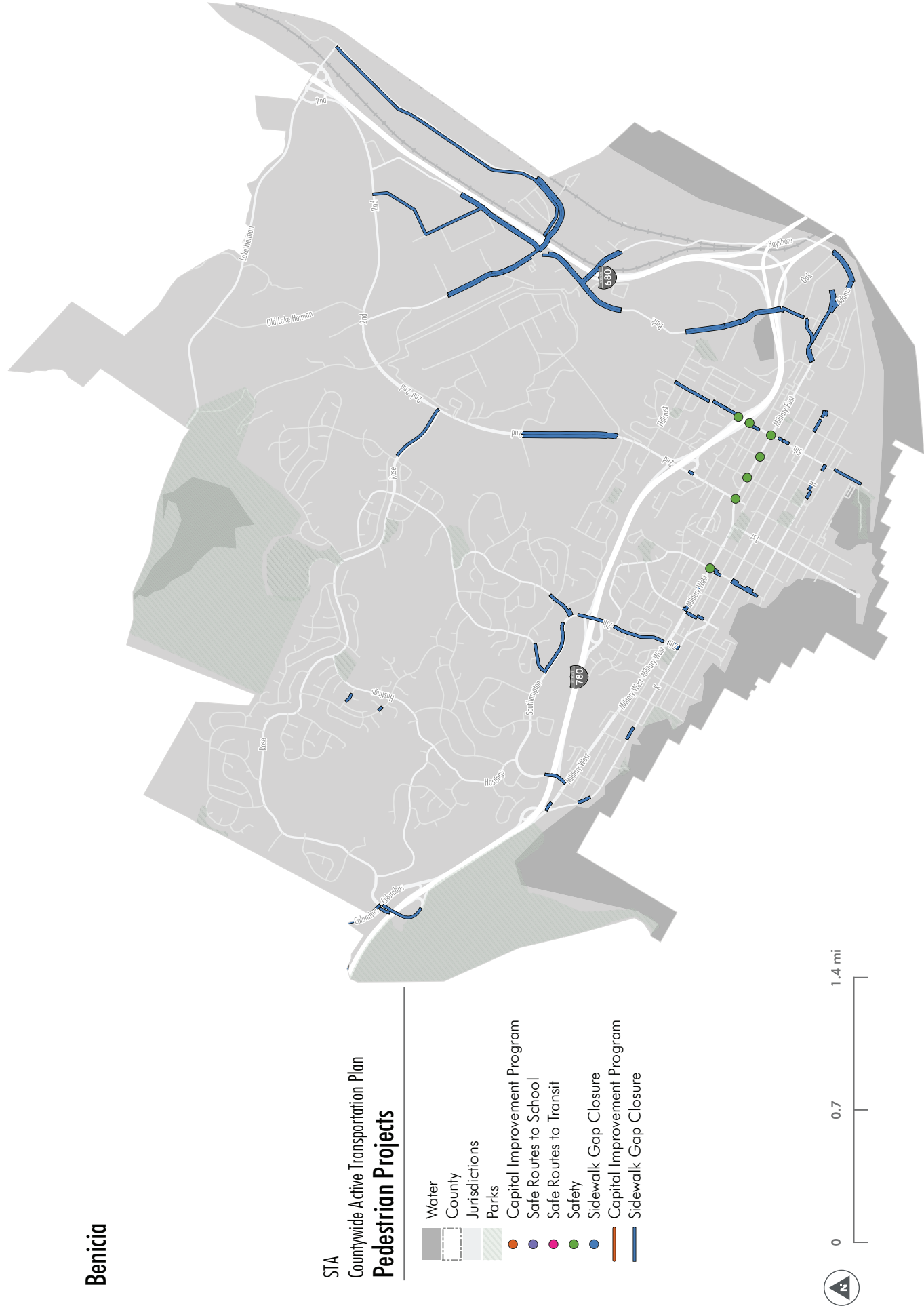


Table B-6: Proposed Priority Pedestrian Projects

| Project ID | Location | Description | Project Type | Length* | Estimated Cost* |
|--------------|--|---|----------------------------------|--------------|---------------------|
| BE.WA.1 | Bridgeview Park | Pedestrian Crossings | Walk Audit | - | - |
| BE.SA.1 | Military Way bet. W 5th St and E 5th St | Pedestrian Crossings, ADA ramps, Sidewalk Gap Closure | Safety | 0.4 | \$396,000 |
| BE.SA.2 | Southampton Rd and Panorama to West 7th St and Military West; Mary Farmar, Robert Semple, Benicia Middle School, and Benicia High School | Pedestrian Crossings, ADA Ramps, Sidewalk Gap Closure | School Access | 1.09 | \$1,079,100 |
| BE.SA.3 | Sweetbrier Lane to Hastings; Solano Dr bet. Poppy Circle and Buckeye Ct; Joe Henderson, and Matthew Turner schools | Pedestrian Crossings, ADA Ramps, Sidewalk Gap Closure | School Access and Transit Access | 0.05 | \$49,500 |
| BE.SA.4 | I-780 Overcrossing and Path from Southampton Rd to Denfield Ave | Pedestrian Crossings and Sidewalk Gap Closure | Safety | 0.31 | \$306,900 |
| BE.SA.5 | E 5th st bet. O st and Vecino St | ADA Ramps | Safety | - | - |
| BE.SG.1 | Benicia State Recreation Area to existing planned Bay trail along the waterfront to the Marina to East 5th St from East E St to Military East to Vecina St and to Park Rd at Adams | Sidewalk Gap Closure | School Access and Transit Access | 1.15 | \$1,138,500 |
| BE.SG.2 | State Park Rd to Columbus Pkwy (east side) bet. Benicia Rd and Rose Dr | Sidewalk Gap Closure | Transit Access | 0.5 | \$495,000 |
| BE.SG.3 | Adams St to Bayshore Rd to Park Rd to East 2nd St | Sidewalk Gap Closure | School Access and Transit Access | 4.7 | \$4,653,000 |
| BE.SG.4 | Industrial Way bet. Park Rd to Lake Herman Rd; Stone Rd bet. Park Rd and East 2nd St | Sidewalk Gap Closure | Transit Access | 5.16 | \$5,108,400 |
| BE.SG.5 | Rose Dr bet. E 2nd St and McAllister Dr | Sidewalk Gap Closure | Transit Access | 0.31 | \$306,900 |
| Total | - | - | - | 13.67 | \$13,533,300 |

*Lengths and costs listed only apply to sidewalk gap closures, additional analysis is needed to determine costs associated with projects other than sidewalk gap closure.

Figure B-22: Proposed Priority Pedestrian Projects in Benicia





Dixon

Dixon

Overview

Dixon is located on the I-80 corridor and is in the northwest corner of Solano County. Dixon is a small agricultural town with mostly residential land use. The majority of industrial and commercial land use occurs northeast of the residential development. I-80 provides the northwest border of the town, and CA-113/South 1st Street runs straight through the center of town, connecting with CA-12 to Rio Vista (east) and Fairfield (west). While CA-113 is identified as a truck route, its location through downtown Dixon has discouraged regional truck traffic from using it. A railroad line also runs diagonally through Dixon, defining a northwest border to the downtown area. Dixon is the second smallest city in Solano County, with a population of 20,202 people as of 2017.

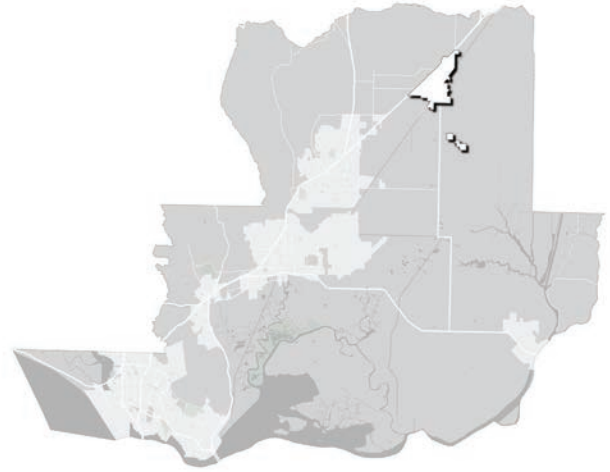


Figure DI-1: Dixon

Existing Conditions

This section provides a high-level summary of the existing conditions related to active transportation in Dixon. For more details on the demographic composition and travel patterns of people walking and bicycling and the existing active transportation network in Dixon, refer to *Appendix B. Technical Analysis and Summary Memorandums*.

Active Transportation Profile

This section evaluates demographic characteristics of the population who currently walk or ride a bicycle in Dixon using data from the United States Census American Community Survey (2017, 5-year estimates) and the California Household Travel Survey (2012). While these surveys are useful, this data should not be taken at face value given the small sample sizes associated with this data in smaller communities, such as Dixon. It is presented here because this data provides a general indication of walking and bicycling trends in Dixon.

Demographic Characteristics

According to the United States Census American Community Survey, the population of Dixon increased by 10 percent from 2010 to 2017. The share of vulnerable populations (people under 18 and 65 or older), who may be more likely to rely on walking, bicycling, and transit, increased by nearly 11 percent.

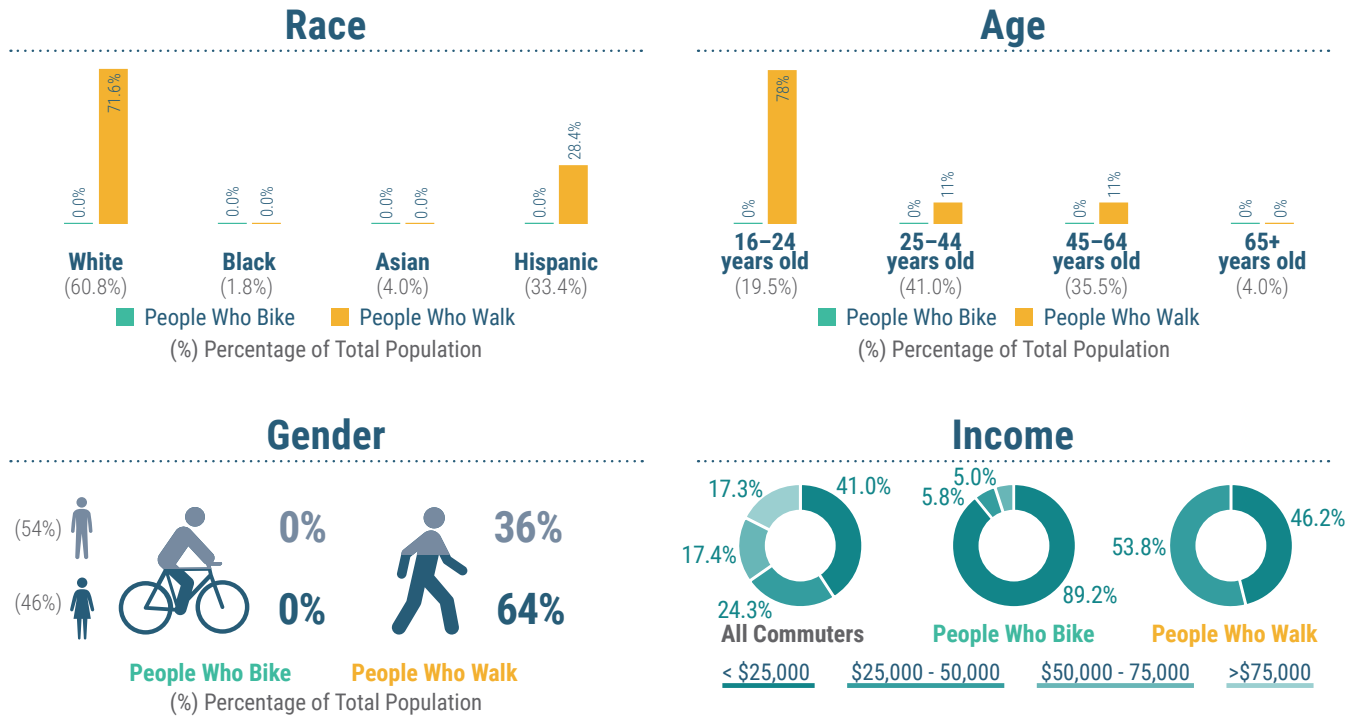
Travel Characteristics

Based on data from the California Household Travel Survey, the majority of trips in Dixon are for dining (30%), while only 13 percent of trips are for work. Over one third of trips are for either running errands (17%) or for recreation (19%). Many trips by any mode of transportation (59%) are less than three miles in length which is considered a reasonable biking distance. Over a third of all trips (35%) are less than one mile, which is considered a reasonable walking distance for normal trips. This indicates that almost two-thirds of all trips made within Dixon could be converted to walking or biking trips. Trips distances from three to five miles (3% of all trips in Dixon) and over five miles (38%) are often deemed too far for the “interested but concerned” user to consider walking or bicycling for their trip. Additional travel patterns for Dixon are depicted in Figure DI-2.

Dixon Active Transportation Profile

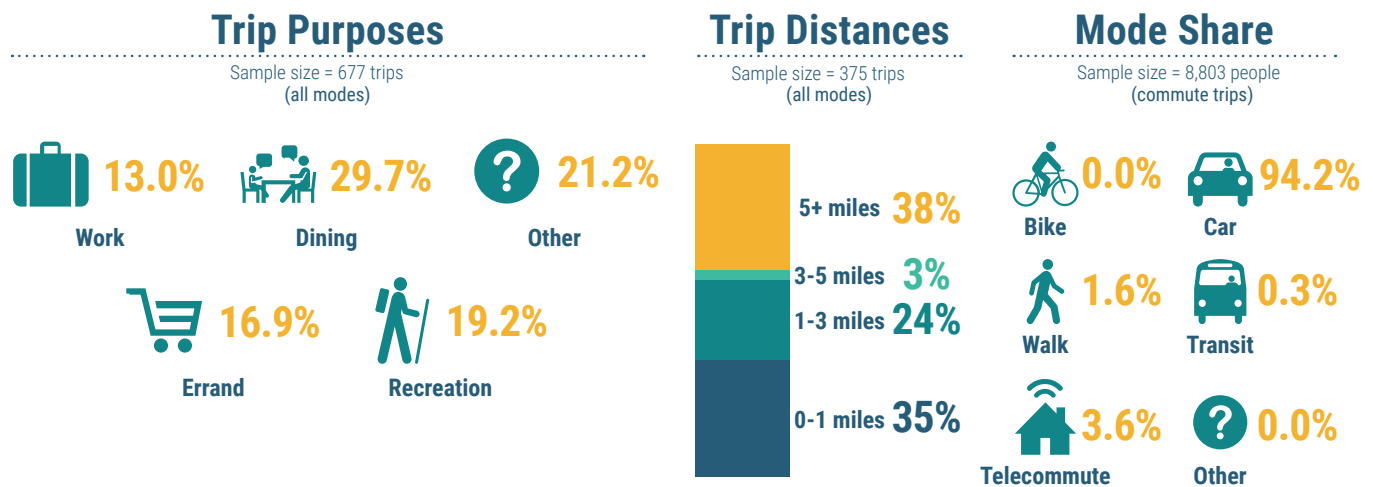
Characteristics of residents who walk or bike to work:

Source: US Census, ACS 5-Year Estimates 2016. Sample size = 139 people who walk and 0 people who bike



The sample sizes for the number of people who reported walking and bicycling are 139 and 0, respectively.

General travel characteristics (all modes):



Source: California Household Travel Survey, 2012.

Source: US Census, ACS 5-Year Estimates 2016.

Figure DI-2: Dixon Active Transportation Infographic

Existing Active Transportation Network

The active transportation network consists of both pedestrian and bicycle infrastructure that work together to provide mobility options for all those that live, work, study, play, visit, pray, or shop in Dixon. Whether we're aware of it or not, everyone in Dixon uses active transportation infrastructure, such as sidewalks, at some point in their day even if just for short distances to reach their desired destinations.

Existing Pedestrian Network

The pedestrian network within Dixon consists largely of sidewalk infrastructure supported by crossing treatments, multi-use paved trails, and unpaved recreational trails. Dixon currently has an overall Walk Score of 44 out of 100 according to the real-estate website www.WalkScore.com, indicating that most errands require a car. The city currently has a total of 120 miles of existing sidewalk infrastructure, which includes measurements of sidewalks on both sides of the street independently. With approximately 151 miles of maximum sidewalk coverage (total roadway mileage multiplied by two to account for both sides of the street), as shown in Figure DI-4 and the map in Figure DI-5. Depending on land use context, there may be areas of the city with rural characteristics where typical sidewalk infrastructure may not be compatible. However, it was not possible to exclude these areas from the overall sidewalk inventory evaluation.

Existing Bicycle Network

This section summarizes the bicycle facilities in Dixon's existing bike network. It also presents the results of the bicyclist comfort and connectivity analyses – that is, level of traffic stress (LTS) and bicycle network connectivity analysis (BNA), respectively –for the existing network. Additional information on the LTS and BNA methodologies can be found in the existing conditions section of the Solano Countywide Active Transportation Plan. Dixon has a 76-mile roadway network, 15 lane miles of which currently have designated bicycle facilities. This includes three lane miles of shared-use paths and 12 lane miles of bike lanes. DI-6. Figure DI-7 and Figure DI-8 present the LTS and BNA results for Dixon's existing bicycle network, respectively.



Figure DI-3: Transportation Facilities in Dixon

Sidewalk Network Inventory



| | Existing Sidewalk Lane Miles | Full Sidewalk Buildout Lane Miles |
|----------------------------|------------------------------|-----------------------------------|
| Dixon | 120 | 151 |
| Priority Development Areas | 5 | 9 |
| Communities of Concern | - | - |
| Disadvantaged Communities | - | - |

Bicycle Network Inventory

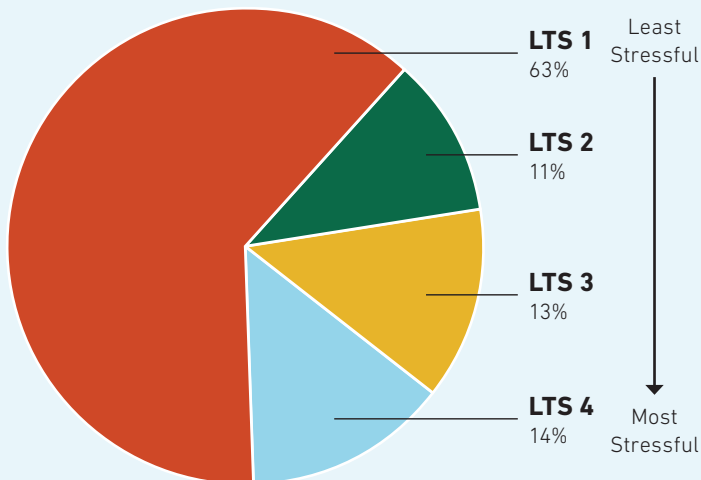


| Bike Facilities | Lane Miles |
|---------------------------|------------|
| Multi-Use Paths (Class I) | 3 |
| Bike Lanes (Class II) | 12 |
| Bike Routes (Class III) | - |
| No Designated Facility | 61 |
| All Roadways | 76 |



Percent of Roadway Mileage

Level of Traffic Stress (LTS)



Bicycle Inventory

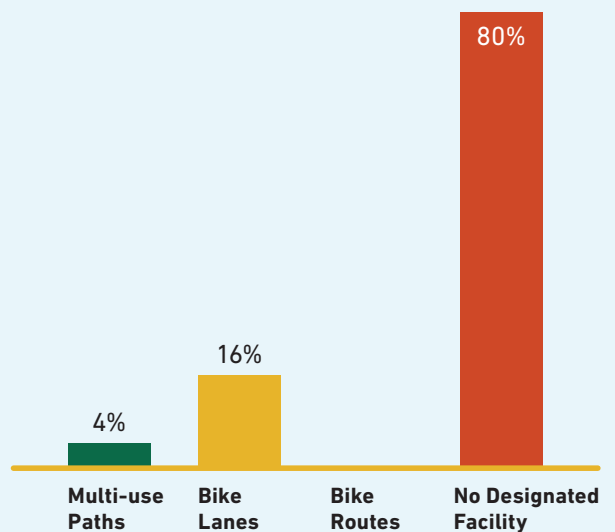
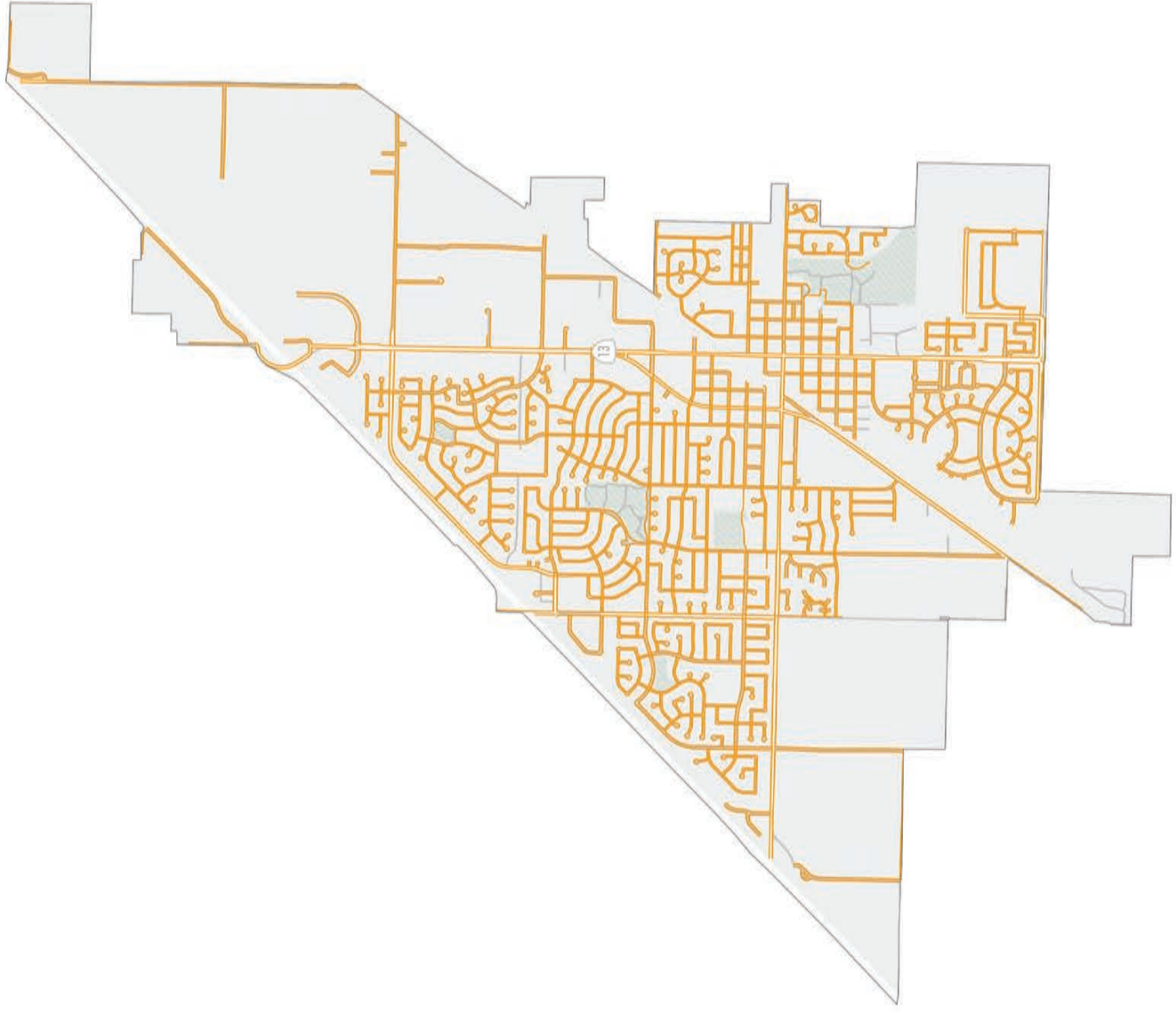


Figure DI-4: Dixon Active Transportation Network Infographic

Figure DI-5: Dixon Sidewalk Coverage Map



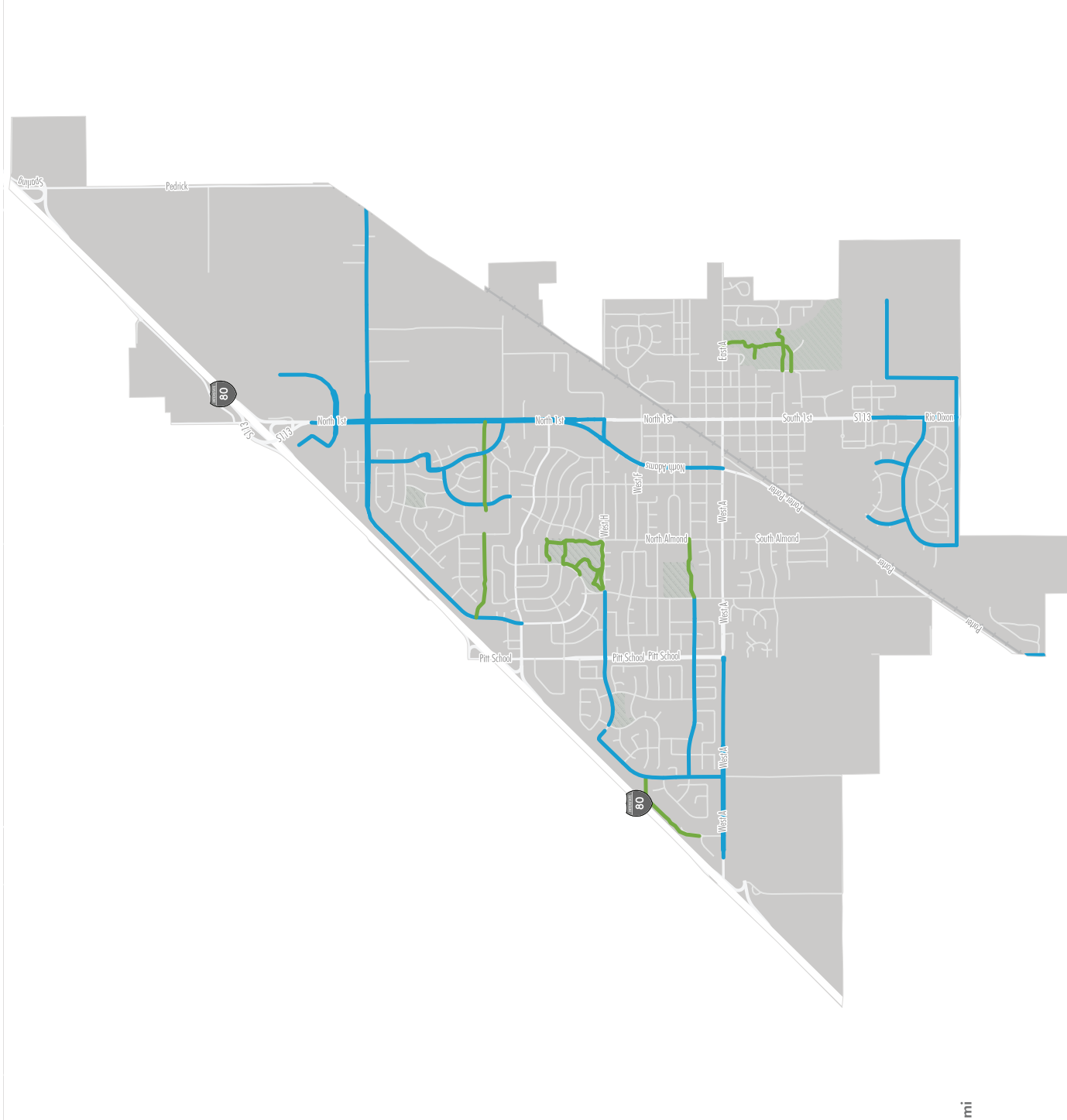
STA
Countywide Active Transportation Plan
Sidewalk Coverage

- Existing Sidewalk*
- Street Network
- County Jurisdictions
- Parks
- Water



*Sidewalks determined manually using aerial imagery

Figure DI-6: Dixon Existing Bike Network Map



Dixon

STA
 Countywide Active Transportation Plan
Bicycle Network

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class II Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway
- County
- Jurisdictions
 - Parks
 - Water



Figure DI-7: Dixon Bicycle LTS Map

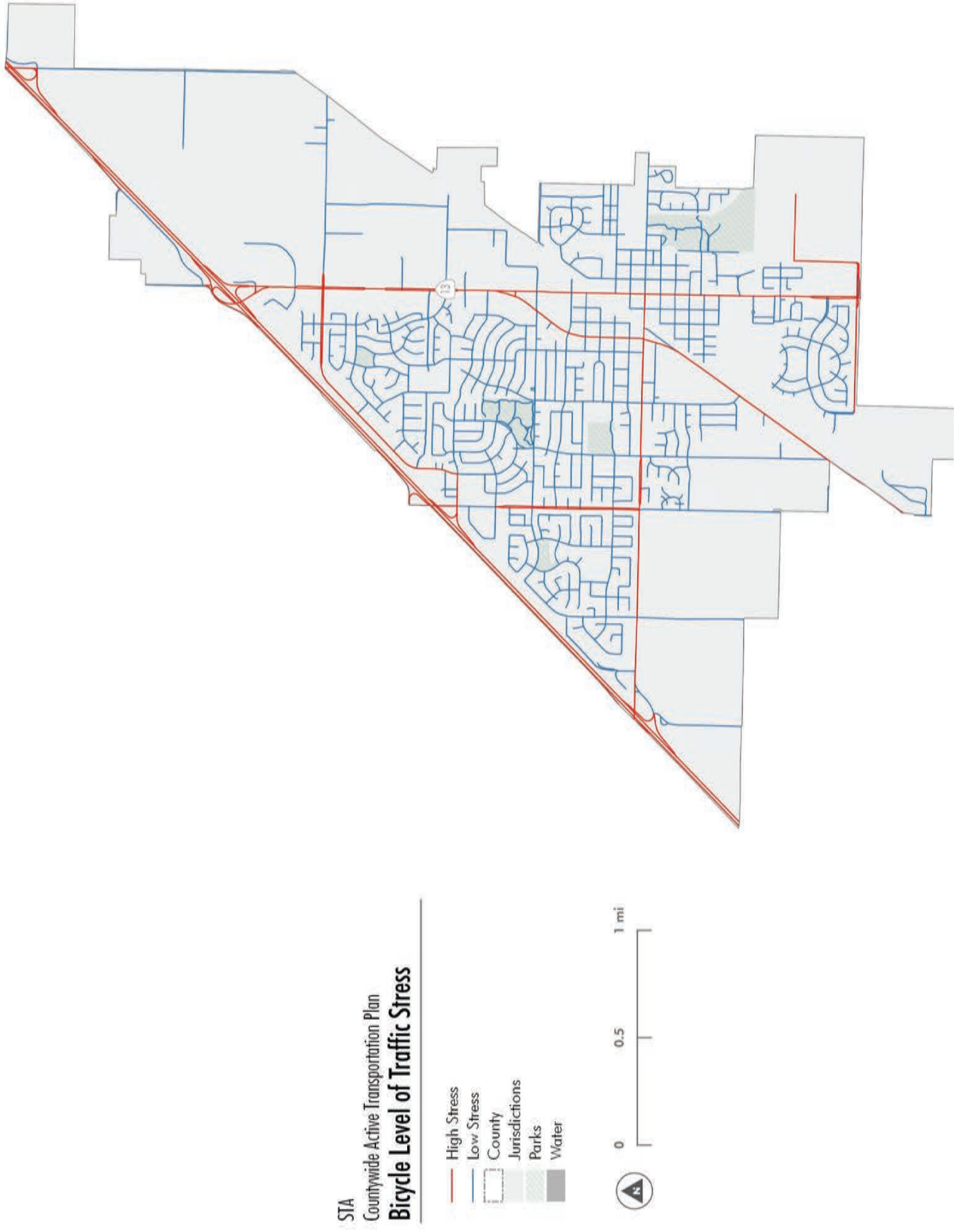
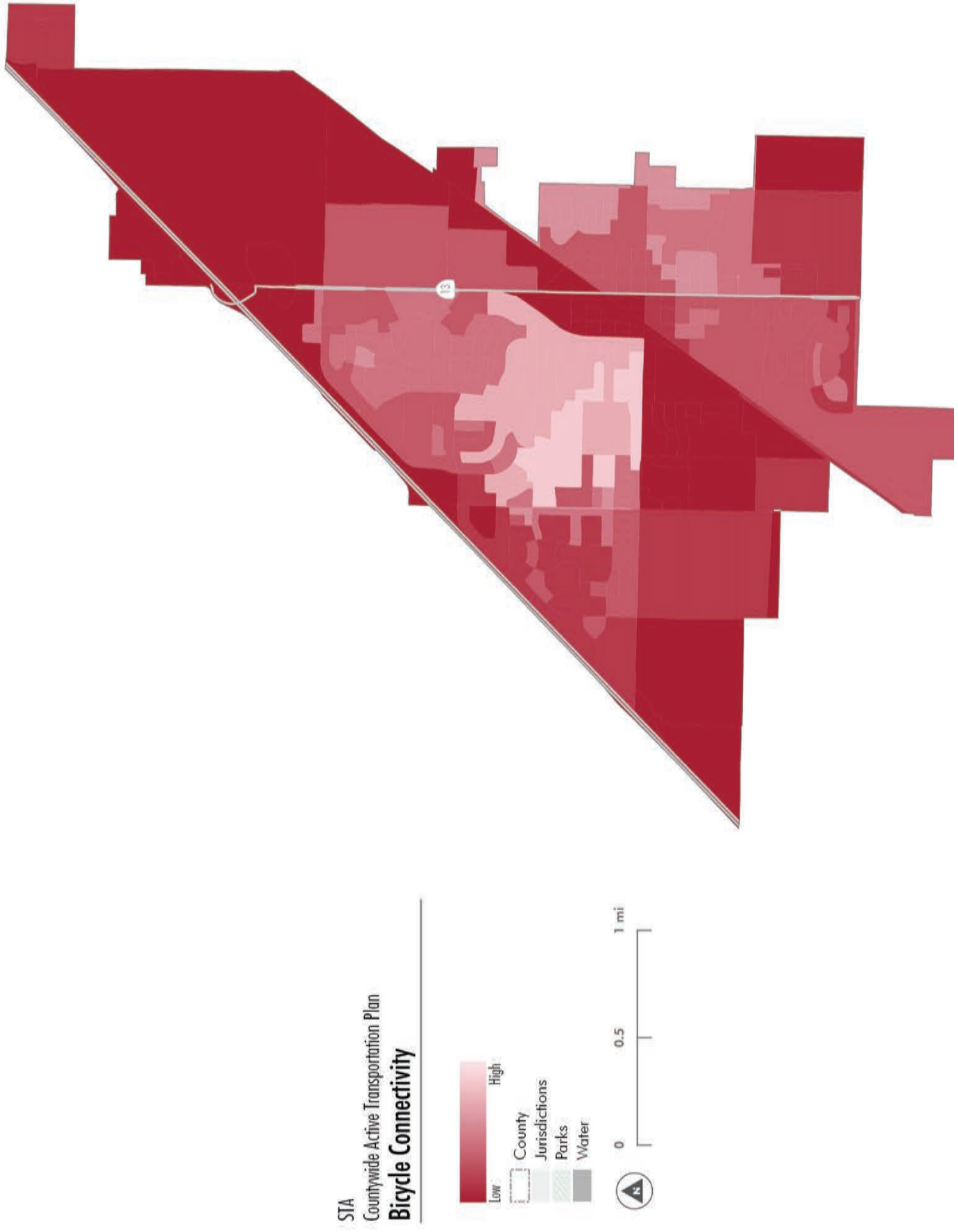


Figure DI-8: Dixon Bicycle Network Connectivity Map



Safety Corridors

Real and perceived safety can strongly influence a person's decision to walk or bike. Collision analyses are one way to assess traffic safety in a community and can help identify key areas for infrastructure or programmatic improvements that improve safety and comfort for people walking and bicycling. This section summarizes the pedestrian- and bicycle- involved collision trends and high-risk locations in Dixon. The raw collision data was retrieved from the Statewide Integrated Traffic Records System (SWITRS) for the most recent five years (7/1/2012 - 06/30/2017) for which collision data was available.

The collision analysis followed a systemic safety approach and used the Equivalent Property Damage Only (EPDO) method to assess crashes. The EPDO method weights crashes by severity so that when EPDO scores are calculated, they reflect both frequency *and* severity of collisions. Collisions resulting in a greater injury severity (e.g., fatal or severe) are weighted much heavier than collisions resulting in a minor injury, or no injury at all. For more information about the collision analysis methodology and a more detailed discussion of the results, refer to *Appendix B: Technical Analysis and Summary Memorandums*. When interpreting the results presented below, note that no volume data was used in this analysis, so it is unclear how the numbers of people walking, bicycling, and driving are influencing collision trends.

Summary of Results

During the five-year analysis period there were 472 traffic collisions in Dixon. Of these collisions, three percent (15) were pedestrian collisions and two percent (9) were bicycle collisions.

In Dixon, the EPDO scores for segments are slightly higher than for intersections among pedestrian collisions, whereas the opposite trend is true for bicycle collisions. Among pedestrian collisions, the EPDO score is highest for collisions occurring under dark conditions with street lights, however, there are also notable EPDO scores for collisions occurring dark or dusk conditions without street lights. This same trend is not evident among bicycle collisions, nearly all of which occurred in daylight.

The Project Team analyzed the geographic distribution of EPDO scores and identified priority safety corridors and intersections for pedestrian and bicycle collisions in Dixon (see Figure DI-9 and Figure DI-10). The street segments below were identified as warranting further investigation and improvements. No safety corridors or other locations were identified as warranting further investigation and improvements among bicycle collisions in Dixon.

Pedestrian collision hotspots:

- S 1st Street from W Cherry St to Vaughn Rd

Table DI-1 presents a list of identified safety projects from the 2018 Solano Travel Safety Plan that overlap with the identified hotspots.

Table DI-1: Identified Safety Projects in Dixon

| Location | Project |
|------------------------|-----------------------------|
| CA-113 at C St | Install Pedestrian Crossing |
| CA-113 and E Walnut St | Install Pedestrian Crossing |
| CA-113 and W F St | Install Pedestrian Crossing |
| CA-113 and W E St | Install Pedestrian Crossing |
| CA-113 and E A St | Install Pedestrian Crossing |

Figure DJ-9: Dixon Bicycle Collision Hot Spot Analysis

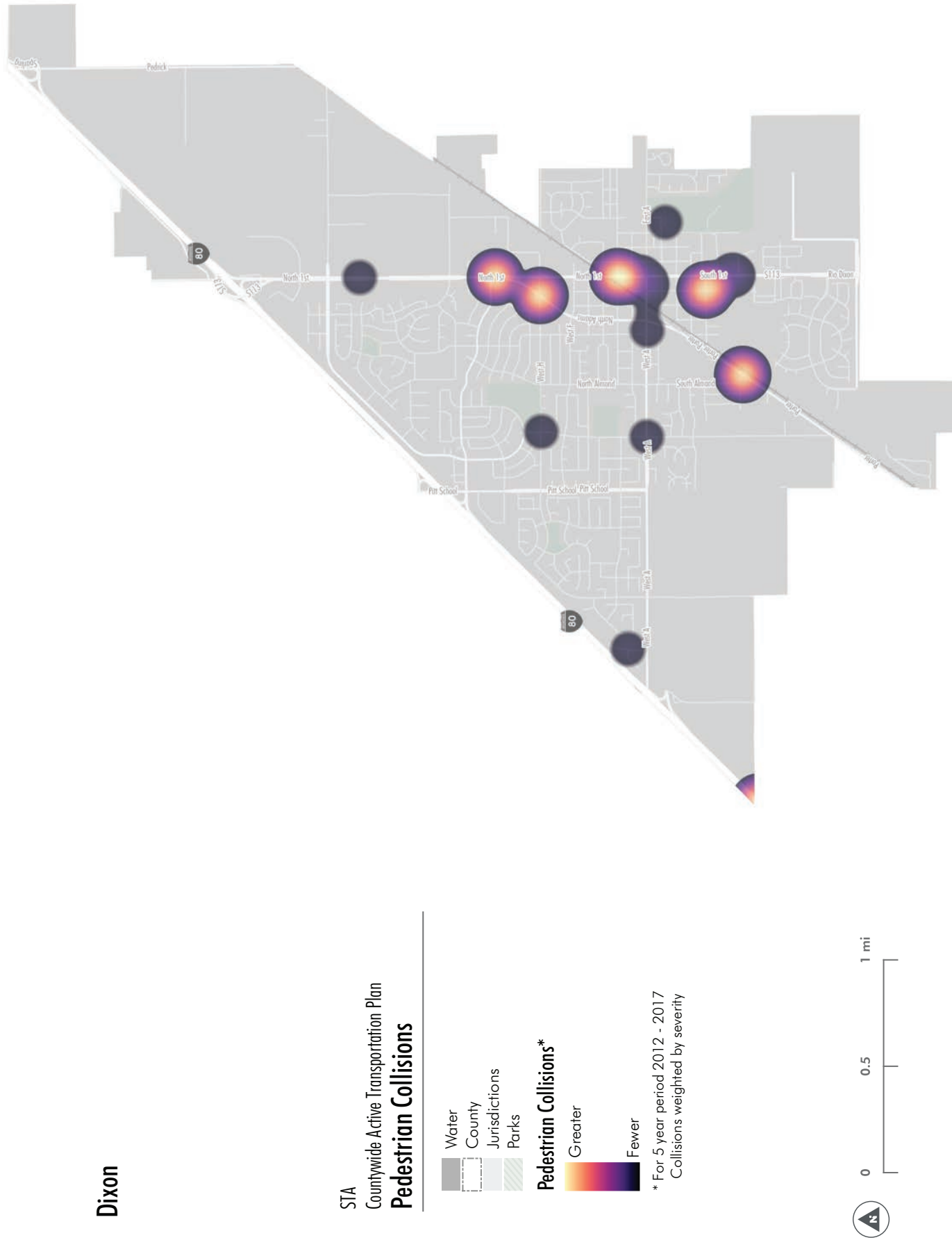





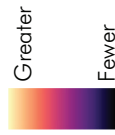
Figure DI-10: Dixon Pedestrian Collision Hot Spot Analysis

Dixon

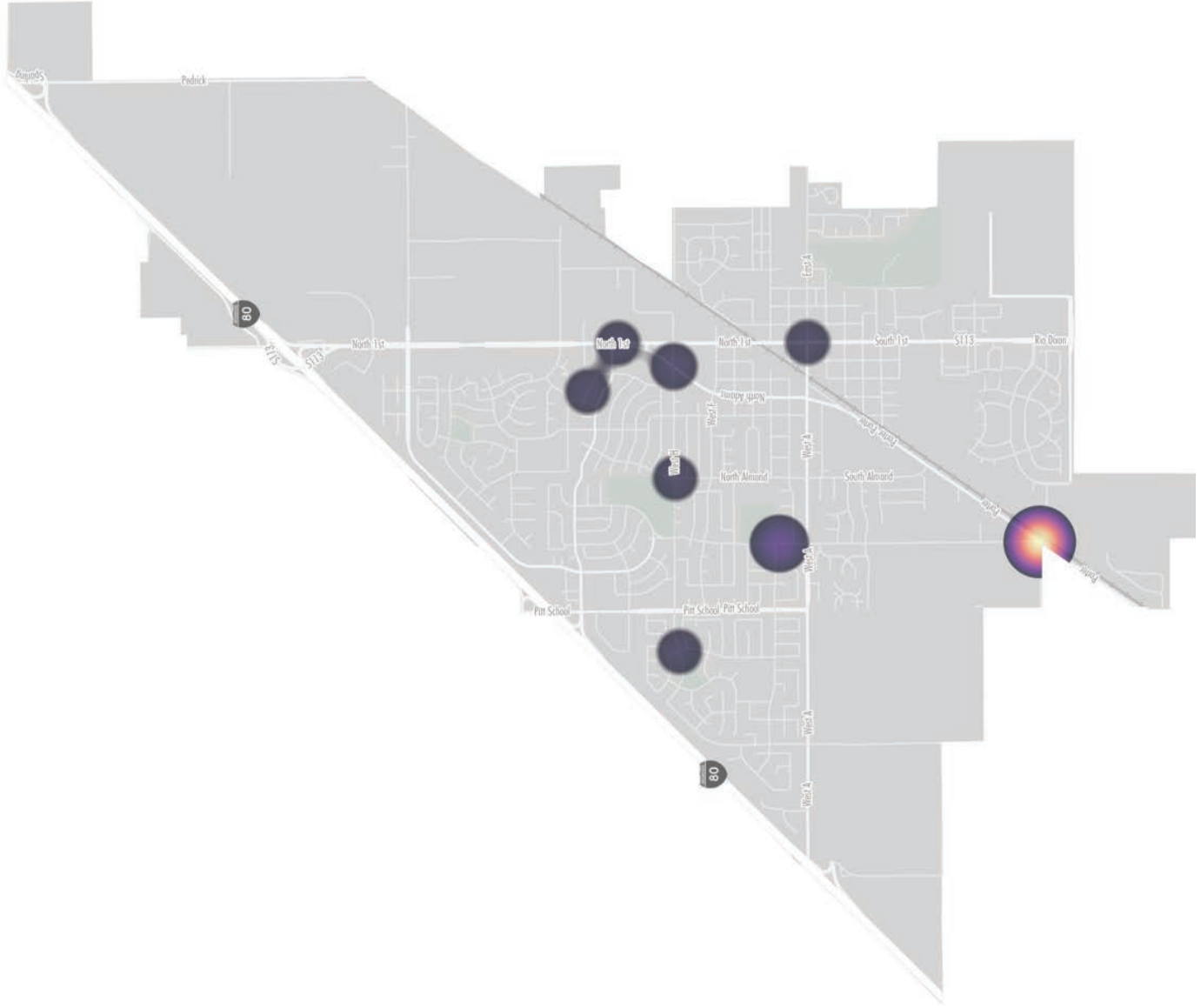
STA
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Bicycle Collisions

-  Water
-  County Jurisdictions
-  Parks

Bicycle Collisions*



* For 5 year period 2012 - 2017
 Collisions weighted by severity



Community Engagement

Throughout each stage of the Plan development, residents and stakeholders from Dixon were asked to provide insights on where improvements to walking, biking, and access to transit could be improved and prioritized. A City of Dixon staff member was part of the Plan Development Team and in-person and online outreach efforts to Benicia residents occurred over four phases during the 18-month project.

Phase I: Data Collection and Initial Outreach

The goal of the first phase of public outreach was to increase awareness about the Plan and find out where people feel comfortable and uncomfortable walking and bicycling in each jurisdiction. As part of the first phase of

public outreach both online and in-person events were held to try to reach people throughout the county. The in-person pop-up event in Dixon was the Tree Lighting Festival in Downtown. The online and in-person feedback was combined to highlight where all participants had positive or negative input about existing infrastructure throughout Dixon. Positive comments generally encapsulate where people currently like to walk or bicycle and identify experiences to be highlighted. Negative comments mostly highlight areas where people feel it is dangerous or uncomfortable to walk or bike. In total, 1,080 individual line and point comments were collected across Solano County, with 483 comments from in-person events and 597 comments from the project website. Figure DI-11 shows the positive and negative comments about walking and bicycling in Dixon from the online map.

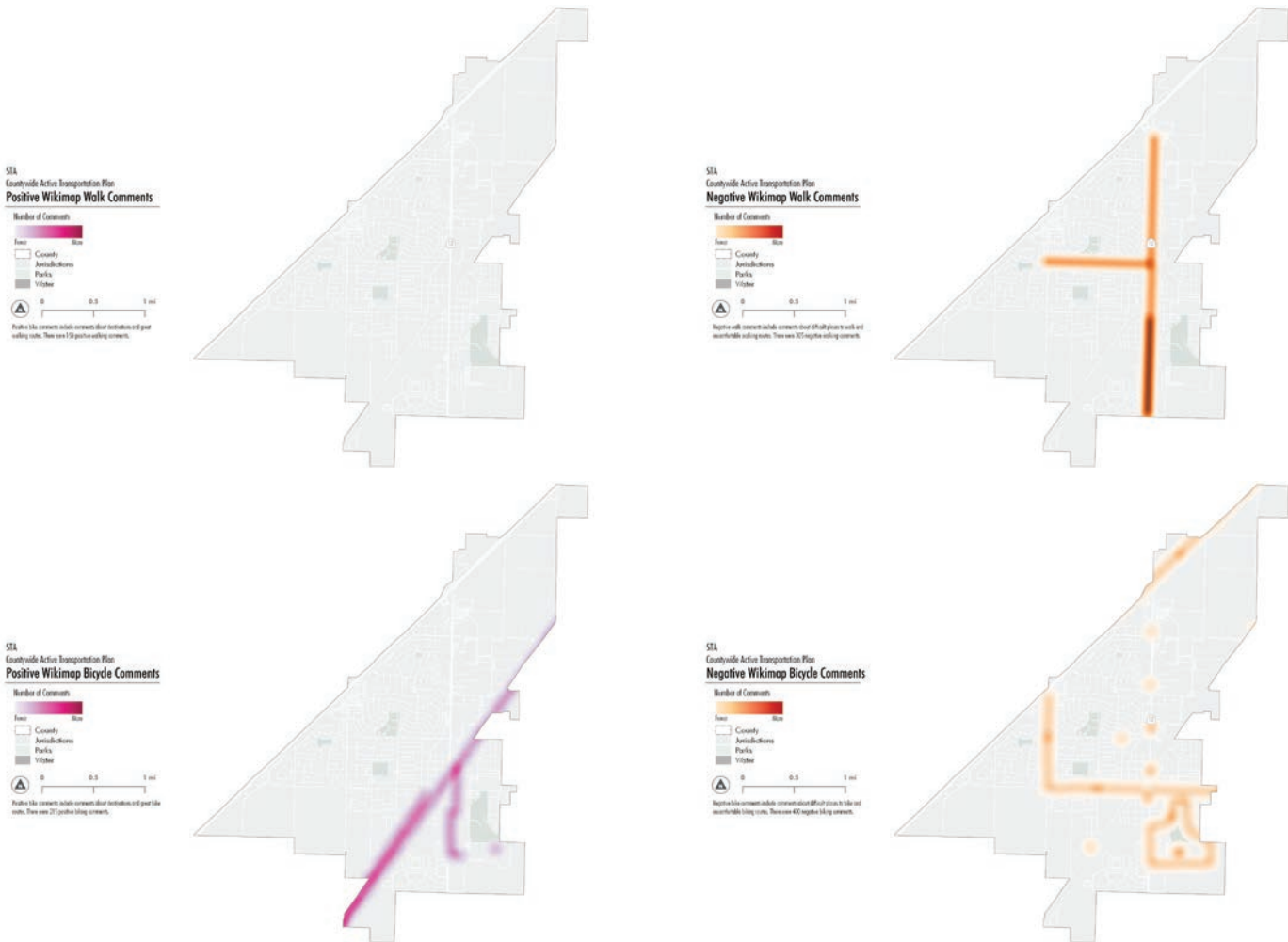


Figure DI-11: Online Map Positive and Negative Walking and Bicycling Comments for Dixon

Phase II: Countywide Needs and Recommendations

The goal of Phase 2 was to develop the priority countywide backbone network projects which would create a countywide all ages and abilities network. This phase consisted primarily of technical analysis conducted by the consultant team and review of major deliverables by the

Plan Development Team including representatives from the City of Dixon. The outcomes of this phase included a regional priority bikeway network, regional priority pedestrian project recommendations, and regional trails network.

Phase III: Jurisdiction Needs and Recommendations

The third phase of outreach occurred in the Late Summer/ Early Fall of 2019. The Project Team met with each jurisdiction individually to hold a coordination meeting with internal jurisdiction staff. These working meetings were intended to share what the Project Team learned during Phase 1 outreach and subsequent analyses in Phase II. Dixon held a walking tour and coordination meeting on September 11, 2019 starting at City Hall to review initial proposed recommendations and visit key sites to refine or develop additional recommendations. The outcome of this meeting and walking tour resulted in updated project lists and maps that would be presented to the larger public during Phase IV.



Figure DI-12: Walk Audit in Dixon

Phase IV: Implementation Strategy and Draft Plan

The fourth phase of outreach occurred in late Fall of 2019 and focused on educating the public about different types of bicycle and pedestrian infrastructure and obtaining input on the best recommendations to prioritize. Members of the public and interested stakeholders were invited to participate in a presentation and workshop at the Dixon Transportation Advisory Commission Meeting held at City Hall on November 6, 2019. Participants were asked to identify their top five bikeway facilities that should be prioritized in the next five years in an activity called “5 in 5” as shown in Figure DI-13. This activity is intended to help Dixon focus on which facilities the public is most likely to use in the near-term to build out a connected network of all ages and abilities facilities. Pedestrian recommendations were also reviewed and augmented as necessary.

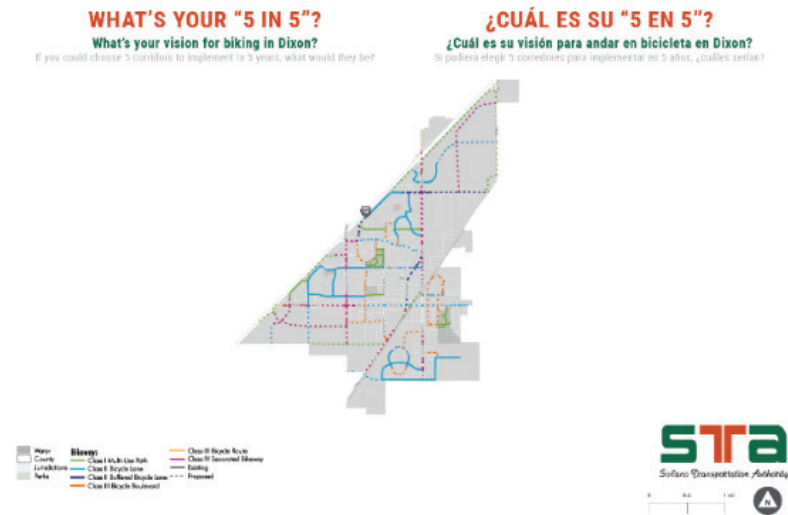


Figure DI-13: 5 in 5 activity in Dixon

Network Development

The Dixon Active Transportation Backbone Network is a network of facilities suitable for people of all ages and abilities. The network was developed by conducting a series of analyses to identify areas which have the highest propensity to produce walking and bicycling trips and assessing whether all ages and abilities pedestrian and bicycle facilities already exist along the network. The results of these analyses were used to develop the countywide and local active transportation backbone networks. Dixon's backbone network is shown in Figure DI-15.

Backbone Network Development

The primary analysis technique used to develop the backbone network was an attractors and generators analysis which is explained in greater detail in the following section. In Dixon, a local backbone network was developed which links the top 10 highest composite demand areas within the city. For more information on the analyses used to develop the backbone network refer to *Appendix B: Technical Analysis and Summary*.

Complete Networks and Citywide Recommendations

Once the backbone network routes were identified, the complete citywide networks were assessed using both technical analysis from the Existing Conditions Report and public input from the first phase of outreach. Recommendations were developed to promote cross-town connectivity to priority destinations and to maximize available curb to curb right-of-way to keep costs as low as possible. Where feasible, all ages and abilities facility recommendations were proposed. Recommendations that did not meet that criteria are still important and play a large role in improving connectivity by closing gaps or addressing safety. Figure DI-14 below shows the network development steps and how analyses or public input was integrated into the process.

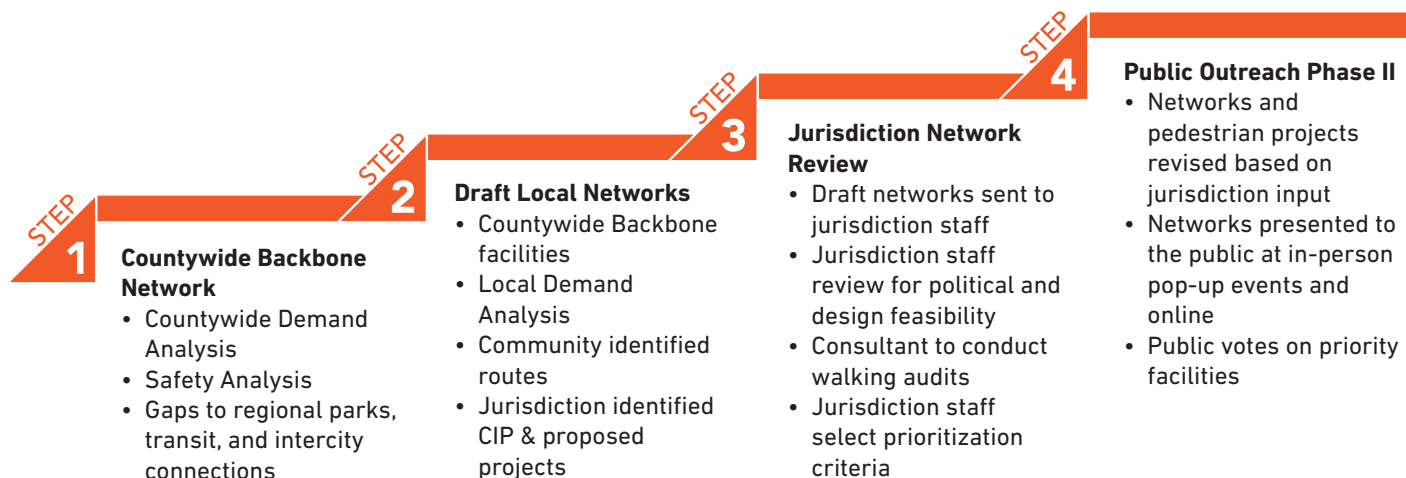


Figure DI-14: Active Transportation Network and Project Development Process

Dixon Attractors/Generators Analysis

Overview:

The goal of an attractors/generators analysis is to develop an understanding of the most likely network of bicycling and walking activity. The result is a conceptual network linking regional activity centers.



Process:

- 1 Generators**
 Generator factors are demographic indicators that represent where the population or people more likely to walk or bicycle are located. Factors are measured at the census block or block group level.
- 2 Attractors**
 Attractor factors are trip destinations and consist of factors that attract demand. Factors are scored on how many trips they are likely to attract based on ITE guidelines for trip rates.
- 3 Attractor Generator Pairs and Composite Trip Demand**
 The composite trip demand between the activity centers is determined by adding the attractor trips and generator score, and multiplying the demand of each activity center by the distance decay factor between the zones. This total represents the number of trips that will occur between the two areas.
- 4 High Demand Routes**
 The high demand routes are developed between the top 10 pairs. These pairs are identified below, including a generalized land use category.

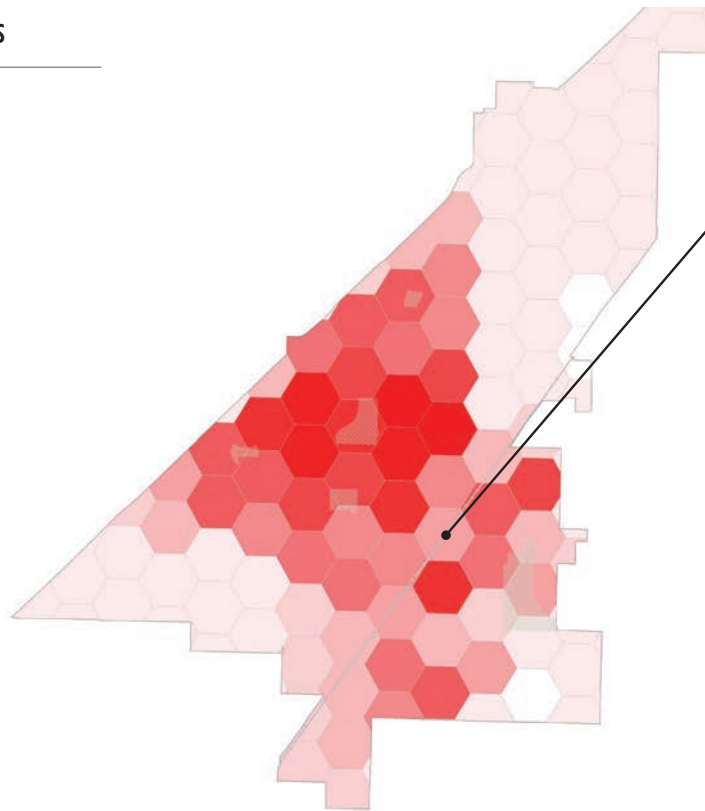
Factors



Top 10 Composite Demand Areas

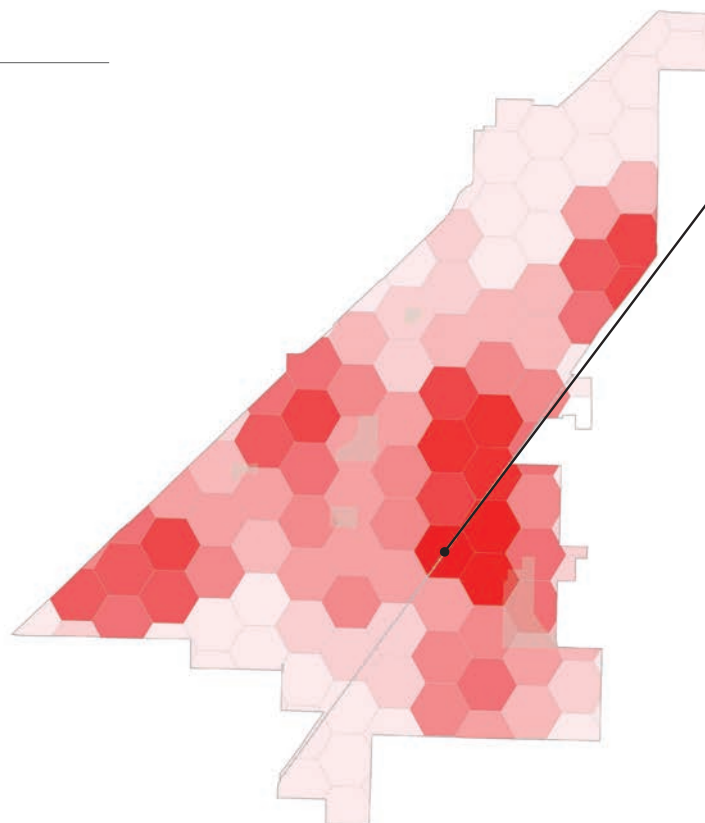
| Ref | Activity Center 1 | Activity Center 2 | Composite Trip Demand | Description |
|-----|-------------------|------------------------|-----------------------|--|
| 1 | Residential/Park | Downtown | 4,347,777 | Downtown near West A Street and North Jackson Street to East Broadway Street and South 3rd Street |
| 2 | School | Downtown | 3,619,734 | Downtown near West A Street and North Jackson Street to Linford L. Anderson Elementary School |
| 3 | Residential | Downtown | 3,227,431 | Downtown near West A Street and North Jackson Street to CA 113 and West H Street |
| 4 | School | Residential/Park | 2,122,609 | East Broadway Street and South 3rd Street to Linford L. Anderson Elementary School |
| 5 | Downtown | Residential/Commercial | 2,091,553 | Downtown near West A Street and North Jackson Street Safeway at North Lincoln and Watson Ranch Way |
| 6 | Downtown | Residential | 2,035,845 | Downtown near West A Street and North Jackson Street to Stratford Avenue and Almond Street |
| 7 | Residential | Downtown | 1,983,671 | Downtown near West A Street and North Jackson Street to CA 113 and Industrial Way |
| 8 | Downtown | Residential | 1,946,214 | Downtown near West A Street and North Jackson Street to West F Street and Peterson Lane |
| 9 | Downtown | Residential | 1,942,844 | Downtown near West A Street and North Jackson Street to West H Street and North Almond Street |
| 10 | Residential/Park | Residential | 1,823,303 | East Broadway Street and South 3rd Street to CA 113 and West H Street |

1 Generator Scores



| Generator | People |
|-------------------------------|------------|
| Total Population | 224 |
| Over 65 Population | 9 |
| Under 18 Population | 49 |
| Low Income Population | 23 |
| Zero Car Population | 1 |
| TOTAL GENERATORS TRIPS | 306 |

2 Attractor Scores

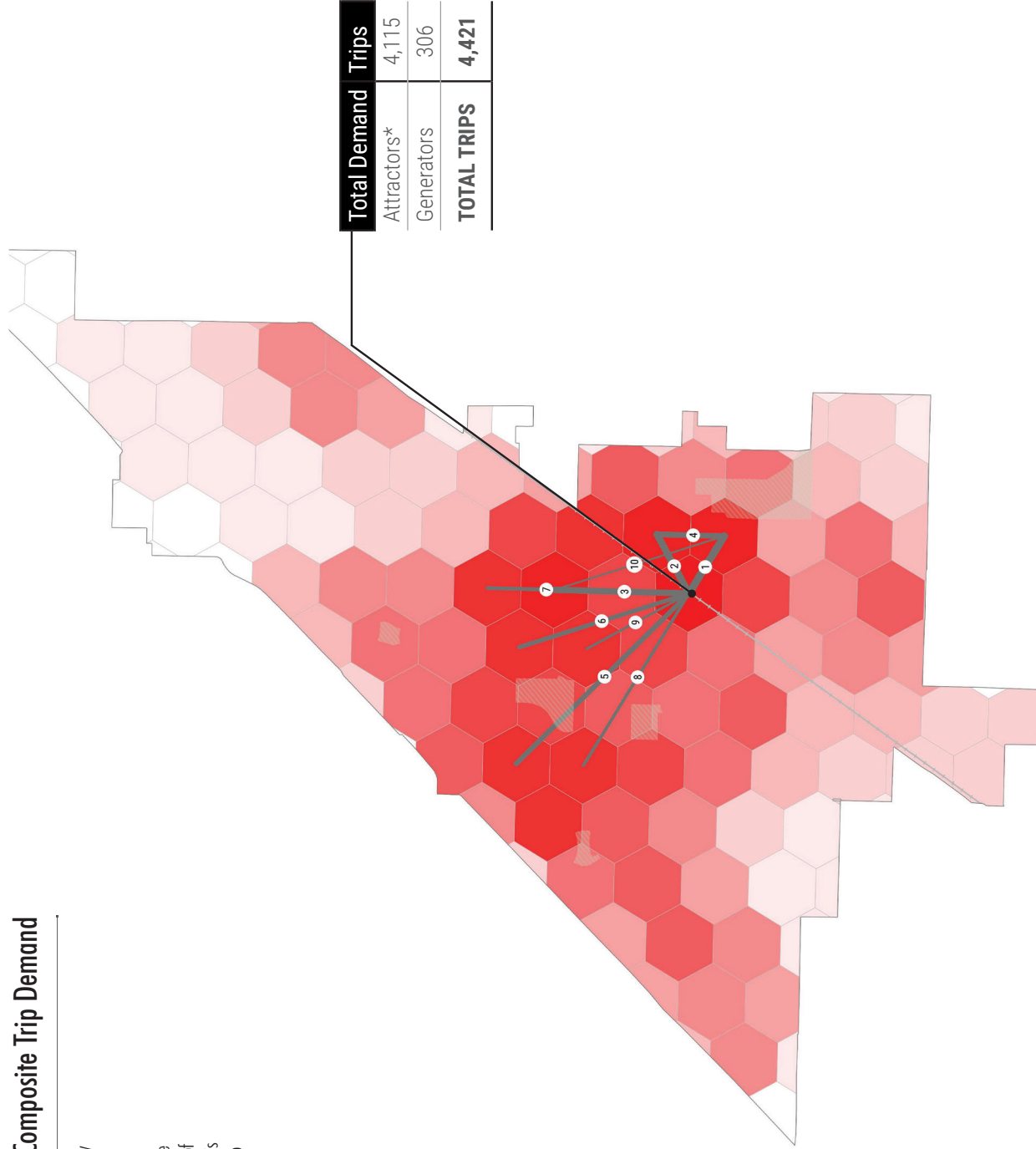


| Attractor | Trips |
|-------------------------------|--------------|
| Transit | 0 |
| Bus Stops | 0 |
| Employment Density | 463 |
| Higher Education | 0 |
| Schools | 238 |
| Parks | 1 |
| Neighborhood Commercial | 19 |
| Downtown | 2,729 |
| Major Retail | 0 |
| Services | 0 |
| Libraries | 89 |
| Entertainment | 0 |
| Public Input Destinations | 1 |
| TOTAL ATTRACTORS TRIPS | 3,540 |

3 Attractor Generator Pairs and Composite Trip Demand

Most of the pairs start or end in downtown, with other activity centers including residential areas, schools, and commercial areas.

The total demand in each hexagon is multiplied by a distance decay function, which takes into account that the likelihood of traveling to a destination decreases as distance increases. This composite score between each hexagon pair is then ranked to determine the top ten pairs.



* Attractors score was adjusted based on public outreach. The public was asked to rank which types of destinations they wanted to bike or walk to. The trip totals of the top three destinations were increased by 20%, and the trip totals of the bottom three destinations were reduced by 20%. The remaining destinations were not changed.

Figure DI-15: Analysis of attractors and generators of trips in Dixon

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4 High Demand Routes

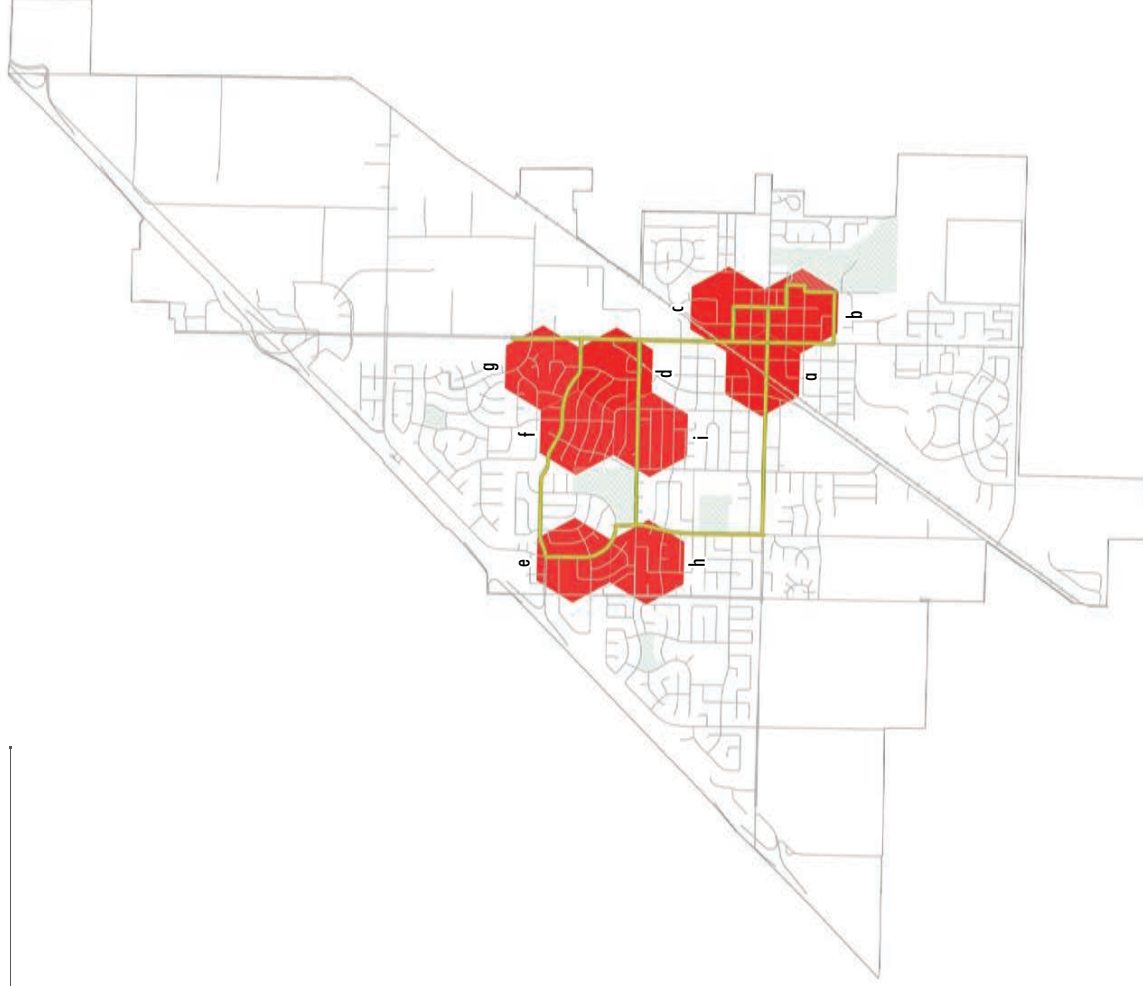
The high demand routes are created by identifying routes along the street network, taking into consideration existing facilities, street classification, and route directness.

Low High

Local Routes
 Countywide Routes

PRIMARY LAND USE

| | |
|----|----------------------------|
| a. | Downtown |
| b. | Residential/ Park |
| c. | School |
| d. | Residential |
| e. | Residential/ Commercial |
| f. | Residential |
| g. | Residential |
| h. | Residential |
| i. | Residential |



Recommended Vision Bike Network

After developing the countywide and local backbone networks and conducting outreach with key stakeholders, a series of bicycle projects were identified to help build Dixon's full built-out vision bicycle network into one that is more comfortable for people of all ages and abilities. The vision bicycle network represents an unconstrained project list that the Solano Transportation Authority will continue to partner with the City of Dixon to identify relevant funding sources to build out projects over time. This Plan proposes adding or updating a total of 35 miles of bikeways to Dixon's existing bikeway network. Table DI-2 presents the existing and proposed bikeway mileage by facility type,

along with the costs associated with installing each facility type. Facility installation costs will vary depending on the materials used; for more information about the assumptions included in the cost estimates see *Appendix B: Technical Analyses and Summary Memorandums*. Figure DI-17 shows the recommended bike network, with existing and proposed projects shown with solid and dotted lines, respectively. Figure DI-18 depicts which facilities meet the AASHTO all ages and abilities bikeway selection criteria. Table DI-3 lists details for all of the recommended bikeway projects in Dixon.

Table DI-2: Proposed Dixon Bicycle Network Mileage

| Facility Type | Existing Mileage (approximate) | Proposed Mileage (approximate) | Estimated Cost per mile | Total Estimated Cost |
|--------------------------------|--------------------------------|--------------------------------|-------------------------|----------------------|
| Class I Multi-use Path | 3.0 | 9.8 | \$1,610,000 | \$15,778,000 |
| Class II Bicycle Lane | 12.2 | 2.4 | \$270,000 | \$648,000 |
| Class II Buffered Bicycle Lane | 0 | 3.9 | \$310,000 | \$1,209,000 |
| Class III Bicycle Route | 0 | 3.3 | \$1,390,000 | \$4,587,000 |
| Class III Bicycle Boulevard | 0 | 6.8 | \$220,000 | \$1,496,000 |
| Class IV Separated Bikeway | 0 | 9.1 | \$370,000 | \$3,367,000 |
| Total | 15.2 | 35.3 | - | \$27,085,000 |

*Costs presented in 2020 dollars

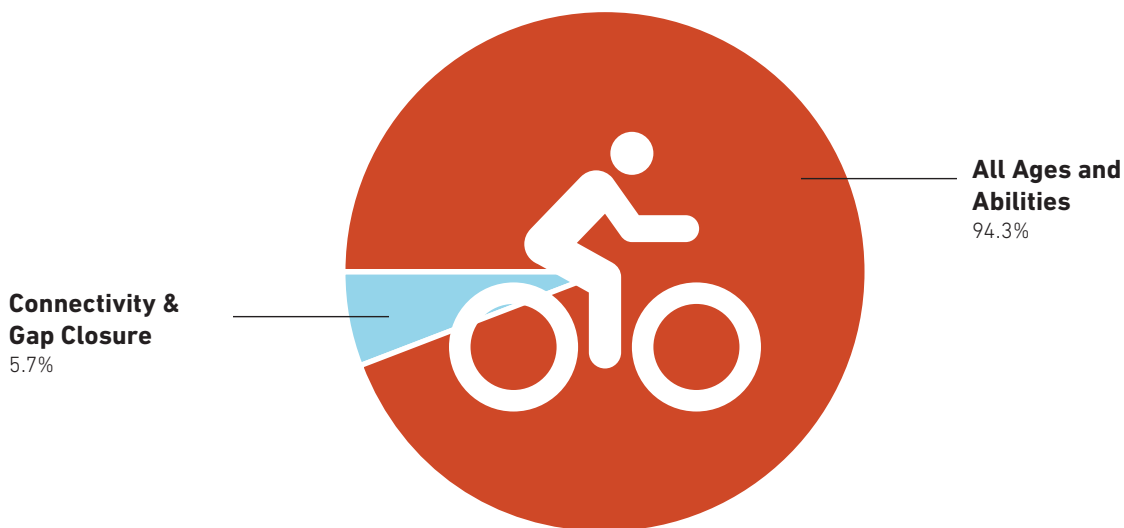
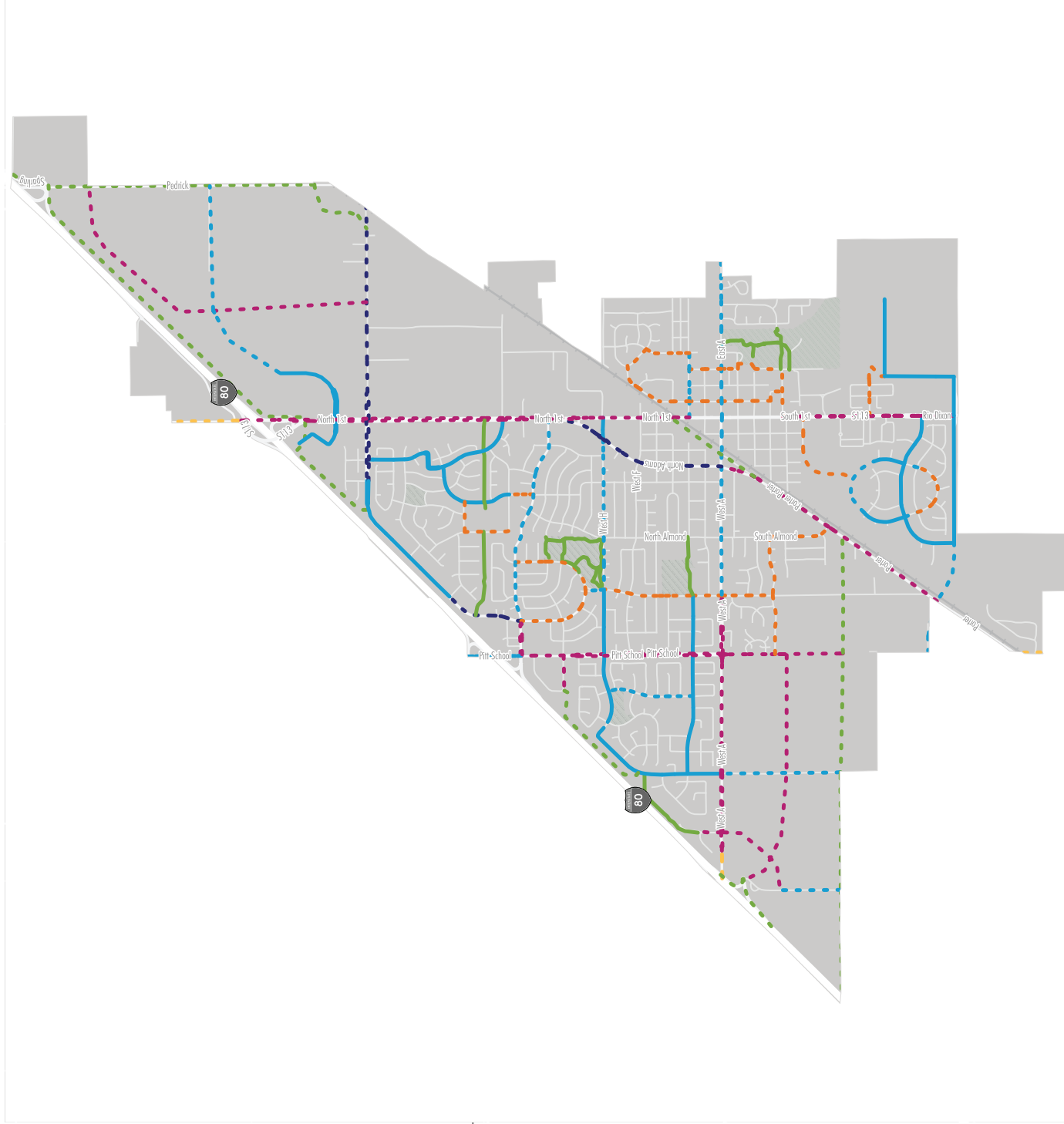


Figure DI-16: Share of Recommended Bikeways by Network Type

Figure DI-17: Proposed Bicycle Network for Dixon



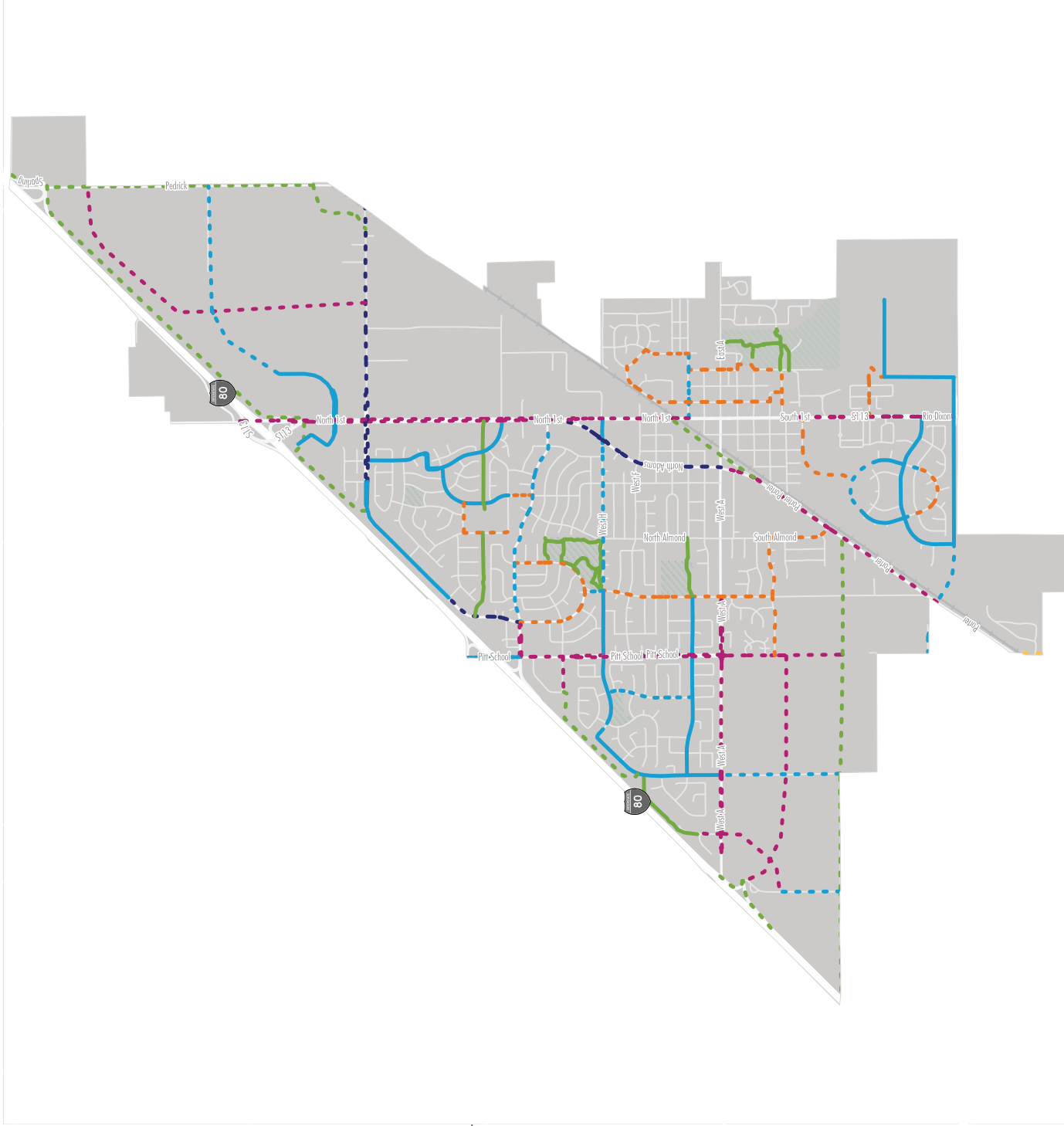
Dixon

STA Countywide Active Transportation Plan Bicycle Network

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class II Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway
 - Existing
 - Proposed
- County
- Jurisdictions
- Parks
- Water



Figure DI-18: Recommended Dixon All Ages and Abilities Bikeway Network



Dixon

STA
 Countywide Active Transportation Plan
**Bicycle Network -
 All Ages And Abilities**

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class II Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway
 - Existing
 - Proposed
 - County
 - Jurisdictions
 - Parks
 - Water



Table DI-3: Dixon Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization Rank |
|------|----------------------------|-----------------|-----------------|--------------------------------|----------------------|--------|-------------|---------------------|
| 222A | Porter Rd Path | Pitt School Rd | W A St | Class IV Separated Bikeway | All Ages & Abilities | 1.55 | \$573,061 | High |
| 221A | N Adams St | W A St | Lincoln Hwy | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.76 | \$234,604 | High |
| 234A | Train Station Path | Porter Rd | 1st St | Class I Multi-Use Path | All Ages & Abilities | 0.43 | \$699,990 | High |
| 214A | N Lincoln St | W A St | W H St | Class III Bicycle Boulevard | All Ages & Abilities | 0.50 | \$110,376 | High |
| 227A | Downtown Bike Boulevard | Chestnut St | E C St | Class III Bicycle Boulevard | All Ages & Abilities | 1.07 | \$235,056 | High |
| 229A | Hall Park Bike Boulevard | E C St | S 1st St | Class III Bicycle Boulevard | All Ages & Abilities | 0.62 | \$136,642 | High |
| 218A | Pheasant Run Dr | Rehrmann Dr | W H St | Class II Bicycle Lane | All Ages & Abilities | 0.36 | \$97,677 | High |
| 231A | Market Ln Path Connection | Evans Rd | Market Lane | Class I Multi-Use Path | All Ages & Abilities | 0.54 | \$870,792 | High |
| 231B | Market Ln Path Connection | Market Ln Path | Pitt School Rd | Class IV Separated Bikeway | All Ages & Abilities | 0.15 | \$55,497 | High |
| 230A | E C St | Lincoln Hwy | N 3rd St | Class II Bicycle Lane | All Ages & Abilities | 0.20 | \$55,086 | Medium |
| 230A | Hillview Dr Bike Boulevard | W A St | Porter Rd | Class III Bicycle Boulevard | All Ages & Abilities | 0.20 | \$55,086 | Medium |
| 210A | W Cherry St | Folsom Fair Cir | S 1st St | Class III Bicycle Boulevard | All Ages & Abilities | 0.42 | \$91,726 | Medium |
| 219A | Pitt School Rd | W A St | W H St | Class IV Separated Bikeway | All Ages & Abilities | 0.50 | \$183,660 | Medium |
| 219B | Pitt School Rd | W H St | Stratford Ave | Class IV Separated Bikeway | All Ages & Abilities | 0.35 | \$129,829 | Medium |
| 219C | Pitt School Rd | Stratford Ave | C/L | Class II Bicycle Lane | All Ages & Abilities | 0.23 | \$61,276 | Medium |
| 200A | Yolo County Connector Path | Vaughn Rd | City Limit (N) | Class I Multi-Use Path | All Ages & Abilities | 2.27 | \$3,658,577 | Medium |
| 206A | Austin/Bell Bike Boulevard | Dixon Bike Path | Pembroke Wy | Class III Bicycle Boulevard | All Ages & Abilities | 0.31 | \$68,731 | Medium |
| 220A | Pembroke Wy | Stratford Ave | Fountain Wy | Class III Bicycle Boulevard | All Ages & Abilities | 0.10 | \$22,393 | Medium |
| 224A | County Fair Dr | S 1st St | College Wy | Class III Bicycle Boulevard | All Ages & Abilities | 0.29 | \$63,565 | Medium |
| 208A | Stratford Ave | Pitt School Rd | N Lincoln St | Class IV Separated Bikeway | All Ages & Abilities | 0.15 | \$56,494 | Medium |
| 208B | Stratford Ave | N Lincoln St | Lincoln Hwy | Class II Bicycle Lane | All Ages & Abilities | 0.89 | \$240,431 | Medium |
| 223A | Lincoln Hwy/1st St | Parkway Blvd | Country Fair Dr | Class IV Separated Bikeway | All Ages & Abilities | 1.07 | \$396,200 | Medium |

Table DI-3: Dixon Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization Rank |
|------|----------------------------|---|---|--------------------------------|----------------------------|--------|-----------|---------------------|
| 223B | Lincoln Hwy/1st St | Country Fair Dr | E Chestnut St | Class IV Separated Bikeway | All Ages & Abilities | 0.81 | \$301,480 | Medium |
| 223D | Lincoln Hwy/1st St | E C St | E H St | Class IV Separated Bikeway | All Ages & Abilities | 0.36 | \$134,828 | Medium |
| 223E | Lincoln Hwy/1st St | E H St | Dixon Bike Path | Class IV Separated Bikeway | All Ages & Abilities | 0.43 | \$157,599 | Medium |
| 223F | Lincoln Hwy/1st St | Dixon Bike Path | Dorset Dr | Class IV Separated Bikeway | All Ages & Abilities | 0.71 | \$155,868 | Medium |
| 223G | Lincoln Hwy/1st St | Dorset Dr | I-80 Ramps on South Side/ Proposed Path | Class IV Separated Bikeway | All Ages & Abilities | 0.18 | \$65,872 | Medium |
| 223H | Lincoln Hwy/1st St | I-80 Ramps on South Side/ Proposed Path | Milk Farm Rd | Class IV Separated Bikeway | All Ages & Abilities | 0.24 | \$87,086 | Medium |
| 223I | Lincoln Hwy/1st St | Milk Farm Rd | City Limit (N) | Class III Bicycle Route | Connectivity & Gap Closure | 0.28 | \$389,998 | Medium |
| 202A | W A St/Dixon Ave | Schroeder Rd | Batavia Rd | Class III Bicycle Route | Connectivity & Gap Closure | 0.16 | \$43,798 | Medium |
| 202B | W A St/Dixon Ave | Batavia Rd | Evans Rd | Class IV Separated Bikeway | All Ages & Abilities | 0.34 | \$126,456 | Medium |
| 202C | W A St/Dixon Ave | Evans Rd | Pitt School Rd | Class IV Separated Bikeway | All Ages & Abilities | 0.50 | \$186,230 | Medium |
| 202D | W A St/Dixon Ave | Pitt School Rd | Lincoln St | Class IV Separated Bikeway | All Ages & Abilities | 0.25 | \$93,746 | Medium |
| 202E | W A St/Dixon Ave | Lincoln St | 3rd St | Class II Bicycle Lane | Connectivity & Gap Closure | 0.89 | \$240,447 | Medium |
| 202F | W A St/Dixon Ave | 3rd St | C/L | Class II Bicycle Lane | Connectivity & Gap Closure | 0.44 | \$118,624 | Medium |
| 215A | N Lincoln St/ Parkgreen Dr | W H St | Parkgreen Dr | Class II Bicycle Lane | All Ages & Abilities | 0.08 | \$21,101 | Medium |
| 215B | N Lincoln St/ Parkgreen Dr | Parkgreen Dr | Stratford Ave | Class III Bicycle Boulevard | All Ages & Abilities | 0.35 | \$76,047 | Medium |
| 215C | N Lincoln St/ Parkgreen Dr | N Lincoln St | Stratford Ave | Class III Bicycle Boulevard | All Ages & Abilities | 0.37 | \$80,662 | Medium |
| 201A | W H St | N Lincoln St | N Adams St | Class II Bicycle Lane | All Ages & Abilities | 0.64 | \$171,879 | Medium |
| 201B | W H St | N Adams St | Lincoln Hwy | Class II Bicycle Lane | All Ages & Abilities | 0.01 | \$1,625 | Medium |
| 216A | Gateway Dr | W A St | Plaza Ct | Class IV Separated Bikeway | All Ages & Abilities | 0.09 | \$32,653 | Low |
| 203A | Vaughn Dr/N Lincoln St | Stratford Ave | Russell Ln | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.33 | \$103,555 | Low |
| 203B | Vaughn Dr/N Lincoln St | Moore Dr | Lincoln Hwy | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.25 | \$78,731 | Low |

Table DI-3: Dixon Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization Rank |
|------|---|--------------------|----------------------|--------------------------------|----------------------|--------|-------------|---------------------|
| 203C | Vaughn Dr/N Lincoln St | Lincoln Hwy | Pedrick Rd | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.89 | \$277,116 | Low |
| 212B | Folsom Downs Cir/ Folsom Fair Cir | Bello Dr | Bello Dr | Class III Bicycle Boulevard | All Ages & Abilities | 0.28 | \$60,850 | Low |
| 212C | Folsom Downs Cir/ Folsom Fair Cir | Bello Dr | Valley Glen Dr | Class II Bicycle Lane | All Ages & Abilities | 0.12 | \$31,434 | Low |
| 212D | Folsom Downs Cir/ Folsom Fair Cir | Legion Ave | Legion Ave | Class II Bicycle Lane | All Ages & Abilities | 0.29 | \$79,126 | Low |
| 204A | Parkway Blvd | Pitt School Rd | Valley Glen Dr | Class II Bicycle Lane | All Ages & Abilities | 0.49 | \$131,303 | Low |
| 232A | Future Development - Southwest | Batavia Rd | Pitt School Rd | Class IV Separated Bikeway | All Ages & Abilities | 1.02 | \$376,367 | Low |
| 232B | Future Development - Southwest | George Ln | W A St | Class II Bicycle Lane | All Ages & Abilities | 0.50 | \$134,604 | Low |
| 232C | Future Development - Southwest | W A St | George Ln | Class IV Separated Bikeway | All Ages & Abilities | 0.51 | \$188,614 | Low |
| 232D | Future Development - Southwest | Proposed I-80 Path | Porter Rd | Class I Multi-Use Path | All Ages & Abilities | 1.94 | \$3,121,804 | Low |
| 232E | Future Development - Southwest | Gateway Dr | Batavia Rd | Class IV Separated Bikeway | All Ages & Abilities | 0.39 | \$143,445 | Low |
| 232F | Future Development - Southwest | George Ln | Gateway Dr Extension | Class II Bicycle Lane | All Ages & Abilities | 0.26 | \$69,215 | Low |
| 233A | Future Development - Northeast (Dorset) | Dorset Dr | Professional Dr | Class II Bicycle Lane | All Ages & Abilities | 0.39 | \$106,526 | Low |
| 233B | Future Development - Northeast (Professional) | Lincoln St | Pedrick Rd | Class IV Separated Bikeway | All Ages & Abilities | 1.49 | \$550,609 | Low |
| 233C | Future Development - Northeast (Mistler) | Dorset Dr | Pedrick Rd | Class II Bicycle Lane | All Ages & Abilities | 0.53 | \$142,728 | Low |
| 233D | Future Development - Northeast (Pedrick Path) | Lincoln St | Sparling Ln | Class I Multi-Use Path | All Ages & Abilities | 1.46 | \$2,345,948 | Low |

Implementation Note: All recommended proposed projects may need further evaluation at the local level including potential parking, traffic operations, design, and/or feasibility studies. Additionally, projects that may require multiple studies could be assessed with a Complete Streets Corridor Study and include additional public engagement.

Near-Term Implementation Bike Network Action Plan

During the fourth phase of outreach, participants at each workshop or meeting were asked to identify their top five projects that Dixon should prioritize in the next five years. This activity is intended to help shed light on which recommended bikeway facilities would be most utilized as a complete, connected network. Research has shown that rapidly building out a connected, low-stress network provides the highest mode shift to bicycling. Given realistic funding constraints and staff capacity to implement all bikeway recommendations, the Solano Transportation Authority identified a focused list of projects to build out

a simplified citywide network. The Solano Transportation Authority will partner with the City of Dixon to identify funding sources to implement the facilities over the next five years. While some projects may score lower on the prioritization list, they represent critical connections within the overall network framework. Figure DI-19 shows the results from the 5 in 5 outreach activity. Figure DI-20 and Table DI-4 identify the top corridors from the “5 in 5” activity with their associated prioritization rankings that should be considered for near-term implementation to build out a connected network.

Table DI-4: Near-Term Implementation Bike Network Corridors

| Corridor Name | Segment IDs | Total Project Cost | Safe Routes to Transit | Safe Routes to School | Supports Equity Goals |
|---|------------------------------|--------------------|------------------------|-----------------------|-----------------------|
| Pitt School Road | 219A, 2019B | \$313,489 | √ | √ | |
| Stratford Avenue | 208A, 208B | \$296,924 | | √ | |
| West A Street | 202B, 202C, 202D, 202E | \$765,502 | | √ | √ |
| Lincoln Highway/ 1 ST Street | 223A, 223B, 223D, 223E, 223F | \$1,145,975 | | √ | √ |
| Downtown Bikeways Bypass | 230A, 227A, 229A | \$426,784 | | √ | √ |
| Total Near-Term Cost | - | \$2,948,677 | - | - | - |

Action Plan Corridor Descriptions

The descriptions of the near-term action plan corridor below should be used to help identify funding sources and apply for potential grant applications.

- 1. Pitt School Road (219A to 219B)** – Implement low-cost Class IV Separated Bikeways by maintaining the center left-turn lane and reconfiguring travel lanes. This route closes a gap to transit by connecting multiple neighborhoods to Dixon Park & Ride which provides regional access to Contra Costa County and Sacramento by the FAST Transit Blue line. The route also establishes a safe route to school and crossings for nearby Tremont Elementary School, Dixon Montessori Charter School, and Silveyville Primary School. The corridor provides access to local businesses and dining at Pitt School Plaza and Dixon Plaza shopping centers. Additionally, there are many pedestrian co-benefits associated with this project by reducing crossing distances and the number of vehicular conflict points.
- 2. Stratford Avenue (208A to 208B)** – Conduct a parking survey to implement Class II Bicycle Lanes by removing parking on one side of the roadway. If parking occupancy is too high, implement a Class III Bicycle Boulevard east of Lincoln St with enhanced traffic calming and wayfinding. This route provides access for north Dixon neighborhoods to connect with businesses and dining along Pitt School Road and connect with employment centers east of Lincoln Highway. The route also establishes a safe route to school for nearby Gretchen Higgins Elementary School. The corridor also promotes recreational opportunities by connecting residents closer to Northwest Park.

3. West A St (202B to 202E) – Implement a low-cost Class IV Separated Bikeway in the western residential areas and Class II Bicycle Lanes through eastern portions and downtown by removing one-side parking in limited locations. This roadway was the most highly requested facility and would serve as the primary citywide East/West route. This would connect multiple neighborhoods and the new development areas to Downtown Dixon by closing a major gap across the railroad tracks. Alternatively, a route Adams Street and B Street could be used to direct cyclists under the railroad using enhanced traffic calming and wayfinding. This route also establishes a safe route to school for Dixon High School for residents on the Northwest side of the railway. This corridor connects through one MTC Priority Development Area.

4. Lincoln Highway/1st St (223A to 223F) – Partner with Caltrans to conduct a Complete Streets study and develop a design to implement Class IV Separated Bikeways. This roadway was the second highest requested facility and would serve as the primary citywide north/south route. This would connect multiple neighborhoods, Dixon Fairgrounds, and employment centers to Downtown Dixon by closing a major gap across the railroad tracks. Promotes recreational opportunities by providing access to Hall Memorial Park. This corridor would establish a safe route to school for Dixon High School for residents on the Northwest side of the railway. The corridor would also provide a safe route for seniors from the Valley Glen Apartments to downtown. This project may take longer to implement due to potential reconstruction and widening necessary in some of the southern portions of the corridor. Where possible, near-term signing, striping, and soft-tipped posts should be installed to implement the bikeway. This corridor connects through one MTC Priority Development Area.

5. Downtown Bikeways Bypass (230A, 227A, 229A) – Implement Class II Bicycle Lanes on East C Street and Class III Bicycle Routes on South 2nd Street and East Chestnut Street with traffic calming and wayfinding. This project should also include an enhanced bikeway crossing with a Rapid Rectangular Flashing Beacon at East A Street. This route serves as a bypass for South 1st Street through downtown. The corridor also would establish safe routes to schools for Lindford L. Anderson Elementary School, Maine Prairie Continuation High School, and Dixon High School. This route promotes recreational opportunities by connecting to Hall Memorial Park and provides a safe route for seniors from the Valley Glen Apartments across downtown. This corridor connects through one MTC Priority Development Area.

Figure DI-19: 5 in 5 Public Input Activity Results for Dixon

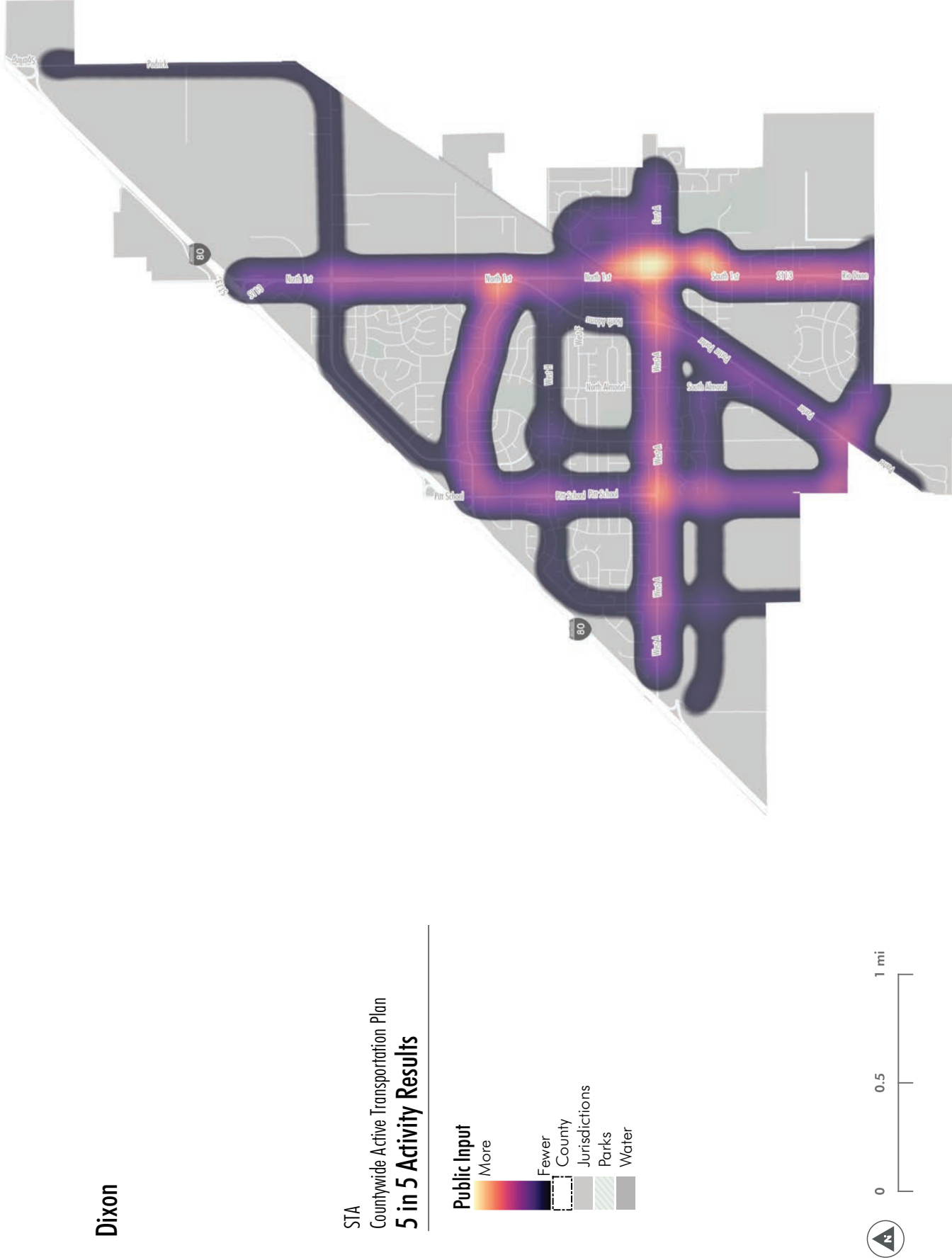
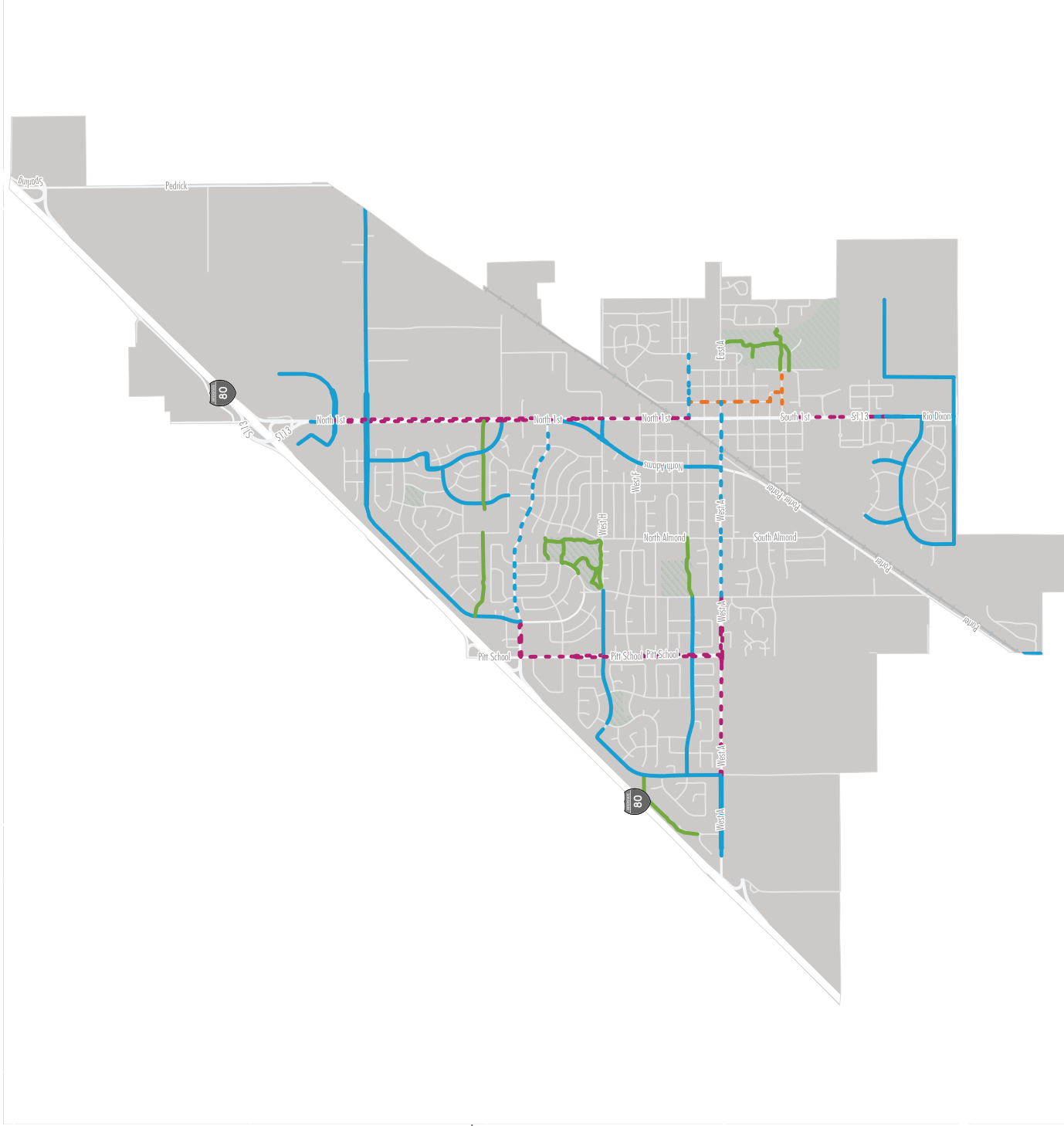


Figure DI-20: Dixon Near-term Action Plan Bikeway Network



Dixon

STA
 Countywide Active Transportation Plan
Bicycle Network -
Near-term Action Plan Facilities

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class II Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway
 - Existing
 - Proposed
 - County
 - Jurisdictions
 - Parks
 - Water



Recommended Pedestrian Projects

Two types of analyses were completed to identify pedestrian network recommendations. The first assessment identified sidewalk gaps along the local backbone network that play a regionally significant role in the pedestrian realm. This analysis identified 0.5 miles of sidewalk gaps in Dixon along the local backbone network. Table DI-5 presents the sidewalk gaps along the local backbone network along with a cost estimate for filling each gap. Figure DI-21 shows the sidewalk network gaps and the local backbone network.

The second assessment identified pedestrian projects highlighted through the safety analysis, walk audits, community outreach, or previous transportation plans; or sidewalk gaps located in high-demand areas, such as along arterials in close proximity to transit stops or schools (see Table DI-6). Note that there is some overlap in projects identified in each process for sidewalk gap closure projects as local priorities were evaluated. Figure DI-22 shows the list of pedestrian projects identified using this second assessment. All of the projects identified through these two analysis will help improve Dixon’s pedestrian network so that it is more comfortable for people of all ages and abilities.

For more information about the assumptions included in the cost estimates see *Appendix B: Technical Analyses and Summary Memorandums*.




Table DI-5: Dixon Sidewalk Gaps along the Active Transportation Backbone Network

| Street / Facility Name | Extents | North or West Side of Street Distance (mi) | South or East Side of Street Distance (mi) | Total Distance (mi) | Cost |
|------------------------|-------------------------|--|--|---------------------|-----------|
| W A St | Porter St to Jackson St | 0.03 | 0.03 | 0.06 | \$59,400 |
| Hall Park Dr | Mayes St to Chestnut St | 0.20 | 0.00 | 0.20 | \$198,000 |
| S 1st St | E C St to W E St | 0.04 | 0.02 | 0.06 | \$59,400 |
| N 1st St | W H St to Stratford Ave | 0.07 | 0.00 | 0.07 | \$69,300 |
| W H St | N 1st St to N Adams St | 0.07 | 0.00 | 0.07 | \$69,300 |
| Total | - | 0.42 | 0.05 | 0.46 | \$455,400 |

Figure DI-21: Dixon Sidewalk Gaps Along the Backbone Network

Dixon

STA
 Countywide Active Transportation Plan
Pedestrian Backbone

-  Sidewalk Gap
-  Backbone Network
-  County Jurisdictions
-  Parks
-  Water

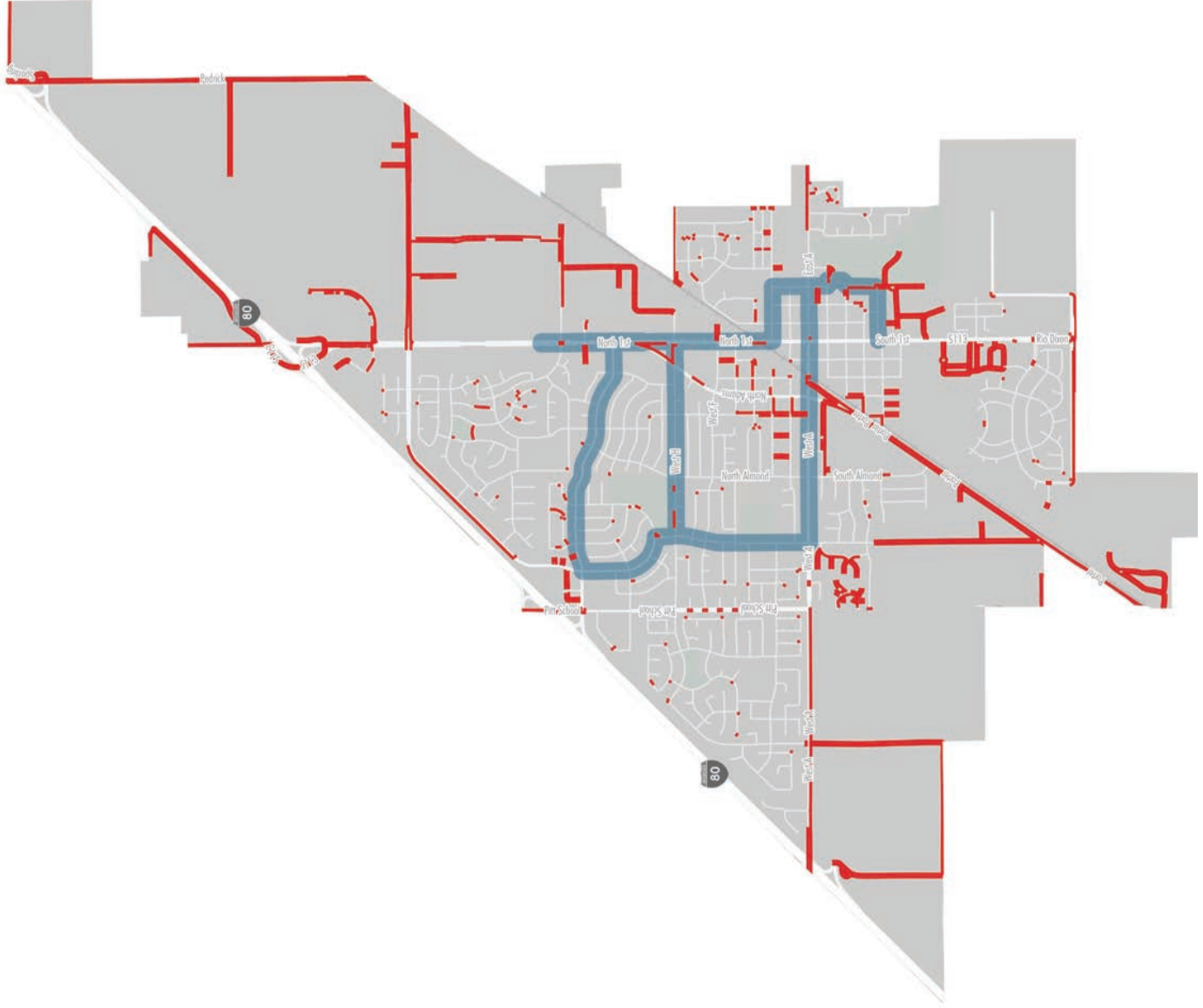


Table DI-6: Proposed Priority Pedestrian Projects

| Project ID | Location | Description | Project Type | Length | Estimated Cost* |
|------------|---|----------------------------------|------------------------|--------|-----------------|
| DI.SG.1 | Mostly sidewalk on south side of Parkway Blvd and E Park Blvd between S 1st St and Harvard Dr | School Access | Sidewalk Gap Closure | 1.34 | \$1,326,938 |
| DI.SG.2 | NW side of Porter Rd, West A St west of Pitt School Rd, short segment on SE side of N Adams St between W F St and W H St | School Access and Transit Access | Sidewalk Gap Closure | 6.52 | \$6,456,938 |
| DI.SG.3 | East and west side of Pitt School Rd from Stratford Ave til just after Highway Crossing, N Lincoln St, southeast side of N Adams St near N 1st street, and N Vaughn Rd near Lincoln Hwy | School Access and Transit Access | Sidewalk Gap Closure | 1.33 | \$1,315,125 |
| DI.SA.1 | CA-113 & Walnut St | Pedestrian Crossing | Safety | - | - |
| DI.SA.2 | CA-113 & F St | Pedestrian Crossing | Safety | - | - |
| DI.SA.3 | CA-113 & E St | Pedestrian Crossing | Safety | - | - |
| DI.SA.4 | Adams St & H St | Pedestrian Crossing Improvement | Safety | - | - |
| DI.SRTS.1 | Watson Ranch Way | Pedestrian crossing | Safe Routes to Transit | - | - |
| DI.SRTS.2 | Watson Ranch Way | Pedestrian crossing | Safe Routes to Transit | - | - |
| DI.SRTS.3 | Watson Ranch Way | Pedestrian crossing | Safe Routes to Transit | - | - |
| DI.SRTS.4 | Watson Ranch Way | Pedestrian crossing | Safe Routes to Transit | - | - |
| DI.SR2S.1 | Rehman Dr | Pedestrian crossing | Safe Routes to School | - | - |
| DI.SR2S.2 | Rehman Dr | Pedestrian crossing | Safe Routes to School | - | - |
| DI.SR2S.3 | Fountain & Pembroke | Pedestrian crossing | Safe Routes to School | - | - |
| DI.SR2S.4 | Almond St | Pedestrian crossing | Safe Routes to School | - | - |
| DI.SR2S.5 | Almond St | Pedestrian crossing | Safe Routes to School | - | - |
| DI.SR2S.6 | Almond St | Pedestrian crossing | Safe Routes to School | - | - |
| DI.SR2S.7 | Almond St | Pedestrian crossing | Safe Routes to School | - | - |
| DI.SR2S.8 | Almond St | Pedestrian crossing | Safe Routes to School | - | - |

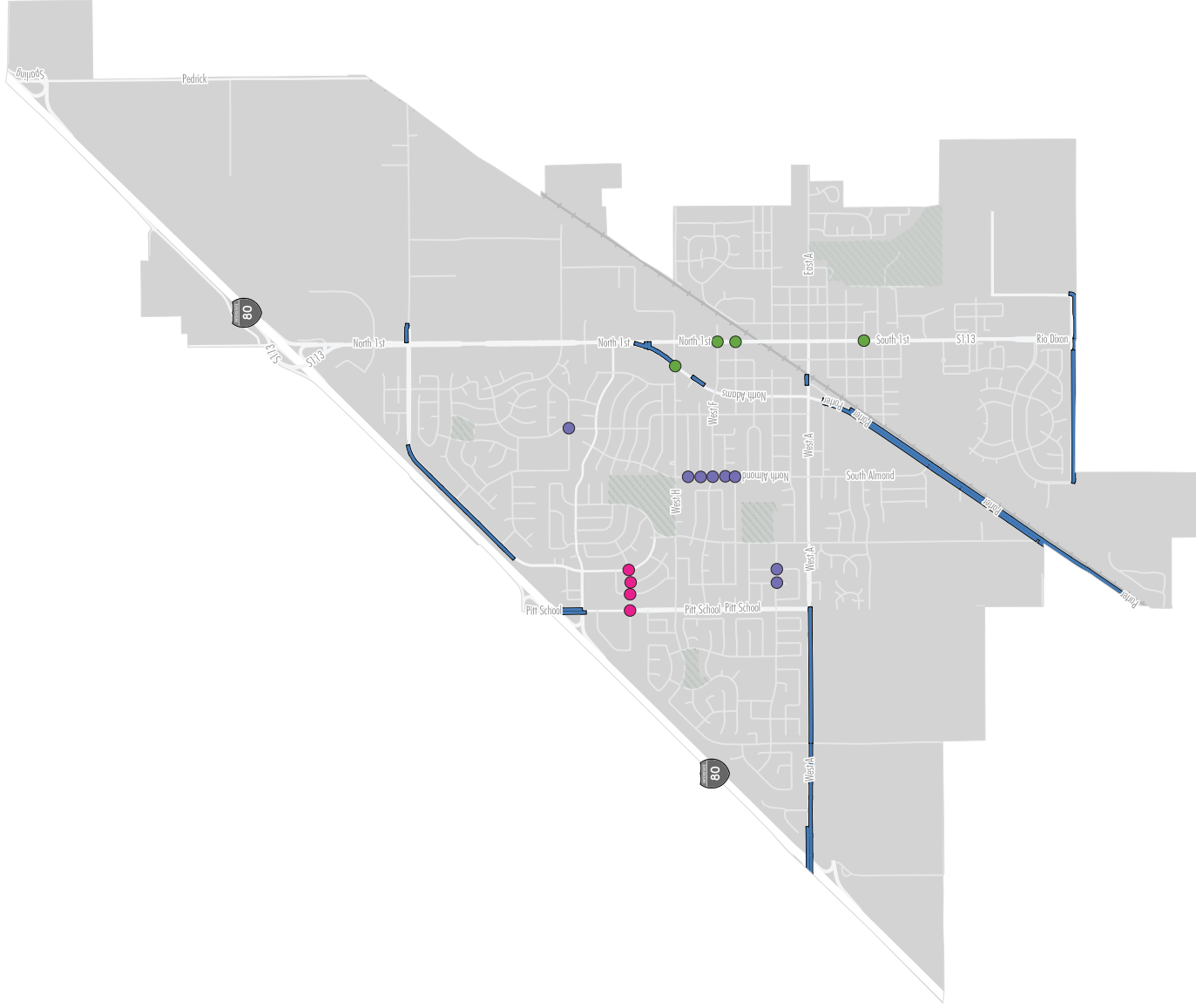
*Additional analysis is needed to determine costs associated with projects other than sidewalk gap closure projects.

Figure DI-22: Proposed Priority Pedestrian Projects in Dixon

Dixon

STA Countywide Active Transportation Plan Pedestrian Projects

- Water
- County Jurisdictions
- Parks
- Capital Improvement Program
- Safe Routes to School
- Safe Routes to Transit
- Safety
- Sidewalk Gap Closure
- Capital Improvement Program
- Sidewalk Gap Closure





Fairfield

Fairfield

Overview

Fairfield is the County Seat for Solano County and is located at the junction of many of the county's major roadways. The I-80 corridor provides connections south to the East Bay and north to Sacramento; CA-12 provides connections west to Napa and east to Rio Vista; and I-680 connects south to Martinez and Concord. Several large corporations are located in Fairfield, including Anheuser-Busch, Clorox, Jelly Belly, and a portion of Travis Airforce Base is also located within the city. Interstate I-80 runs through the northwest portion of the city, there is lower density residential development to the north, and Air Base Parkway runs east to west, creating barriers between residential developments. CA-12 runs along the southern border of Fairfield, separating it from adjacent Suisun City. The Linear Park Pathway also runs diagonally through the city, providing a regional bicycle and pedestrian connection. Fairfield is the second largest city in Solano County, with a population of 116,266 people as of 2017.



Figure FA-1: Fairfield

Existing Conditions

This section provides a high-level summary of the existing conditions related to active transportation in Fairfield. For more details on the demographic composition and travel patterns of people walking and bicycling and the existing active transportation network in Fairfield, refer to *Appendix B. Technical Analysis and Summary Memorandums*.

Active Transportation Profile

This section evaluates demographic characteristics of the population who currently walk or ride a bicycle in Fairfield using data from the United States Census American Community Survey (2017, 5-year estimates) and the California Household Travel Survey (2012). While these surveys are useful, this data should not be taken at face value given the small sample sizes associated with this data in smaller communities. It is presented here because this data provides a general indication of walking and bicycling trends in Fairfield.

Demographic Characteristics

According to the United States Census American Community Survey, the population of Fairfield increased by nearly

six percent from 2010 to 2017. The share of vulnerable populations (people under 18 and 65 or older), who may be more likely to rely on walking, bicycling, and transit, increased by nearly eight percent. Whereas Fairfield's population has a higher share of men compared to women, the American Community Survey data suggests that women are much more likely to bike to work than men but a fairly even share of men and women walk to work.

Travel Characteristics

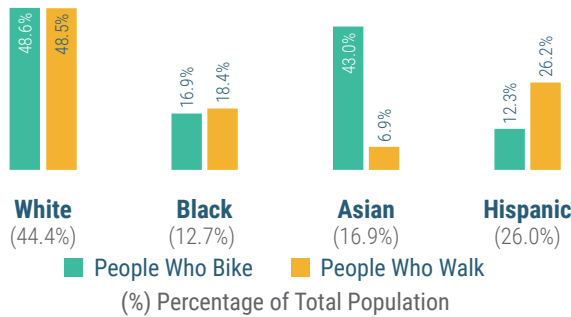
In 2017, the share of employed people ages 16 or older who walked, bicycled, or rode transit to work was four percent. Based on data from the California Household Travel Survey, over one-quarter (26%) of trips in Fairfield across all modes are for dining, with only about 18 percent of all trips being for work. Additionally, trips for errands (20%) and recreation (13%) combine to make up one-third of all trips taken in Fairfield. A majority of trips in Fairfield are less than three miles in length, which is considered a reasonable biking distance. Slightly more than one quarter of all trips (28%) are actually even less than one mile, which is considered a reasonable walking distance for normal trips. This indicates that almost two-thirds of all trips made within Fairfield could be converted to walking or biking trips. Trips distances from three to five miles (9% in Fairfield) and over five miles (32%) are often deemed too far for the "interested but concerned" user to consider walking or bicycling for their trip. Additional travel patterns for Suisun City are depicted in Figure FA-2.

Fairfield Active Transportation Profile

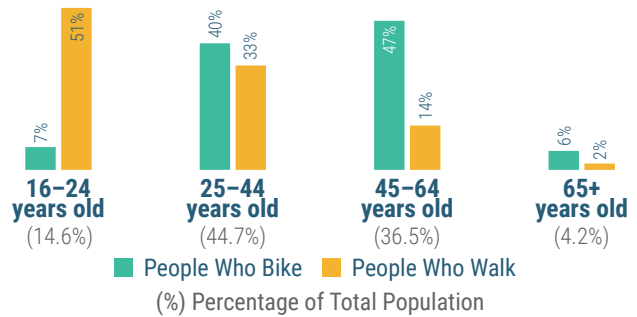
Characteristics of residents who walk or bike to work:

Source: US Census, ACS 5-Year Estimates 2016. Sample size = 835 people who walk and 239 people who bike

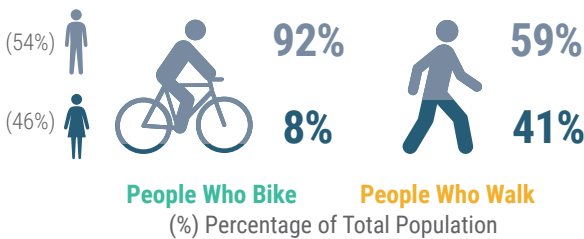
Race



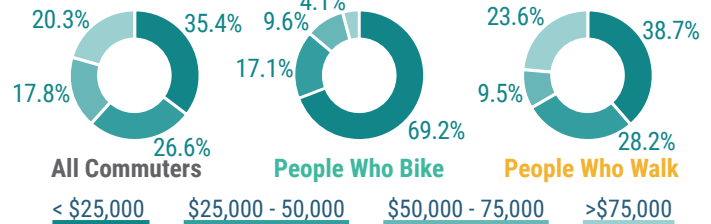
Age



Gender



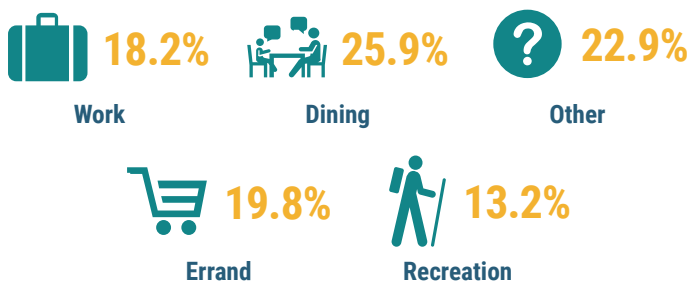
Income



General travel characteristics (all modes):

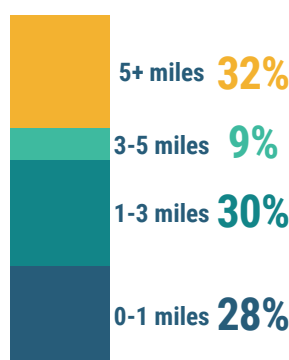
Trip Purposes

Sample size = 2,236 trips (all modes)



Trip Distances

Sample size = 1,298 trips (all modes)



Mode Share

Sample size = 48,515 people (commute trips)

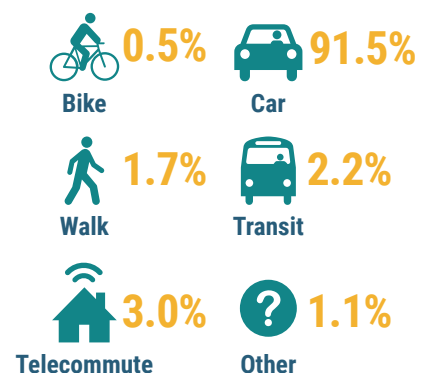


Figure FA-2: Fairfield Active Transportation Infographic

Existing Active Transportation Network

The active transportation network consists of both pedestrian and bicycle infrastructure that work together to provide mobility options for all those that live, work, study, play, visit, pray, or shop in Fairfield. Whether we're aware of it or not, everyone in Fairfield uses active transportation infrastructure, such as sidewalks, at some point in their day even if just for short distances to reach their desired destinations.

Existing Pedestrian Network

The pedestrian network within Fairfield consists largely of sidewalk infrastructure supported by crossing treatments, multi-use paved trails, and unpaved recreational trails. Fairfield currently has an overall Walk Score of 35 out of 100 according to the real-estate website www.WalkScore.com, indicating that most errands require a car. The city currently has a total of 564 miles of existing sidewalk infrastructure, which includes measurements of sidewalks on both sides of the street independently. There are approximately 830 miles of maximum sidewalk coverage (total roadway mileage multiplied by two to account for both sides of the street), as shown in Figure Figure FA-4 and the map in Figure FA-5. Depending on land use context, there may be areas of the city with rural characteristics where typical sidewalk infrastructure may not be compatible. However, it was not possible to exclude these areas from the overall sidewalk inventory evaluation. It should also be noted that large priority development areas are included in the buildout roadway mileage but are still largely undeveloped which may skew the reported values in the existing conditions.

Existing Bicycle Network

This section summarizes the bicycle facilities in Fairfield's existing bike network. It also presents the results of the bicyclist comfort and connectivity analyses – that is, level of traffic stress (LTS) and bicycle network connectivity analysis (BNA), respectively – for the existing network. Additional information on the LTS and BNA methodologies can be found in the existing conditions section of the Solano Countywide Active Transportation Plan. Fairfield has a 415-mile roadway network, with 42 lane miles with designated bicycle facilities, as shown in the map in Figure FA-6. This includes 12 lane miles of shared-use paths, and 31 lane miles of bike lanes, as summarized in Figure FA-4. Note that Fairfield has many residential, low-volume, low-speed streets which do not have designated bicycle facilities are likely considered comfortable for most bicyclists (see Figure FA-7). Figure FA-7 and Figure FA-8 present the LTS and BNA results for Fairfield's existing bicycle network, respectively.



Figure FA-3: Class I Multi-use Path in Fairfield

Sidewalk Network Inventory

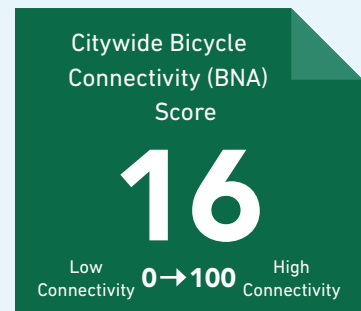


| | Existing Sidewalk Lane Miles | Full Sidewalk Buildout Lane Miles |
|----------------------------|------------------------------|-----------------------------------|
| Fairfield | 564 | 830 |
| Priority Development Areas | 30 | 52 |
| Communities of Concern | 150 | 194 |
| Disadvantaged Communities | - | - |

Bicycle Network Inventory

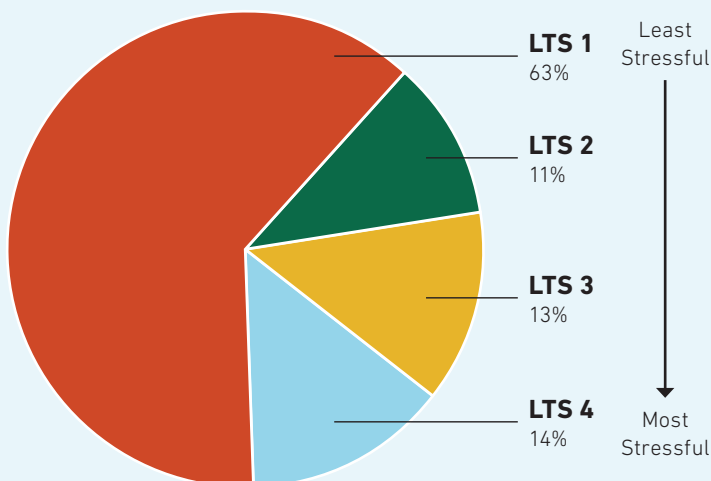


| Bike Facilities | Lane Miles |
|---------------------------|------------|
| Multi-Use Paths (Class I) | 11 |
| Bike Lanes (Class II) | 31 |
| Bike Routes (Class III) | - |
| No Designated Facility | 373 |
| All Roadways | 415 |



Percent of Roadway Mileage

Level of Traffic Stress (LTS)



Bicycle Inventory

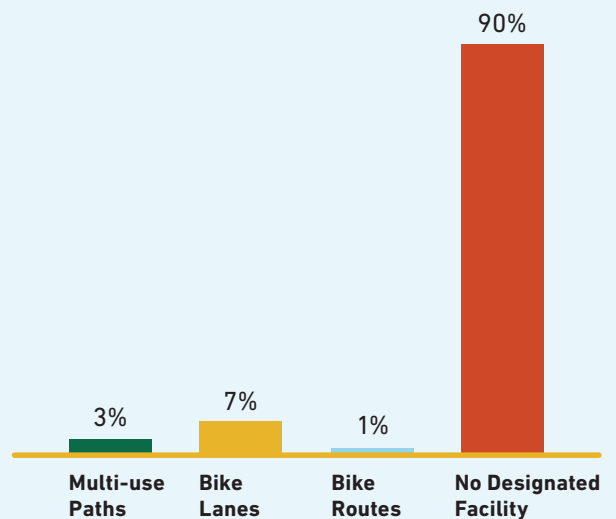


Figure FA-4: Fairfield Active Transportation Network Infographic

Figure FA-5: Fairfield Sidewalk Coverage Map

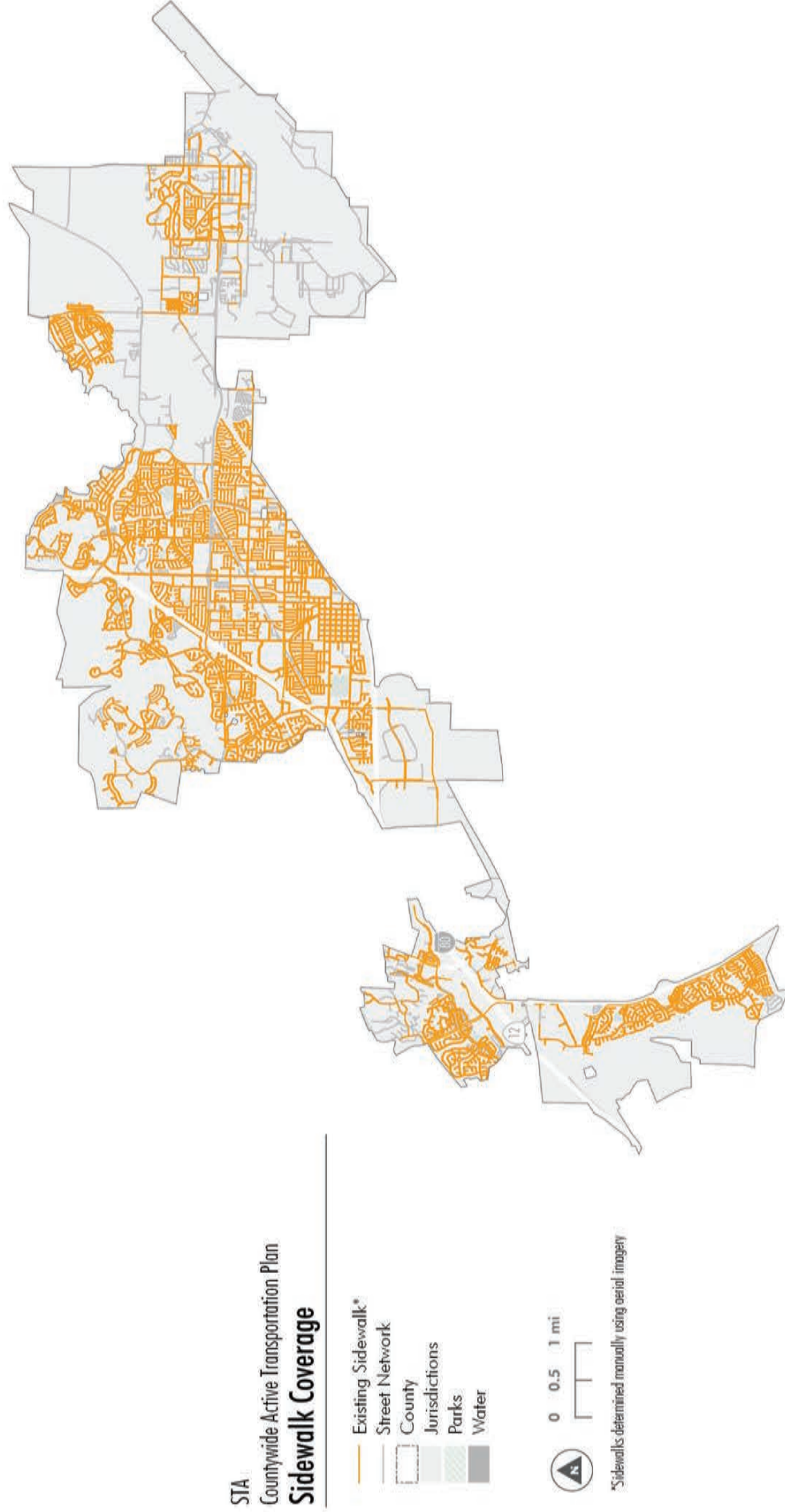


Figure FA-6: Fairfield Existing Bike Network Map

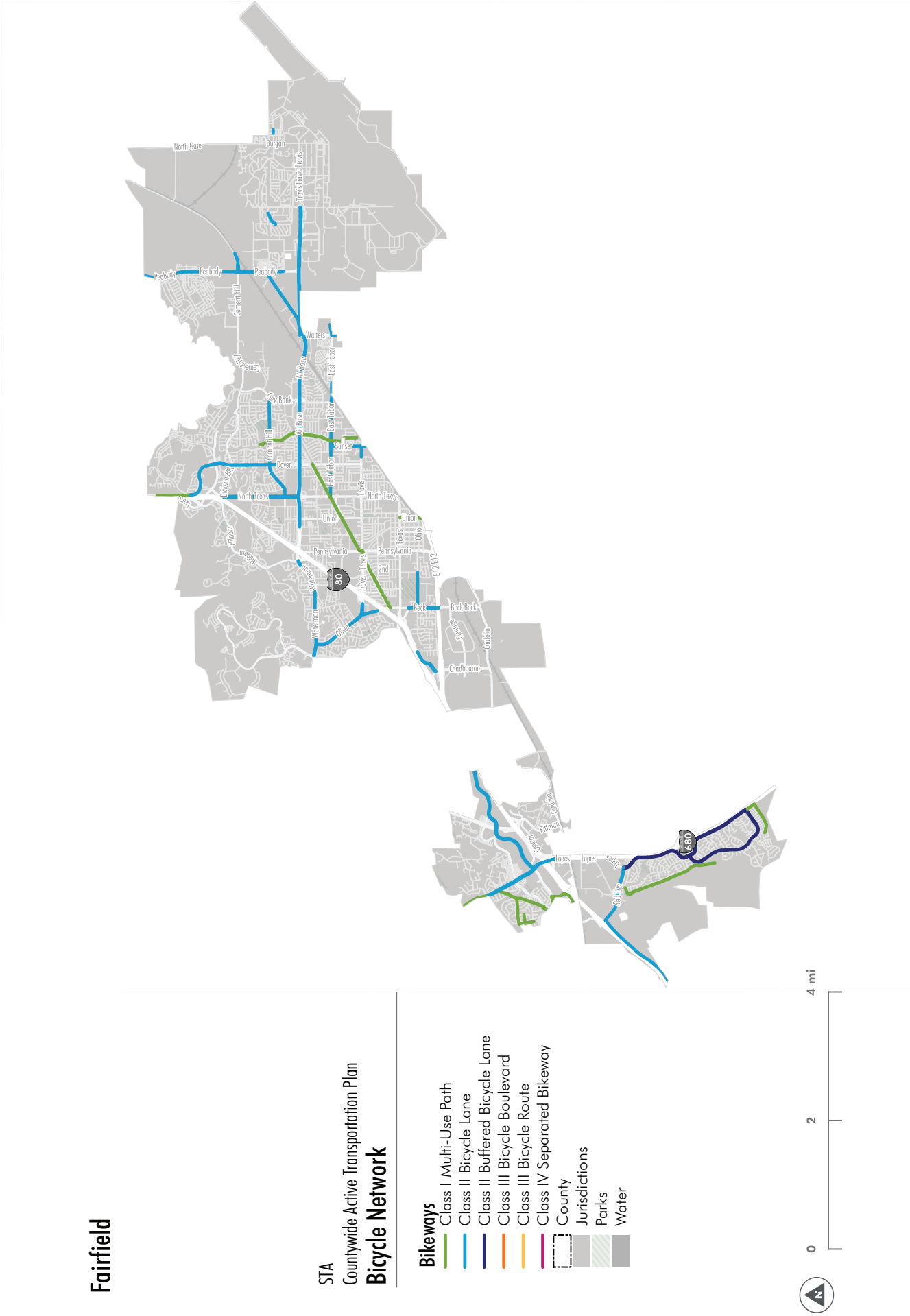


Figure FA-7: Fairfield Bicycle LTS Map

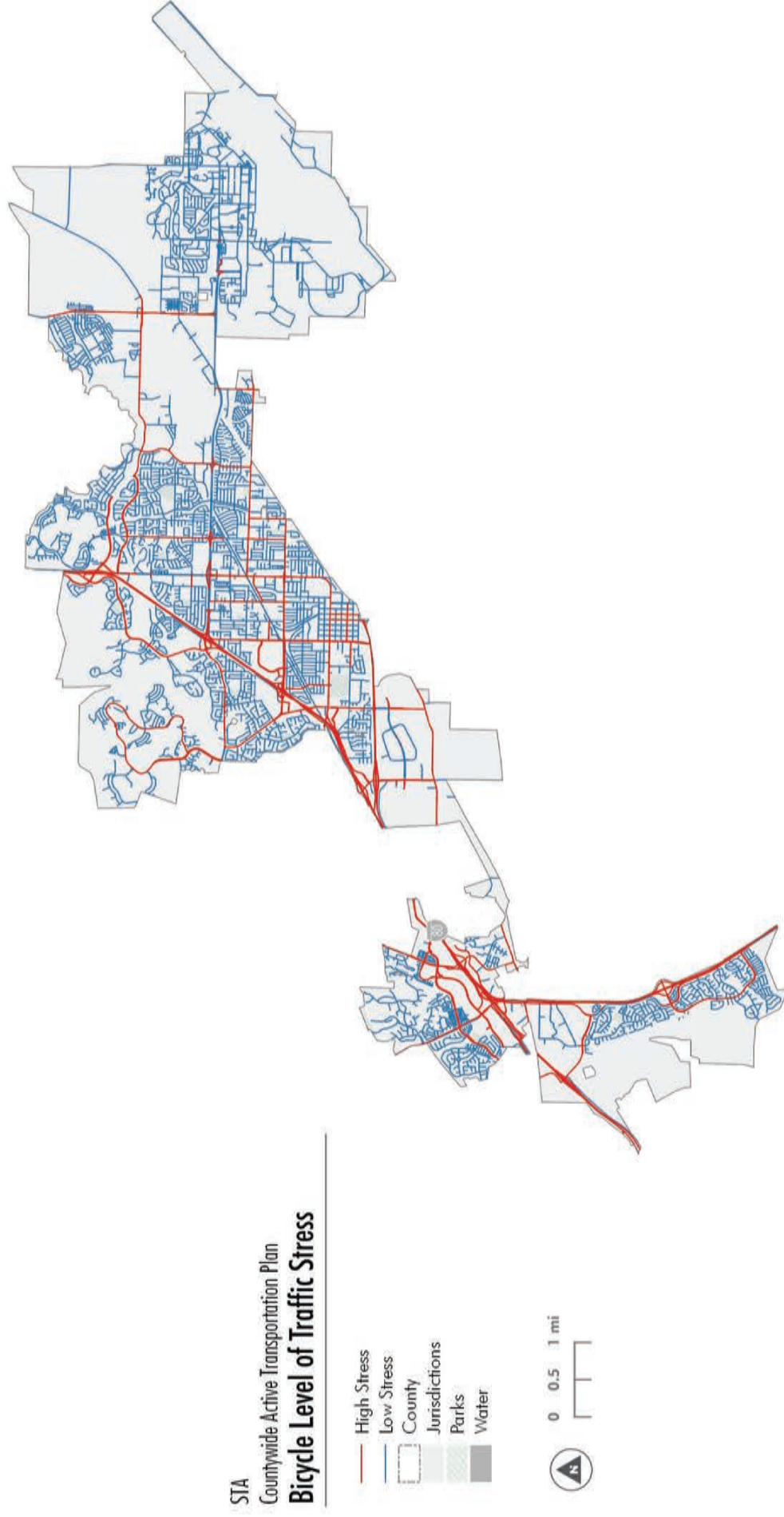


Figure FA-8: Fairfield Bicycle Network Connectivity Map



Safety Corridors

Real and perceived safety can strongly influence a person’s decision to walk or bike. Collision analyses are one way to assess traffic safety in a community and can help identify key areas for infrastructure or programmatic improvements that improve safety and comfort for people walking and bicycling. This section summarizes the pedestrian- and bicycle- involved collision trends and high-risk locations in Fairfield. The raw collision data was retrieved from the Statewide Integrated Traffic Records System (SWITRS) for the most recent five years (7/1/2012 - 06/30/2017) for which collision data was available.

The collision analysis followed a systemic safety approach and used the Equivalent Property Damage Only (EPDO) method to assess crashes. The EPDO method weights crashes by severity so that when EPDO scores are calculated, they reflect both frequency and severity of collisions. Collisions resulting in a greater injury severity (e.g., fatal or severe) are weighted much heavier than collisions resulting in a minor injury, or no injury at all. For more information about the collision analysis methodology and a more detailed discussion of the results, refer to *Appendix B: Technical Analysis and Summary Memorandums*. When interpreting the results presented below, note that no volume data was used in this analysis, so it is unclear how the numbers of people walking, bicycling, and driving are influencing collision trends.

Summary of Results

During the five-year analysis period there were 3,897 traffic collisions in Fairfield. Of these collisions, five percent (183) were pedestrian collisions and three percent (119) were bicycle collisions.

In Fairfield, the EPDO scores for intersections are more than double those along segments among pedestrian collisions, whereas the scores at intersections and along segments were similar for bicycle collisions. Among pedestrian collisions, the EPDO score is slightly higher for collisions in the dark on streets with lights compared to daylight conditions. This same trend is not evident among bicycle collisions, where the EPDO score was highest for collisions that occurred in daylight; however, the condition dark, with street lights had a notably high EPDO score.

The Project Team analyzed the geographic distribution of EPDO scores and identified priority safety corridors and intersections for pedestrian and bicycle collisions in

Fairfield (see Figure FA-9 and Figure FA-10). The street segments below were identified as warranting further investigation and improvements.

Pedestrian collision hotspots:

- W Texas Street from I-80 interchange to Washington Street
- Pennsylvania Avenue from Texas Street to Essex Drive
- Travis Boulevard from Pennsylvania Avenue to Sunset Avenue
- N Texas Street from W Texas Street to Hawthorn Drive
- E Tabor Avenue from N Texas Street to Clay Bank Road
- Air Base Parkway from Dover Avenue to Clay Bank Road

Bicycle collision hotspots:

- W Texas Street from Beck Avenue to Washington Street
- Pennsylvania Avenue from Texas Street to Travis Boulevard
- Travis Boulevard from Holiday Lane to Sunset Avenue
- N Texas Street from E Travis Boulevard to Dickson Hill Road
- E Tabor Avenue from N Texas Street to Clay Bank Road
- Atlantic Avenue from Heather Drive to E Atlantic Avenue

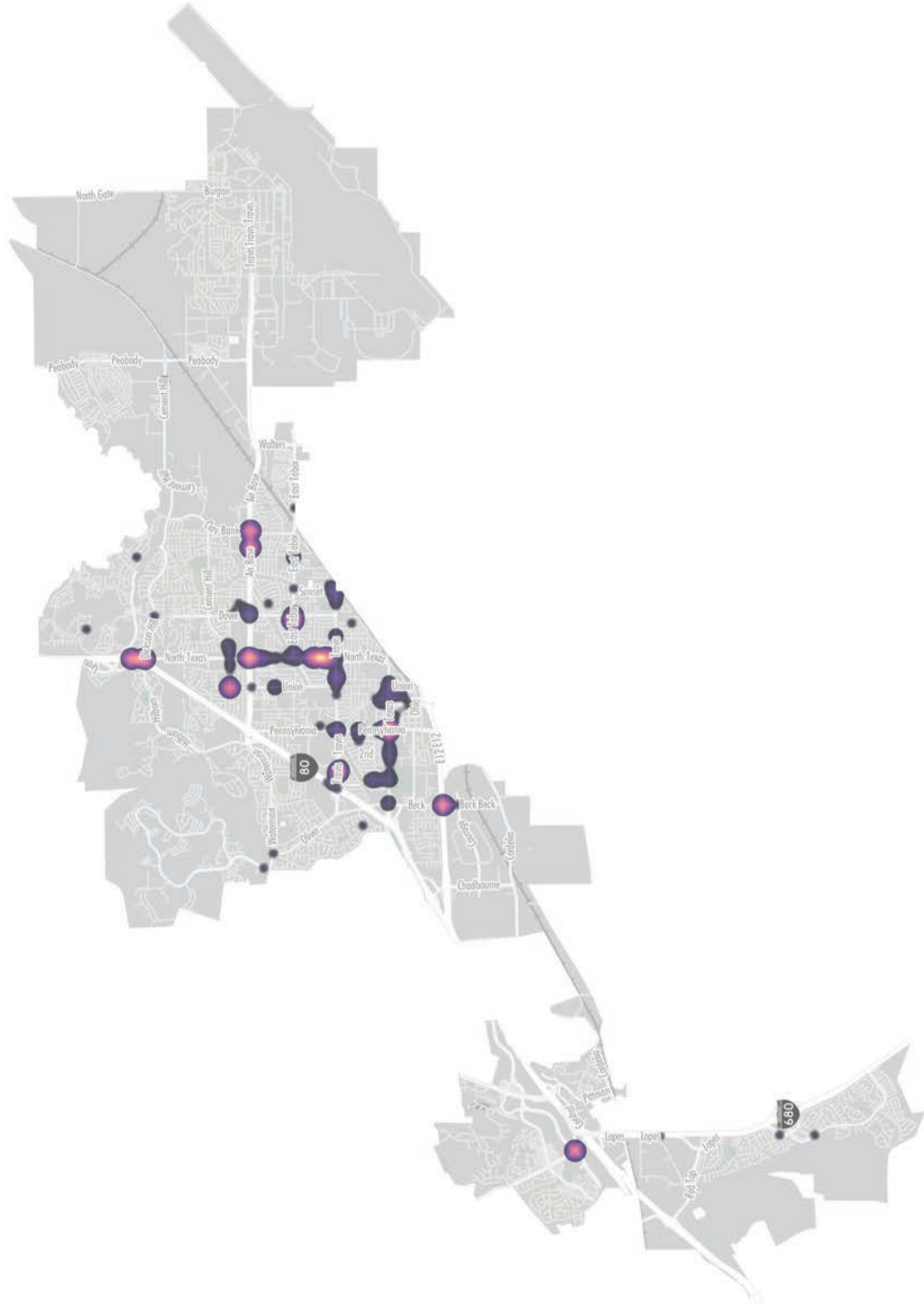
Table FA-1 presents a list of identified safety projects from the 2018 Solano Travel Safety Plan that overlap with the identified hotspots.

Table FA-1: Identified Safety Projects in Fairfield

| Location | Project |
|--|---|
| N Texas St at Oak St | Install Pedestrian Crossing |
| E Travis Blvd. & San Brun St. | Install Pedestrian Crossing |
| Pennsylvania Ave at Empire St | Install Pedestrian Crossing; Install curb extensions; Provide school route improvements |
| E Travis Blvd. & Coolidge St. | Install Pedestrian Crossing |
| E Travis Blvd. & Flamingo Dr. | Install Pedestrian Crossing |
| N Texas St from W Texas to Hawthorn Dr | Install curb extensions; Provide school route improvements |
| Pennsylvania Ave at W Texas St | Install roadway signage for bicyclists; Install bicycle facilities through intersection |
| Travis Blvd from Oliver Rd to Sunset Ave | Install curb extensions; Provide school route improvements |
| W Texas St from I-80 to N Texas | Install curb extensions |

Figure FA-9: Fairfield Bicycle Collision Hot Spot Analysis

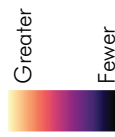
Fairfield



STA
 Countywide Active Transportation Plan
Bicycle Collisions

- Water
- County Jurisdictions
- Parks

Bicycle Collisions*

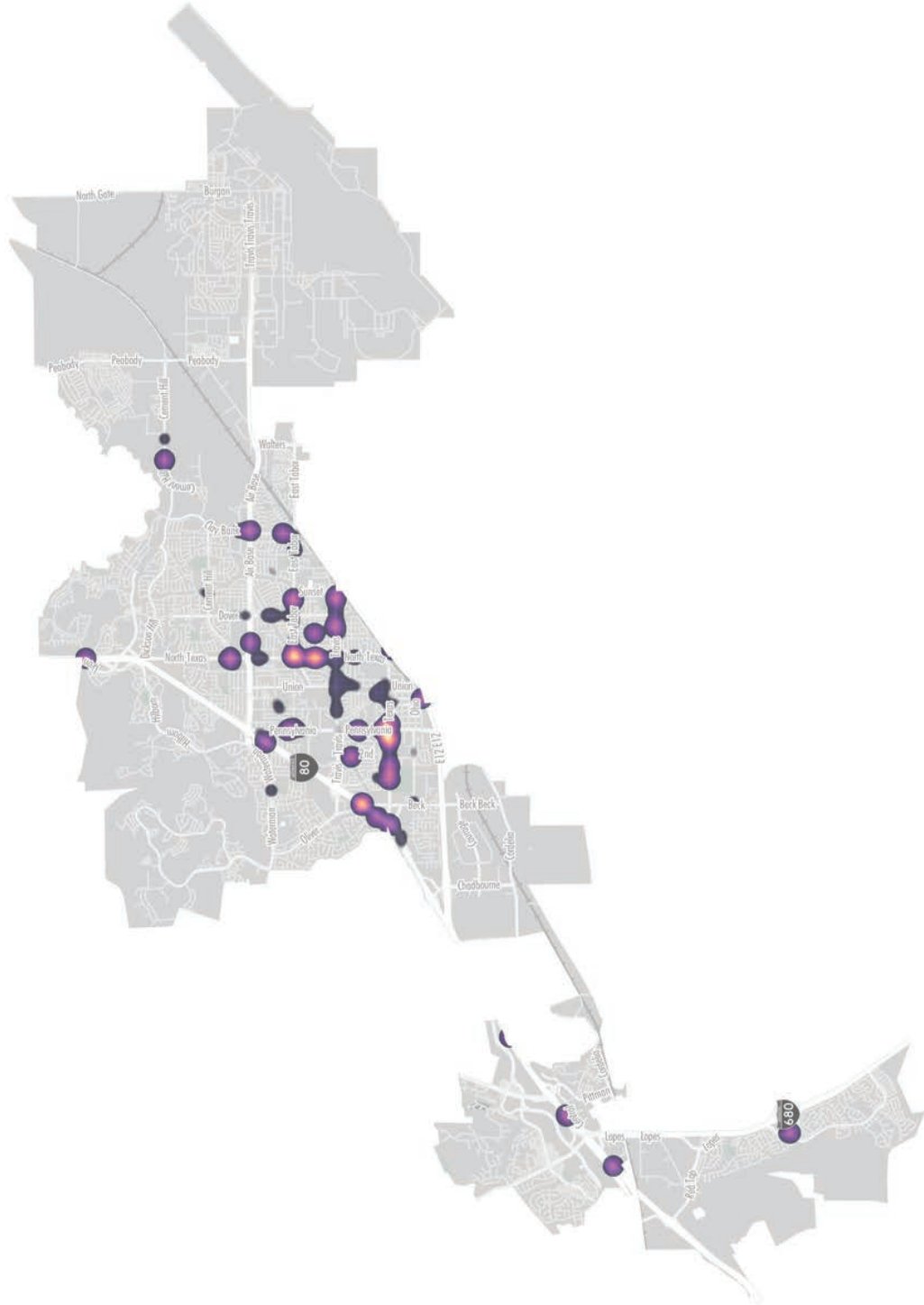


* For 5 year period 2012 - 2017
 Collisions weighted by severity



Figure FA-10: Fairfield Pedestrian Collision Hot Spot Analysis

Fairfield



STA
 Countywide Active Transportation Plan
Pedestrian Collisions

Water
 County Jurisdictions
 Parks
Pedestrian Collisions*
 Greater
 Fewer

* For 5 year period 2012 - 2017
 Collisions weighted by severity




Community Engagement

Throughout each stage of the Plan development, residents and stakeholders from Fairfield were asked to provide insights on where improvements to walking, biking, and access to transit could be improved and prioritized. A City of Fairfield staff member was part of the Plan Development Team and in-person and online outreach efforts to Fairfield residents occurred over four phases during the 18-month project.

Phase I: Data Collection and Initial Outreach

The goal of the first phase of public outreach was to increase awareness about the Plan and find out where people feel comfortable and uncomfortable walking and bicycling in each jurisdiction. As part of the first phase of

public outreach both online and in-person events were held to try to reach people throughout the county. The in-person pop-up event in Fairfield was the Jelly Bean Candy Palooza. The online and in-person feedback was combined to highlight where all participants had positive or negative input about existing infrastructure throughout Fairfield. Positive comments generally encapsulate where people currently like to walk or bicycle and identify experiences to be highlighted. Negative comments mostly highlight areas where people feel it is dangerous or uncomfortable to walk or bicycle. In total, 1,080 individual line and point comments were collected across Solano County, with 483 comments from in-person events and 597 comments from the project website. Figure FA-11 shows the positive and negative comments about walking and bicycling in Fairfield from the online map.

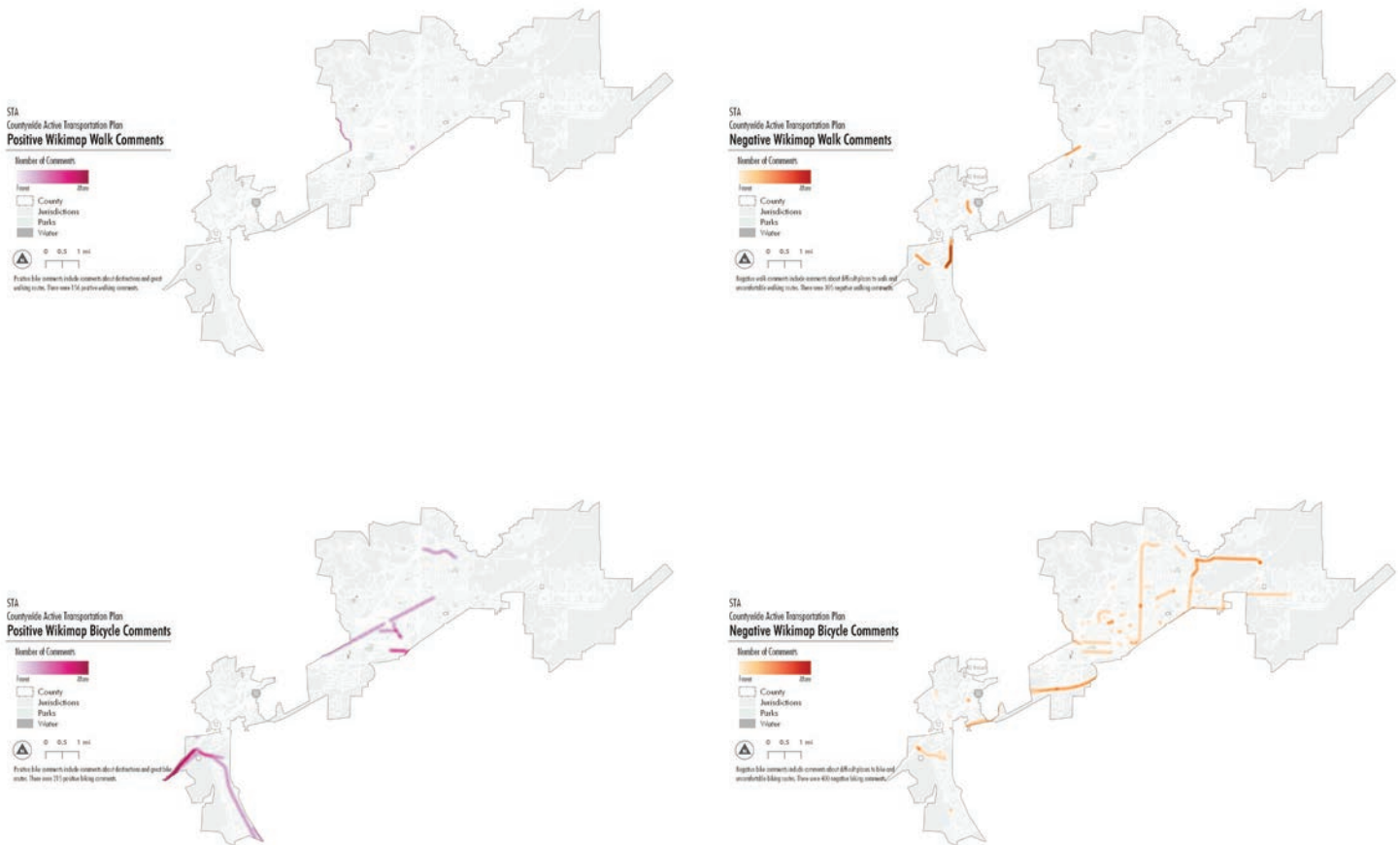


Figure FA-11: Online Map Positive and Negative Walking and Bicycling Comments for Fairfield

Phase II: Countywide Needs and Recommendations

The goal of Phase 2 was to develop the priority countywide backbone network projects which would create a countywide all ages and abilities network. This phase consisted primarily of technical analysis conducted by the consultant team and review of major deliverables by the

Plan Development Team including representatives from the City of Fairfield. The outcomes of this phase included a regional priority bikeway network, regional priority pedestrian project recommendations, and regional trails network.

Phase III: Jurisdiction Needs and Recommendations

The third phase of outreach occurred in the Late Summer/ Early Fall of 2019. The Project Team met with each jurisdiction individually to hold a coordination meeting with internal jurisdiction staff. These working meetings were intended to share what the Project Team learned during Phase 1 outreach and subsequent analyses in Phase II. Fairfield held a walking and biking tour and coordination meeting on August 1, 2019 starting at City Hall to review initial proposed recommendations and visit key sites to refine or develop additional recommendations. The outcome of this meeting and walking tour resulted in updated project lists and maps that would be presented to the larger public during Phase IV.



Figure FA-12: Walk Audit in Fairfield

Phase IV: Implementation Strategy and Draft Plan

The fourth phase of outreach occurred in late Fall of 2019 and focused on educating the public about different types of bicycle and pedestrian infrastructure and obtaining input on the best recommendations to prioritize. Members of the public and interested stakeholders were invited to participate in a presentation and workshop at the 3E's Advisory Committee meeting at the Fairfield Transit Center on November 14, 2019. Participants were asked to identify their top five bikeway facilities that should be prioritized in the next five years in an activity called "5 in 5" as shown in Figure FA-13. This activity is intended to help Fairfield focus on which facilities the public is most likely to use in the near-term to build out a connected network of all ages and abilities facilities. Pedestrian recommendations were also reviewed and augmented as necessary.

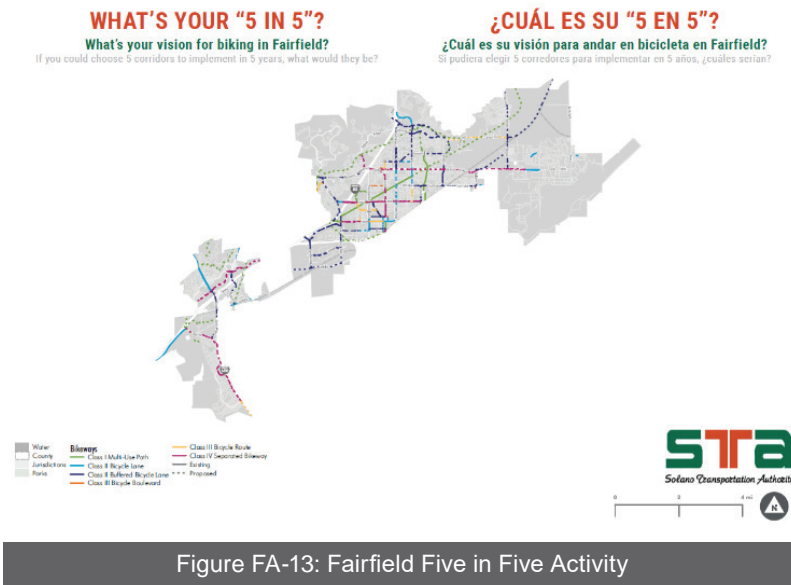


Figure FA-13: Fairfield Five in Five Activity

Network Development

The Fairfield Active Transportation Backbone Network is a network of facilities suitable for people of all ages and abilities. The network was developed by conducting a series of analyses to identify areas which have the highest propensity to produce walking and bicycling trips and assessing whether all ages and abilities pedestrian and bicycle facilities already exist along the network. The results of these analyses were used to develop the countywide and local active transportation backbone networks. Fairfield's backbone network is shown in Figure FA-15.

Backbone Network Development

The primary analysis technique used to develop the backbone network was an attractors and generators analysis which is explained in greater detail in the follow section.

Two levels of backbone networks were developed:

- A countywide backbone network that links the top 25 highest composite demand areas throughout Solano (except for Dixon and Rio Vista), which include some routes identified in Fairfield; and,
- A local backbone networks that link the top 10 highest composite demand areas within each City.

Within each jurisdiction, the countywide backbone network routes were overlapped with the local backbone network routes where feasible. For more information on the analyses used to develop the backbone network refer to *Appendix B: Technical Analysis and Summary*.

Complete Networks and Citywide Recommendations

Once the backbone network routes were identified, the complete citywide networks were assessed using both technical analysis from the Existing Conditions Report and public input from the first phase of outreach. Recommendations were developed to promote cross-town connectivity to priority destinations and to maximize available curb to curb right-of-way to keep costs as low as possible. Where feasible, all ages and abilities facility recommendations were proposed. Recommendations that did not meet that criteria are still important and play a large role in improving connectivity by closing gaps or addressing safety. Figure FA-14 below shows the network development steps and how analyses or public input was integrated into the process.

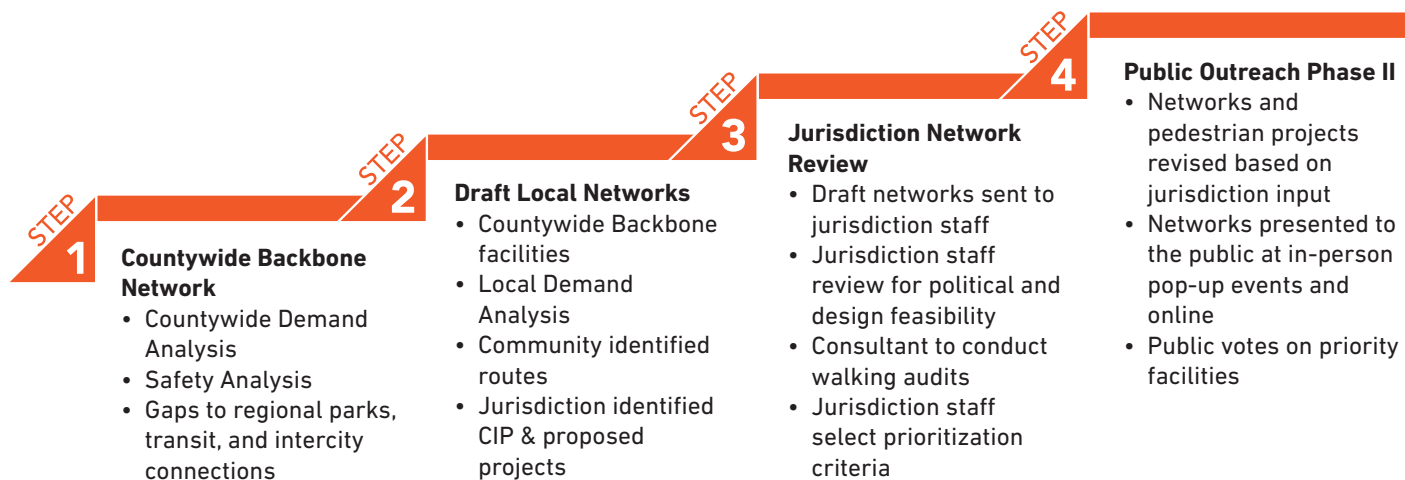
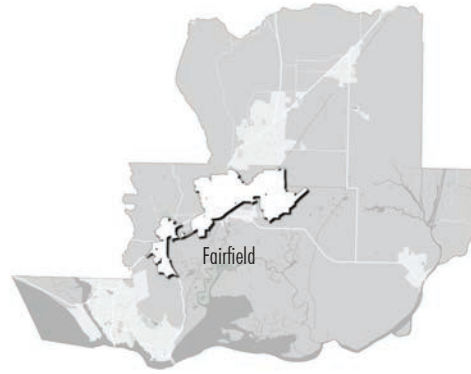


Figure FA-14: Active Transportation Network and Project Development Process

Fairfield Attractors/Generators Analysis

Overview:

The goal of an attractors/generators analysis is to develop an understanding of the most likely network of bicycling and walking activity. The result is a conceptual network linking regional activity centers.



Process:

- 1 Generators**
 Generator factors are demographic indicators that represent where the population or people more likely to walk or bicycle are located. Factors are measured at the census block or block group level.
- 2 Attractors**
 Attractor factors are trip destinations and consist of factors that attract demand. Factors are scored on how many trips they are likely to attract based on ITE guidelines for trip rates.
- 3 Attractor Generator Pairs and Composite Trip Demand**
 The composite trip demand between the activity centers is determined by adding the attractor trips and generator score, and multiplying the demand of each activity center by the distance decay factor between the zones. This total represents the number of trips that will occur between the two areas.
- 4 High Demand Routes**
 The high demand routes are developed between the top 10 pairs. These pairs are identified below, including a generalized land use category.

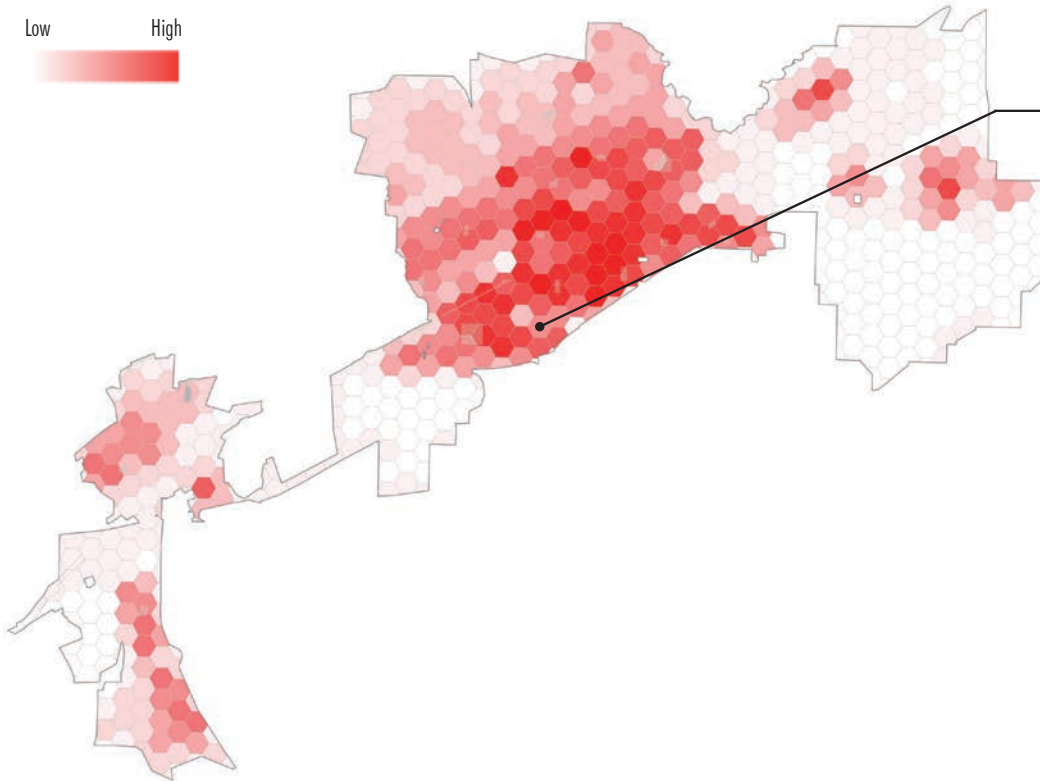
Factors

| | | | | |
|------------------|-------------------------|---------------------|--------------------|---------------------|
| total population | low-income population | zero-car population | population over 65 | population under 18 |
| transit centers | bus stops | employment density | higher education | schools |
| parks | neighborhood commercial | downtown | major retail | services |
| libraries | entertainment | public input points | | |

Top 10 Composite Demand Areas

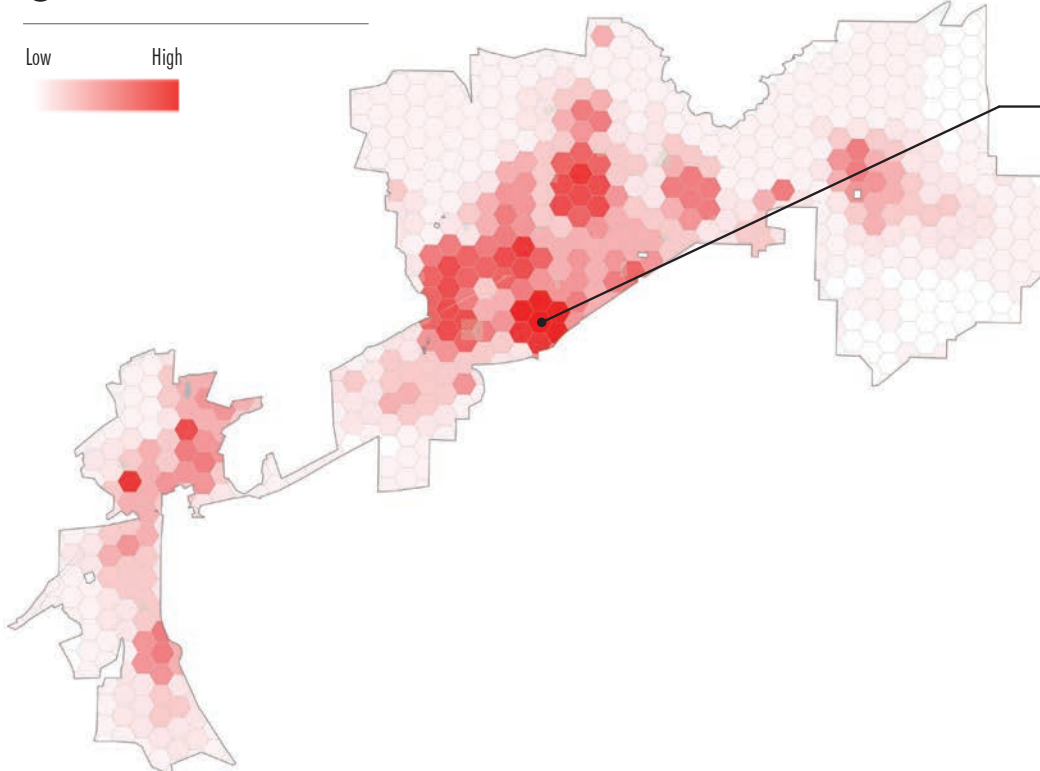
| Ref | Activity Center 1 | Activity Center 2 | Composite Trip Demand | Description |
|-----|-------------------|---|-----------------------|---|
| 1 | Government | Downtown | 24,854,686 | Downtown near Texas Street and Jackson Street to Solano County government services at Texas Street and Union Avenue |
| 2 | Residential | Downtown | 19,647,475 | Downtown near Texas Street and Jackson Street to Webster Street and Utah Street |
| 3 | School | Downtown | 18,180,440 | Downtown near Texas Street and Jackson Street to Armijo High School |
| 4 | Downtown | Government | 15,489,003 | Downtown near Texas Street and Jackson Street to Fairfield government services at Kentucky Street and Pennsylvania Ave |
| 5 | Residential | Downtown | 10,158,802 | Downtown near Texas Street and Jackson Street to Union Avenue and Peach Tree Drive |
| 6 | Government | Residential | 10,129,896 | Solano County government services at Texas Street and Union Avenue to Webster Street and Utah Street |
| 7 | School | Government | 9,778,175 | Solano County government services at Texas Street and Union Avenue to Armijo High School |
| 8 | Downtown | Commercial/ Hospital/ Residential | 9,591,640 | Downtown near Texas Street and Jackson Street to NorthBay Medical Center |
| 9 | Government | Government | 7,863,271 | Fairfield government services at Kentucky Street and Pennsylvania Ave to Solano County government services at Texas Street and Union Avenue |
| 10 | School | Residential | 7,729,587 | Armijo High School to Webster Street and Utah Street |

1 Generator Scores



| Generator | People |
|-------------------------------|------------|
| Total Population | 271 |
| Over 65 Population | 12 |
| Under 18 Population | 40 |
| Low Income Population | 28 |
| Zero Car Population | 21 |
| TOTAL GENERATORS TRIPS | 372 |

2 Attractor Scores

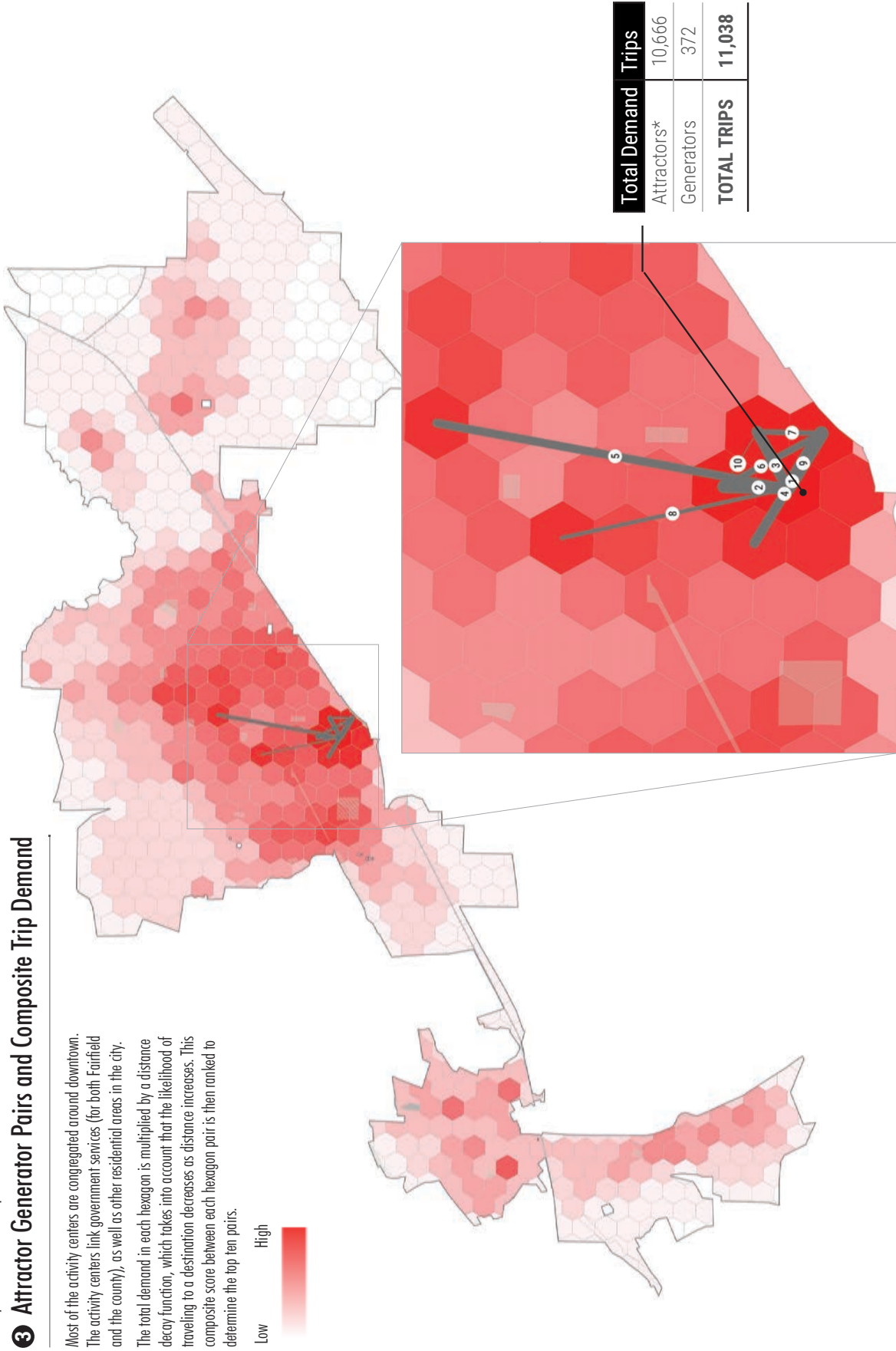


| Attractor | Trips |
|-------------------------------|--------------|
| Transit | 6 |
| Bus Stops | 134 |
| Employment Density | 1,469 |
| Higher Education | 0 |
| Schools | 110 |
| Parks | 0 |
| Neighborhood Commercial | 0 |
| Downtown | 7,385 |
| Major Retail | 0 |
| Services | 17 |
| Libraries | 19 |
| Entertainment | 34 |
| Public Input Destinations | 2 |
| TOTAL ATTRACTORS TRIPS | 9,176 |

3 Attractor Generator Pairs and Composite Trip Demand

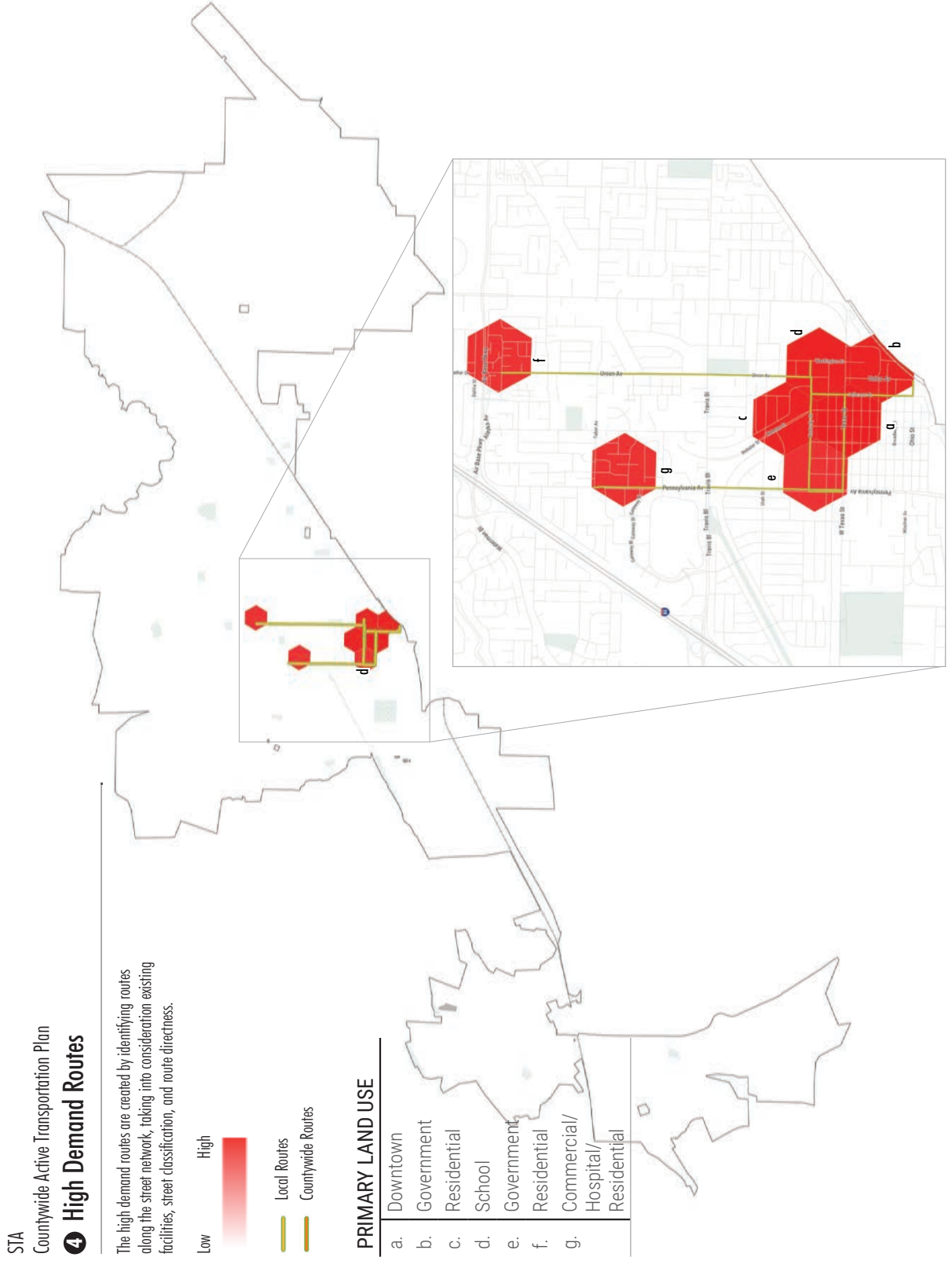
Most of the activity centers are congregated around downtown. The activity centers link government services (for both Fairfield and the county), as well as other residential areas in the city.

The total demand in each hexagon is multiplied by a distance decay function, which takes into account that the likelihood of traveling to a destination decreases as distance increases. This composite score between each hexagon pair is then ranked to determine the top ten pairs.



* Attractors score was adjusted based on public outreach. The public was asked to rank which types of destinations they wanted to bike or walk to. The trip totals for the top three destinations were increased by 20%, and the trip totals for the bottom three destinations were reduced by 20%. The remaining destinations were not changed.

Figure FA-15: Analysis of Attractors and Generators in Fairfield



Recommended Vision Bike Network

After developing the countywide and local backbone networks and conducting outreach with key stakeholders, a series of bicycle projects were identified to help build Fairfield’s full built-out vision bicycle network into one that is more comfortable for people of all ages and abilities. The vision bicycle network represents an unconstrained project list that the Solano Transportation Authority will continue to partner with the City of Fairfield to identify relevant funding sources to build out projects over time. This Plan proposes adding a total of 82 new miles of bikeways to Fairfield’s existing bikeway network. Table FA-2 presents the existing and proposed bikeway mileage by facility type,

along with the costs associated with installing each facility type. Facility installation costs will vary depending on the materials used; for more information about the assumptions included in the cost estimates see Appendix B: Technical Analyses and Summary Memorandums. Figure FA-17 shows the recommended bike network, with existing and proposed projects shown with solid and dotted lines, respectively. Figure FA-18 depicts which facilities meet the AASHTO all ages and abilities bikeway selection criteria. Table FA-3 lists details for all of the recommended bikeway projects in Fairfield.

Table FA-2: Existing and Proposed Bicycle Network Mileage

| Facility Type | Existing Mileage (approximate) | Proposed Mileage (approximate) | Estimated Cost per mile | Total Estimated Cost |
|--------------------------------|--------------------------------|--------------------------------|-------------------------|----------------------|
| Class I Multi-use Path | 10.5 | 24.7 | \$1,610,000 | \$39,767,000 |
| Class II Bicycle Lane | 26.5 | 7.5 | \$270,000 | \$1,818,809 |
| Class II Buffered Bicycle Lane | 4.2 | 33.7 | \$310,000 | \$10,247,374 |
| Class III Bicycle Route | - | 6.0 | \$1,390,000 | \$7,398,894 |
| Class III Bicycle Boulevard | - | 0.6 | \$220,000 | \$129,055 |
| Class IV Separated Bikeway | - | 4.6 | \$370,000 | \$1,702,000 |
| Feasibility Study | - | 4.6 | - | - |
| Total | 41.1 | 81.7 | - | \$61,063,132 |

*Costs presented in 2020 dollars

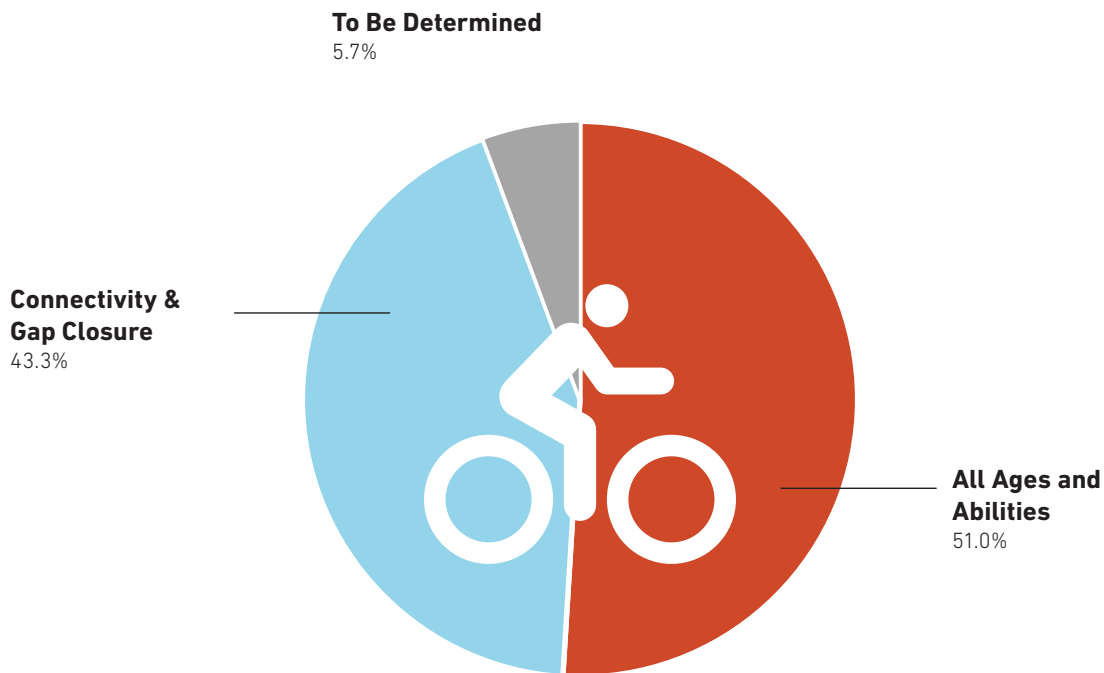


Figure FA-16: Share of Recommended Bikeways by Network

Figure FA-17: Proposed Bicycle Network for Fairfield

Fairfield

STA
 Countywide Active Transportation Plan
Bicycle Network

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class II Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway
 - Feasibility Study
 - Existing
 - Proposed
 - County
 - Jurisdictions
 - Parks
 - Water

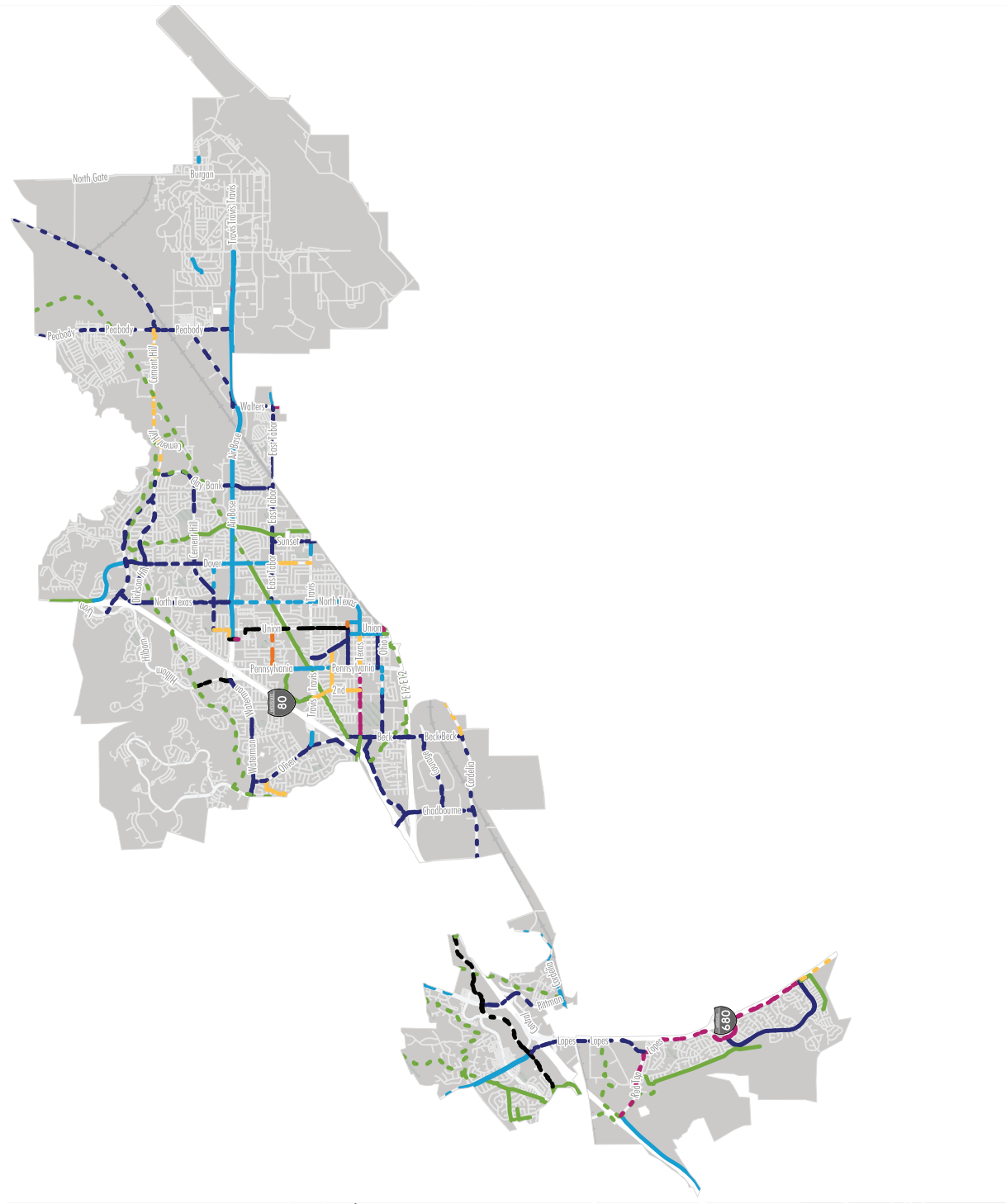
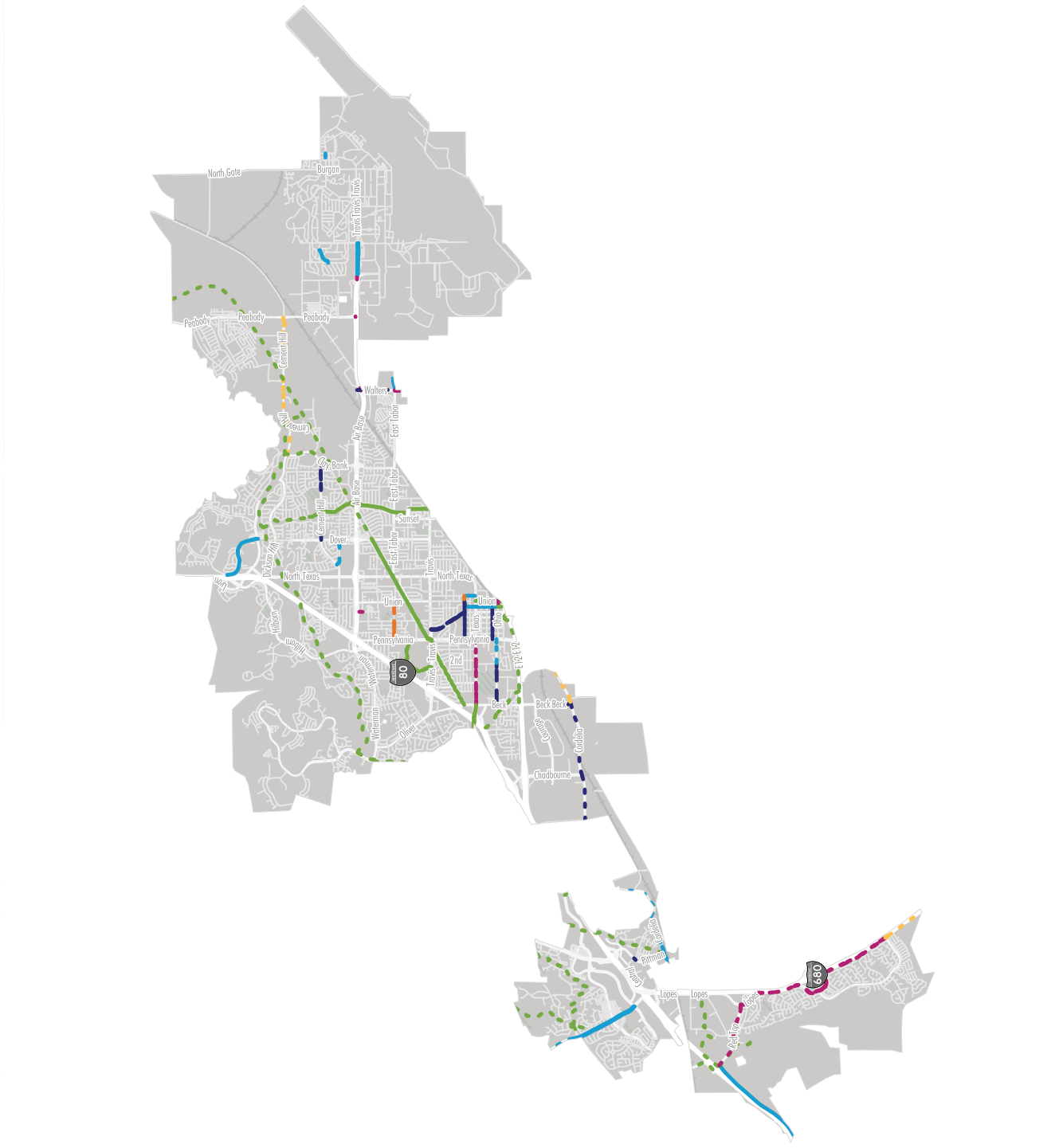


Figure FA-18: Recommended All Ages and Abilities Bikeways in Fairfield



Fairfield

STA Countywide Active Transportation Plan Bicycle Network - All Ages And Abilities

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class III Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway
 - Feasibility Study
- Existing
- Proposed
- County
- Jurisdictions
- Parks
- Water



Table FA-3: Fairfield Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization Rank |
|------|-----------------------------|-----------------------------|-----------------------------|--------------------------------|----------------------------|--------|-------------|---------------------|
| 325A | W Texas St | Beck Ave | Pennsylvania Ave | Class IV Separated Bikeway | All Ages & Abilities | 0.89 | \$328,059 | High |
| 325B | W Texas St | Pennsylvania Ave | Jefferson St | Class III Bicycle Route | Connectivity & Gap Closure | 0.43 | \$10,887 | High |
| 325C | W Texas St | Jefferson St | Clay St | Class II Bicycle Lane | Connectivity & Gap Closure | 0.22 | \$59,198 | High |
| 320A | Fairfield Linear Park Trail | Suisun Creek Crossing | Business Center Dr | Class I Multi-Use Path | All Ages & Abilities | 0.59 | \$153,168 | High |
| 320E | Fairfield Linear Park Trail | Dover Ave | Clay Bank Rd | Class I Multi-Use Path | All Ages & Abilities | 1.15 | \$1,844,635 | High |
| 320F | Fairfield Linear Park Trail | Clay Bank Rd | Peabody Rd | Class I Multi-Use Path | All Ages & Abilities | 2.44 | \$3,925,272 | High |
| 320G | Fairfield Linear Park Trail | Peabody Rd | City Limits (N) | Class I Multi-Use Path | All Ages & Abilities | 1.23 | \$1,975,688 | High |
| 324A | Rockville Rd | Ledgewood Creek Trail | Beck Ave | Class I Multi-Use Path | All Ages & Abilities | 0.53 | \$805,572 | High |
| 326A | N Texas St | Clay St | E Travis Blvd | Class II Bicycle Lane | Connectivity & Gap Closure | 0.74 | \$200,356 | High |
| 326B | N Texas St | E Travis Blvd | Fairfield Linear Park Trail | Class II Bicycle Lane | Connectivity & Gap Closure | 0.50 | \$1,807 | High |
| 326C | N Texas St | Fairfield Linear Park Trail | Air Base Pkwy Ramps (N) | Class II Bicycle Lane | Connectivity & Gap Closure | 0.54 | \$145,616 | High |
| 326D | N Texas St | Air Base Pkwy Ramps (N) | Marigold Dr | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.74 | \$230,920 | High |
| 326E | N Texas St | Marigold Dr | Dickson Hill Rd | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.45 | \$139,337 | High |
| 326F | N Texas St | Dickson Hill Rd | Manuel Campos Pkwy | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.24 | \$73,575 | High |
| 322A | Hwy 12 Path | Beck Ave | Illinois St | Class I Multi-Use Path | All Ages & Abilities | 1.21 | \$1,946,675 | High |
| 322B | Hwy 12 Path | Illinois St | Union Ave | Class I Multi-Use Path | All Ages & Abilities | 0.27 | \$429,636 | High |
| 338A | 2nd St | Travis Blvd | W Texas St | Class III Bicycle Route | Connectivity & Gap Closure | 0.61 | \$36,539 | High |
| 305A | Red Top Rd | Lopes Rd | River Rd | Class IV Separated Bikeway | All Ages & Abilities | 0.43 | \$155,259 | High |
| 305B | Red Top Rd | River Rd | McGary Rd | Class IV Separated Bikeway | All Ages & Abilities | 0.48 | \$176,080 | High |

Table FA-3: Fairfield Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization Rank |
|------|--------------------|-----------------------------|-----------------------------|--------------------------------|----------------------------|--------|-------------|---------------------|
| 342A | Union Ave | Kentucky St | Fairfield Linear Park Trail | Feasibility Study | To Be Determined | 0.79 | - | High |
| 342B | Union Ave | Fairfield Linear Park Trail | Peach Tree Dr | Feasibility Study | To Be Determined | 0.65 | - | High |
| 332A | Broadway St | Pennsylvania Ave | Union Ave | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.51 | \$3,001 | High |
| 340A | Webster St | Travis Blvd | Kentucky St | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.53 | \$165,265 | High |
| 336A | Kentucky St | Pennsylvania Ave | Union Ave | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.52 | \$134,161 | High |
| 336B | Kentucky St | Union Ave | Washington Ave | Class III Bicycle Boulevard | All Ages & Abilities | 0.07 | \$16,111 | High |
| 331A | Pennsylvania Ave | Woolner Ave | W Texas St | Class II Bicycle Lane | Connectivity & Gap Closure | 0.28 | \$14,954 | High |
| 331B | Pennsylvania Ave | W Texas St | Travis Blvd | Class II Bicycle Lane | Connectivity & Gap Closure | 0.61 | \$164,218 | High |
| 331C | Pennsylvania Ave | Travis Blvd | Tabor Ave | Class II Bicycle Lane | Connectivity & Gap Closure | 0.52 | \$139,438 | High |
| 335A | Washington St | Texas St | Kentucky St | Class II Bicycle Lane | All Ages & Abilities | 0.15 | \$40,126 | High |
| 330A | Laurel Creek Trail | Putah South Canal | Gulf Dr | Class I Multi-Use Path | All Ages & Abilities | 0.70 | \$1,130,811 | High |
| 330C | Laurel Creek Trail | Matthew Dr | Railroad Ave (Suisun City) | Class I Multi-Use Path | All Ages & Abilities | 0.08 | \$135,132 | High |
| 300A | Lopes Rd | Southern City Limit | Gold Hill Rd | Class III Bicycle Route | All Ages & Abilities | 0.61 | \$848,850 | High |
| 300B | Lopes Rd | Gold Hill Road (S) | North of Oakbrook Dr | Class IV Separated Bikeway | All Ages & Abilities | 1.64 | \$605,111 | High |
| 300C | Lopes Rd | North of Oakbrook Dr | Red Top Rd | Class IV Separated Bikeway | All Ages & Abilities | 0.81 | \$300,126 | High |
| 300D | Lopes Rd | Red Top Rd | Fermi Dr | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.51 | \$158,032 | High |
| 300E | Lopes Rd | Fermi Dr | W Cordelia Rd | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.43 | \$133,607 | High |
| 333A | Union Ave/ Ohio St | Jefferson St | Broadway St | Class IV Separated Bikeway | All Ages & Abilities | 0.15 | \$54,253 | High |
| 334A | Jefferson St | Ohio St | Broadway St | Class II Bicycle Lane | All Ages & Abilities | 0.08 | \$21,205 | High |
| 334B | Jefferson St | Broadway St | Kentucky St | Class II Bicycle Lane | All Ages & Abilities | 0.38 | \$102,867 | High |
| 341A | Gateway Blvd | Travis Blvd | Pennsylvania Ave | Class I Multi-Use Path | All Ages & Abilities | 1.40 | \$2,249,308 | High |
| 310A | Business Center Dr | Julia Berger Cr | Green Valley Rd | Feasibility Study | To Be Determined | 0.52 | - | High |

Table FA-3: Fairfield Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization Rank |
|------|--------------------|----------------------------|--|--------------------------------|----------------------------|--------|-----------|---------------------|
| 310B | Business Center Dr | Green Valley Rd | Suisun Creek/ Fairfield Linear Park Trail | Feasibility Study | To Be Determined | 2.00 | - | High |
| 356A | E Tabor Ave | N Texas St | Dover Ave | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.50 | \$154,748 | High |
| 356B | E Tabor Ave | Dover Ave | Clay Bank Rd | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.96 | \$298,696 | High |
| 356C | E Tabor Ave | Clay Bank Rd | Railroad Ave (Suisun City) | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.14 | \$32,532 | High |
| 356D | E Tabor Ave | Railroad Ave (Suisun City) | Davis Dr | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.16 | \$50,565 | High |
| 356E | E Tabor Ave | Davis Dr | Walters Rd | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.75 | \$231,074 | High |
| 359A | Peabody Rd | Air Base Pkwy | Dobe Ln | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.25 | \$76,797 | Medium |
| 359B | Peabody Rd | Dobe Ln | Whitney Dr | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.25 | \$76,923 | Medium |
| 359C | Peabody Rd | Whitney Dr | Markley Ln | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.18 | \$54,931 | Medium |
| 359D | Peabody Rd | Markley Ln | Vanden Rd | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.33 | \$102,334 | Medium |
| 359E | Peabody Rd | Vanden Rd | Waterworks Ln | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.63 | \$196,085 | Medium |
| 359F | Peabody Rd | Waterworks Ln | Gramercy Cir | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.26 | \$80,244 | Medium |
| 359G | Peabody Rd | Gramercy Cir | City Limits (N) | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.65 | \$201,405 | Medium |
| 355A | Sunset Ave | Railroad Ave (Suisun City) | Brandon Wy | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.37 | \$97,047 | Medium |
| 355B | Sunset Ave | Brandon Wy | E Tabor Ave | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.26 | \$80,318 | Medium |
| 318A | Beck Ave | Cordelia Rd | California Northern Rail Road | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.28 | \$87,425 | Medium |

Table FA-3: Fairfield Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization Rank |
|------|-----------------------|-------------------------------|--------------------------------|--------------------------------|----------------------------|--------|-----------|---------------------|
| 318B | Beck Ave | California Northern Rail Road | Hwy 12 | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.41 | \$127,323 | Medium |
| 318C | Beck Ave | Hwy 12 | Cadenasso Dr | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.49 | \$152,616 | Medium |
| 318D | Beck Ave | Cadenasso Dr | W Texas Dr | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.13 | \$41,254 | Medium |
| 318E | Beck Ave | W Texas Dr | Fairfield Linear Park Trail | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.17 | \$51,209 | Medium |
| 321A | Ledgewood Creek Trail | Rockville Rd | Fairfield Linear Park Trail | Class I Multi-Use Path | All Ages & Abilities | 0.12 | \$193,699 | Medium |
| 321B | Ledgewood Creek Trail | Fairfield Linear Park Trail | Woolner Ave | Class I Multi-Use Path | All Ages & Abilities | 0.33 | \$535,988 | Medium |
| 321C | Ledgewood Creek Trail | Woolner Ave | Hwy 12 | Class I Multi-Use Path | All Ages & Abilities | 0.46 | \$742,700 | Medium |
| 321D | Ledgewood Creek Trail | Mankas Corner Rd | Existing Ledgewood Creek Trail | Class I Multi-Use Path | All Ages & Abilities | 0.55 | \$707,250 | Medium |
| 361A | Dover Ave | E Travis Blvd | E Tabor Ave | Class III Bicycle Route | Connectivity & Gap Closure | 0.50 | \$690,585 | Medium |
| 361B | Dover Ave | E Tabor Ave | Fairfield Linear Park Trail | Class II Bicycle Lane | Connectivity & Gap Closure | 0.30 | \$80,335 | Medium |
| 361C | Dover Ave | Fairfield Linear Park Trail | Air Base Pkwy | Class II Bicycle Lane | Connectivity & Gap Closure | 0.22 | \$58,761 | Medium |
| 361D | Dover Ave | Air Base Pkwy | Capricorn Cir | Class II Bicycle Lane | Connectivity & Gap Closure | 0.28 | \$76,370 | Medium |
| 361E | Dover Ave | Capricorn Cir | Manuel Campos Pkwy | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 1.09 | \$337,292 | Medium |
| 339A | Utah St | 2nd St | Webster St | Class III Bicycle Route | Connectivity & Gap Closure | 0.52 | \$723,445 | Medium |
| 350A | E Atlantic Ave | Cement Hill Rd | Dover Ave | Class II Bicycle Lane | All Ages & Abilities | 0.35 | \$93,992 | Medium |
| 323A | Woolner Ave | Beck Ave | Gregory Ln | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.55 | \$171,788 | Medium |
| 323B | Woolner Ave | Gregory Ln | Pennsylvania Ave | Class II Bicycle Lane | All Ages & Abilities | 0.33 | \$89,476 | Medium |
| 348A | Atlantic Ave | Heather Dr | Orchid St | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.20 | \$60,943 | Medium |

Table FA-3: Fairfield Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization Rank |
|------|------------------------------|------------------------|--------------------------|--------------------------------|----------------------------|--------|-------------|---------------------|
| 348B | Atlantic Ave | Orchid St | N Texas St | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.15 | \$47,318 | Medium |
| 364A | Dickson Hill Rd | N Texas St | Manuel Campos Pkwy | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 1.44 | \$447,323 | Medium |
| 349A | Cement Hill Rd | N Texas St | Dover Ave | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.59 | \$182,315 | Medium |
| 349B | Cement Hill Rd | Dover Ave | Clay Bank Rd | Class II Buffered Bicycle Lane | All Ages & Abilities | 1.05 | \$325,259 | Medium |
| 366A | Manuel Campos Pkwy/Vanden Rd | Clay Bank Rd | Peabody Rd | Class III Bicycle Route | All Ages & Abilities | 1.89 | \$2,621,002 | Medium |
| 360A | Clay Bank Rd | E Tabor Ave | Air Base Pkwy | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.52 | \$162,611 | Medium |
| 360B | Clay Bank Rd | Air Base Pkwy | Horizon Dr | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.24 | \$73,873 | Medium |
| 360C | Clay Bank Rd | Horizon Dr | Manuel Campos Pkwy | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.79 | \$245,751 | Medium |
| 347A | Heather Dr | Dahlia St | Atlantic Ave | Class III Bicycle Route | Connectivity & Gap Closure | 0.20 | \$277,191 | Medium |
| 317A | Courage Dr | Chadbourne Rd | Beck Ave | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 1.02 | \$314,777 | Medium |
| 343A | Tabor Ave | Pennsylvania Ave | Union Ave | Class III Bicycle Boulevard | All Ages & Abilities | 0.51 | \$112,944 | Medium |
| 369A | Red Top Rd Path Extension | McGary Rd | Existing Red Top Rd Path | Class I Multi-Use Path | All Ages & Abilities | 0.38 | \$604,891 | Medium |
| 344A | Pacific Ave | Union Ave | Heath Dr | Class IV Separated Bikeway | All Ages & Abilities | 0.07 | \$27,155 | Medium |
| 345A | Heath Dr | Pacific Ave | Air Base Pkwy | Feasibility Study | To Be Determined | 0.20 | - | Medium |
| 367A | Vanden Rd | Peabody Rd | West of Fairfield Shop | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.30 | \$92,251 | Medium |
| 367B | Vanden Rd | West of Fairfield Shop | City Limits (N) | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 2.16 | \$668,210 | Medium |
| 329A | Putah South Canal Trail | Rancho Solano Pkwy | Hilborn Rd | Class I Multi-Use Path | All Ages & Abilities | 1.66 | \$2,668,082 | Medium |
| 329B | Putah South Canal Trail | Hilborn Rd | N Texas St | Class I Multi-Use Path | All Ages & Abilities | 1.28 | \$2,063,270 | Medium |
| 329C | Putah South Canal Trail | N Texas St | Laurel Creek Path | Class I Multi-Use Path | All Ages & Abilities | 0.74 | \$1,190,807 | Medium |

Table FA-3: Fairfield Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization Rank |
|------|------------------------------|--|-----------------------------|--------------------------------|----------------------------|--------|-------------|---------------------|
| 329D | Putah South Canal Trail | Laurel Creek Path | Clay Bank Rd | Class I Multi-Use Path | All Ages & Abilities | 1.13 | \$1,816,590 | Medium |
| 329E | Putah South Canal Trail | Clay Bank Rd | Fairfield Linear Park Trail | Class I Multi-Use Path | All Ages & Abilities | 0.80 | \$1,295,314 | Medium |
| 319A | Auto Mall Pkwy | Chadbourne Rd | Raleigh Dr | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.45 | \$138,264 | Medium |
| 319B | Auto Mall Pkwy | Raleigh Dr | Magellan Rd | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.57 | \$177,903 | Medium |
| 319C | Auto Mall Pkwy | Magellan Rd | Beck Ave | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.17 | \$53,635 | Medium |
| 327A | Oliver Rd | Rockville Rd | Hartford Ave | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.46 | \$141,606 | Medium |
| 327B | Oliver Rd | Hartford Ave | Travis Blvd | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.28 | \$85,310 | Medium |
| 327C | Oliver Rd | Travis Blvd | Mankas Corner Rd | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.92 | \$286,065 | Medium |
| 306A | South Cordelia Junction Path | McGary Rd | Lopes Rd | Class I Multi-Use Path | All Ages & Abilities | 1.29 | \$2,075,080 | Medium |
| 372A | Clay Bank Path | Proposed Fairfield Linear Park Extension | Putah South Canal Trail | Class I Multi-Use Path | All Ages & Abilities | 0.71 | \$1,139,531 | Medium |
| 357A | Walters Rd | E Tabor Ave | Huntington Dr | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.52 | \$160,787 | Medium |
| 358A | Huntington Dr | Walters Rd | Crocker Cir | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.34 | \$104,778 | Medium |
| 358B | Huntington Dr | Crocker Cir | Peabody Rd | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.81 | \$250,062 | Medium |
| 351A | Rancho Solano Pkwy Path | Mankas Corner Rd | Putah South Canal Trail | Class I Multi-Use Path | All Ages & Abilities | 0.25 | \$398,534 | Medium |
| 354A | Hilborn Rd | Air Base Pkwy | Putah South Canal Trail | Feasibility Study | To Be Determined | 0.49 | - | Medium |
| 370A | Red Top Path Connector Trail | Red Top Rd | Existing Path | Class I Multi-Use Path | All Ages & Abilities | 0.36 | \$581,849 | Medium |
| 301A | Lincoln Hwy | W Cordelia Rd | Auto Plaza Ct | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.17 | \$53,545 | Medium |
| 301B | Lincoln Hwy | Auto Plaza Ct | Business Center Dr | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.44 | \$137,118 | Medium |

Table FA-3: Fairfield Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization Rank |
|------|--|-----------------------------|---------------------------|--------------------------------|----------------------------|--------|-------------|---------------------|
| 315A | Cordelia Rd | Hale Ranch Rd | Beck Ave | Class II Buffered Bicycle Lane | All Ages & Abilities | 1.59 | \$493,776 | Medium |
| 315B | Cordelia Rd | Beck Ave | Pennsylvania Ave | Class III Bicycle Route | All Ages & Abilities | 0.78 | \$667,973 | Medium |
| 352A | Waterman Blvd | Rancho Solano Pkwy | Barbour Dr | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 1.18 | \$365,963 | Medium |
| 352B | Waterman Blvd | Barbour Dr | Hilborn Rd | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.37 | \$113,249 | Medium |
| 309A | Putah South Canal Trail | Bay Area Ridge Trail | Oakwood Dr/ City Limits | Class I Multi-Use Path | All Ages & Abilities | 1.77 | \$2,855,091 | Low |
| 365A | Manuel Campos Pkwy | Hilborn Rd | N Texas St | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.30 | \$91,829 | Low |
| 365B | Manuel Campos Pkwy | N Texas St | Dover Ave | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.42 | \$129,205 | Low |
| 365C | Manuel Campos Pkwy | Dover Ave | Mystic Dr | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.53 | \$162,969 | Low |
| 365D | Manuel Campos Pkwy | Mystic Dr | Clay Bank Rd | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.78 | \$240,704 | Low |
| 346A | Dahlia St | Heather Dr | Heath Dr | Class III Bicycle Route | Connectivity & Gap Closure | 0.11 | \$157,019 | Low |
| 314A | Cordelia Rd | C/L | C/L (Cordelia Substation) | Class II Bicycle Lane | All Ages & Abilities | 1.03 | \$278,897 | Low |
| 308C | Bay Ridge Trail | Oakridge Dr | North City Limits | Class I Multi-Use Path | All Ages & Abilities | 1.31 | \$2,105,368 | Low |
| 368A | Eastridge Connector Trail | Green Valley Rd | Bay Area Ridge Trail | Class I Multi-Use Path | All Ages & Abilities | 0.18 | \$297,133 | Low |
| 371A | Red Top Park and Ride Path Connection | McGary Rd | Hwy 12 | Class I Multi-Use Path | All Ages & Abilities | 0.56 | \$909,352 | Low |
| 328A | Salisbury Dr/ Larkmont Dr Bike Boulevard | Ledgewood Creek Trail | Oliver Rd | Class III Bicycle Route | Connectivity & Gap Closure | 0.40 | \$555,464 | Low |
| 312A | Pitman Rd | Central Wy | Link Rd | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.23 | \$70,653 | Low |
| 312B | Pitman Rd | Link Rd | Cordela Rd | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.45 | \$140,889 | Low |
| 316A | Chadbourne Rd | Fairfield Linear Park Trail | Cordelia Rd | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 1.10 | \$336,460 | Low |
| 313A | Dan Wilson Creek Trail | Wetland Rd | I-80 | Class I Multi-Use Path | All Ages & Abilities | 1.23 | \$1,973,957 | Low |

Table FA-3: Fairfield Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization Rank |
|------|---------------------------------------|--|-----------------------------|--------------------------------|----------------------------|--------|-------------|---------------------|
| 313B | Dan Wilson Creek Trail | I-80 | Business Center Dr | Class I Multi-Use Path | All Ages & Abilities | 0.20 | \$329,772 | Low |
| 313C | Dan Wilson Creek Trail | Business Center Dr | Fairfield Linear Park Trail | Class I Multi-Use Path | All Ages & Abilities | 0.18 | \$290,586 | Low |
| 311A | Suisun Valley Rd | Solano College Rd (N) | Oakwood Dr | Class II Bicycle Lane | Connectivity & Gap Closure | 0.36 | \$97,655 | Low |
| 311C | Suisun Valley Rd | Business Center Dr | Central Wy | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.49 | \$151,468 | Low |
| 302C | Green Valley Rd | Eastridge Dr | C/L | Class II Bicycle Lane | Connectivity & Gap Closure | 0.41 | \$110,799 | Low |
| 365D | Manuel Campos Pkwy | Mystic Dr | Clay Bank Rd | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.78 | \$240,704 | |
| 366A | Manuel Campos Pkwy/Vanden Rd | Clay Bank Rd | Peabody Rd | Class III Bicycle Route | All Ages & Abilities | 1.89 | \$2,621,002 | |
| 367A | Vanden Rd | Peabody Rd | West of Fairfield Shop | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.30 | \$92,251 | |
| 367B | Vanden Rd | West of Fairfield Shop | City Limits (N) | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 2.16 | \$668,210 | |
| 368A | Eastridge Connector Trail | Green Valley Rd | Bay Area Ridge Trail | Class I Multi-Use Path | All Ages & Abilities | 0.18 | \$297,133 | |
| 369A | Red Top Rd Path Extension | McGary Rd | Existing Red Top Rd Path | Class I Multi-Use Path | All Ages & Abilities | 0.38 | \$604,891 | |
| 370A | Red Top Path Connector Trail | Red Top Rd | Existing Path | Class I Multi-Use Path | All Ages & Abilities | 0.36 | \$581,849 | |
| 371A | Red Top Park and Ride Path Connection | McGary Rd | Hwy 12 | Class I Multi-Use Path | All Ages & Abilities | 0.56 | \$909,352 | |
| 372A | Clay Bank Path | Proposed Fairfield Linear Park Extension | Putah South Canal Trail | Class I Multi-Use Path | All Ages & Abilities | 0.71 | \$1,139,531 | |

Implementation Note: All recommended proposed projects may need further evaluation at the local level including potential parking, traffic operations, design, and/or feasibility studies. Additionally, projects that may require multiple studies could be assessed with a Complete Streets Corridor Study and include additional public engagement.

Near-Term Implementation Bike Network Action Plan

During the fourth phase of outreach, participants at each workshop or meeting were asked to identify their top five projects that Fairfield should prioritize in the next five years. This activity is intended to help shed light on which recommended bikeway facilities would be most utilized as a complete, connected network. Research has shown that rapidly building out a connected, low-stress network provides the highest mode shift to bicycling. Given realistic funding constraints and staff capacity to implement all bikeway recommendations, the Solano Transportation Authority identified a focused list of projects to build out

a simplified citywide network. The Solano Transportation Authority will partner with the City of Fairfield to identify funding sources to implement the facilities over the next five years. While some projects may score lower on the prioritization list, they represent critical connections within the overall network framework. Figure FA-19 shows the results from the 5 in 5 outreach activity. Figure FA-20 and Table FA-4 identify the top corridors from the “5 in 5” activity with their associated prioritization rankings that should be considered for near-term implementation to build out a connected network.

Table FA-4: Near-Term Implementation Bike Network Corridors

| Corridor Name | Segment IDs | Total Project Cost | Safe Routes to Transit | Safe Routes to School | Supports Equity Goals |
|---|------------------------------------|--------------------|------------------------|-----------------------|-----------------------|
| Trail Network Expansion Study | 320E, 320F | \$5,769,907 | √ | √ | √ |
| Red Top Road | 305A, 305B | \$331,339 | √ | √ | |
| Lopes Road | 300D, 300E, 301A, 301B | \$482,301 | √ | √ | |
| Business Center Drive | 310A, 310B | To Be Determined | √ | √ | |
| Linear Park to Downtown Fairfield Accessibility | 338A, 334A, 334B, 342A, 342B, 345A | To Be Determined | √ | √ | √ |
| Total Near-Term Cost | | \$6,583,547 | | | |

Action Plan Corridor Descriptions

The descriptions of the near-term action plan corridor below should be used to help identify funding sources and apply for potential grant applications.

Near-term Existing Planned Projects

At the time of the development for the Solano Active Transportation Plan, the City of Fairfield was actively working on projects for both West Texas St and North Texas St. These two facilities represent two of the mostly highly requested corridors in Fairfield from the community outreach process. West Texas is planned to incorporate a lane reconfiguration that will feature new all ages and abilities bicycle facilities to connect residents and visitors to downtown. Similarly, North Texas Street is planned to include new bicycle lanes that will provide a convenient way to access destinations along the corridor.

Near-term Action Plan Projects

Using the input received from the “5 in 5” outreach activity and the prioritized project list, the projects listed in this section work together to create a suggested near-term action plan that should serve as a guide for developing

a connected all ages and abilities network. While some projects may score lower on the prioritization list, they represent critical connections within the overall network framework. Figure FA-20 details how these 5-year action plan projects build on the existing facilities to enhance the bicycle network coverage in Fairfield.

- 1. Trail Network Expansion Study (320E, 320F)** – Multiple trail projects were identified as part of the 5 in 5 outreach activity and were consistently requested during other portions of the community engagement process. In particular, expanding the Linear Park Trail from its current terminus to the northeast would provide access to the Fairfield/Vacaville Amtrak Station. While this section should be prioritized, a trail network expansion feasibility study and design project could be conducted to further evaluate the feasibility of the Class I Multi-use Path system proposed in the Solano Active

Transportation Plan including potential grade-separated crossings. In particular, the study could address the proposed Ledgewood Creek Trail, Highway 12 Path, Rockville Road Underpass, Gateway Boulevard Side Path, Putah South Canal Trail, Laurel Creek Trail extension, South Cordelia Junction Path, Dan Wilson Creek Trail, Red Top Park and Ride Path Connection, Bay Ridge Trail extension, and the Linear Park Trail extension. The Linear Park Trail extension connects through one MTC Priority Development Area. Other proposed trail segments also pass through MTC Priority Development Areas and MTC Communities of Concern.

- 2. Red Top Road (305A, 305B)** – Implement low-cost Class IV Separated Bikeways on Red Top Road by narrowing travel lanes and adding striped buffers with soft-tipped posts or bollards. This route connects an existing countywide bikeway facility on McGary Road to proposed gap closure bikeway projects on Lopes Road and Business Center Drive that would link the Cordelia Junction area to Downtown Fairfield. This corridor would establish a safe route to school for Rodriguez High School and promotes access to nearby industrial business areas. The corridor also closes a gap to transit for local FAST Transit Route 8. This route promotes regional recreation opportunities by connecting to long-distance established routes to Benicia (Lopes Road) and Vallejo (McGary Road).
- 3. Lopes Road (300D, 300E, 301A, 301B)** – Implement Class II Buffered Bicycle Lanes on Lopes Road by narrowing vehicle travel lanes and implementing a lane reconfiguration in limited portions. This route closes a gap in the countywide backbone network and serves as a critical link over Interstate 80 through Cordelia Junction between many retail and industrial business jobs. This corridor would establish a safe route to school for Rodriguez High School and promotes access to nearby industrial business areas while closing a gap to transit for local FAST Transit Route 8.
- 4. Business Center Drive (310A, 310B)** – Conduct a feasibility study to determine the most appropriate route given local conditions. Consider installing a low-cost Class IV Separated Bikeway by reconfiguring travel lanes and striping buffers with soft-tipped posts or bollards. This route provides a link between the Bay Ridge Trail and the Fairfield Linear Park Trail to promote recreational opportunities while closing a gap in the countywide backbone network from Lopes Road. This would connect multiple neighborhoods, high density residential areas, employment and retail centers, and

healthcare facilities. This corridor would establish safe routes to schools for Nelda Mundy Elementary School, InterCoast Colleges Fairfield Campus, and Solano Community College. This project would also close a gap to transit for local FAST routes 7 and 8.

- 5. Linear Park to Downtown Fairfield Accessibility (338A, 334A, 334B, 342A, 342B, 345A)** – This grouping of rapid implementation projects identifies two primary routes to implement all ages and abilities facilities that provide access to Downtown Fairfield from the Linear Park Trail. The intent is to compliment and connect with the planned project on West Texas Street and North Texas Street
 - a. The 2nd Street Class III Bicycle Route** links the Linear Park north toward the Solano Town Center and south to West Texas Street which will provide access to Downtown Fairfield. This also provides a safe route to school for Fairview Elementary School. The route should feature ample wayfinding and, where possible, upgrades to include traffic calming features should be considered. This route closes a gap to transit for local FAST Transit route 1. This corridor connects through one MTC Priority Development Area and one MTC Community of Concern.
 - b. The Union Avenue Two-Way Class IV Separated Bikeway** should be assessed with additional outreach to local neighborhood and a parking study. The Union Avenue Bikeway could be a low-cost two-way separated bikeway on one-side of the street with a striped buffer and curb stops or armadillos. While North Texas Street will include a bicycle lane for local access and safety improvements, it will not provide an all ages and abilities comfort level facilities to encourage families to travel from the Linear Park to Downtown. Union Street establishes a safe route to school and frontage access for Armijo High School. Coupled with Jefferson St through Downtown Fairfield, this route would also provide direct access to Union Avenue Bicycle and Pedestrian Overcrossing to the Suisun-Fairfield Amtrak Station. The route closes a gap to transit for local FAST Transit route 6. This corridor connects through one MTC Priority Development and three MTC Communities of Concern.

Figure FA-19: 5 in 5 Public Input Activity Results for Fairfield

Fairfield

STA
Countywide Active Transportation Plan
5 in 5 Activity Results



Public Input
More

Fewer

County

Jurisdictions

Parks

Water



0 1 2 mi

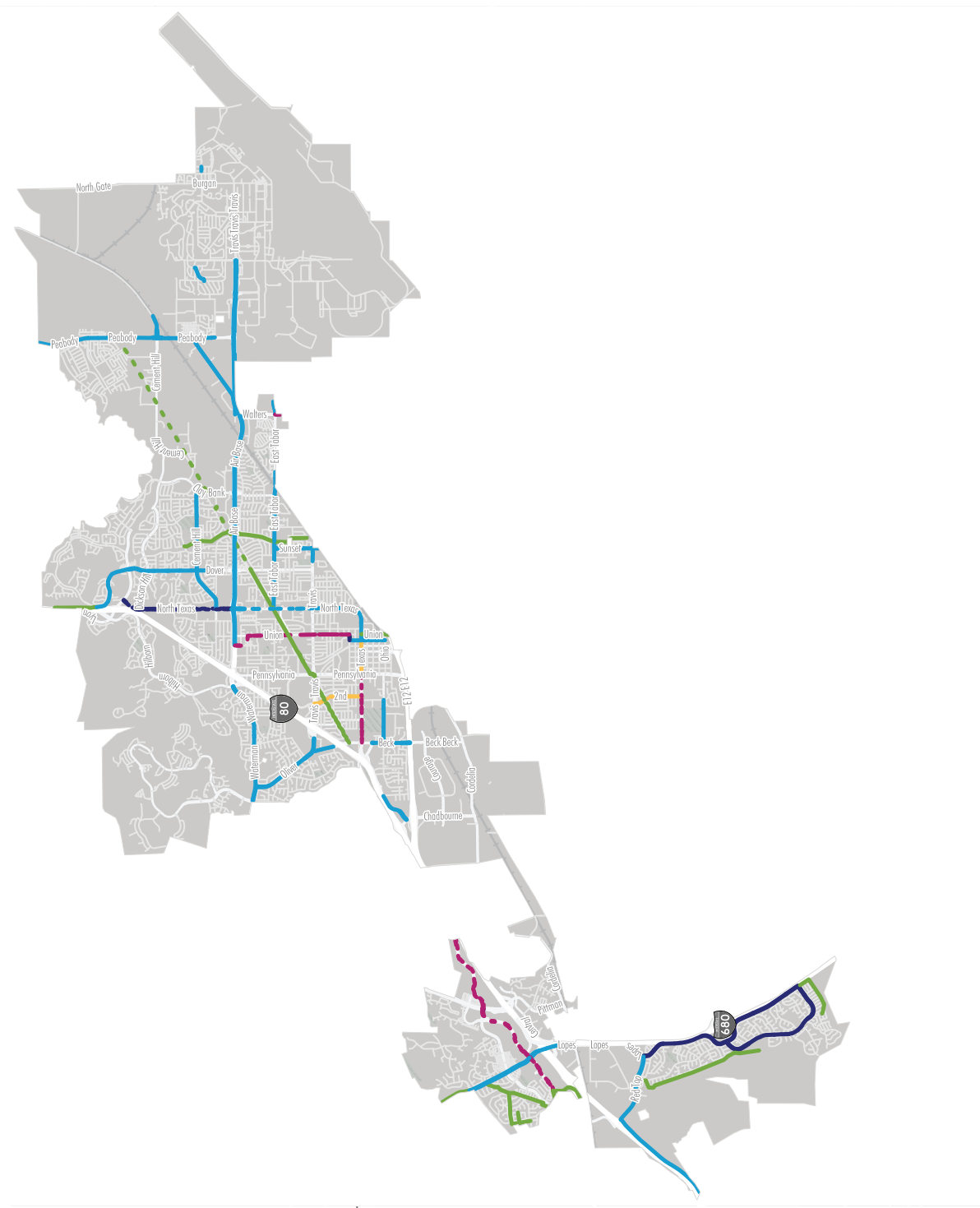
Figure FA-20: Fairfield Near-term Action Plan Bikeway Network

Fairfield

STA
 Countywide Active Transportation Plan
Bicycle Network -
Near-term Action Plan Facilities

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class II Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway

- Existing
- Proposed
- County
- Jurisdictions
- Parks
- Water



Recommended Pedestrian Projects

Two types of analyses were completed to identify pedestrian network recommendations. The first assessment identified sidewalk gaps along the local and countywide backbone networks that play a regionally significant role in the pedestrian realm. This analysis identified 14.5 miles of sidewalk gaps in Fairfield along the backbone networks. Table FA-5 presents the sidewalk gaps along the backbone networks along with a cost estimate for filling each gap. Figure FA-21 shows the sidewalk network gaps and the backbone network.

The second assessment identified pedestrian projects highlighted through the safety analysis, walk audits, community outreach, or previous transportation plans; or sidewalk gaps located in high-demand areas, such as along arterials in close proximity to transit stops or schools (see Table FA-6). Note that there is some overlap in projects identified in each process for sidewalk gap closure projects as local priorities were evaluated. Figure FA-22 shows the list of pedestrian projects identified using this second assessment. All of the projects identified through these two analysis will help improve Fairfield's pedestrian network so that it is more comfortable for people of all ages and abilities.

Table FA-5: Fairfield Sidewalk Gaps along the Active Transportation Backbone Network

| Street / Facility Name | Extents | North or West Side of Street Distance (mi) | South or East Side of Street Distance (mi) | Total Distance (mi) | Cost |
|------------------------|--|--|--|---------------------|---------------------|
| Red Top Road | McGary St to River Rd | 0.37 | 0.46 | 0.82 | 0.8819 in |
| Lopes Rd | Red Top Rd to Cordelia Rd | 0.60 | 0.95 | 1.55 | \$1,534,500 |
| Cordelia Rd | Pittman Rd to Romania Rd | 0.66 | 0.66 | 1.32 | \$1,306,800 |
| Cordelia Rd | Hale Ranch Rd to Pennsylvania Ave | 1.21 | 1.92 | 3.13 | \$3,098,700 |
| Business Center Dr | Green Valley Rd to Suisun Valley Rd | 0.42 | 0.41 | 0.82 | \$811,800 |
| Business Center Dr | Suisun Valley Rd to Suisun Creek | 0.00 | 0.40 | 0.40 | \$396,000 |
| West Texas St | Oliver Rd to Beck Ave | 0.00 | 0.22 | 0.22 | \$217,800 |
| Pennsylvania Ave | Empire St to Kansas St | 0.44 | 0.00 | 0.44 | \$435,600 |
| Travis Blvd | Holiday Ln to Maupin Rd | 0.29 | 0.00 | 0.29 | \$287,100 |
| Manuel Campos Pkwy | Hilborn Rd to North Texas St | 0.27 | 0.00 | 0.27 | \$267,300 |
| E Tabor Ave | Railroad Ave to Walters Rd | 0.09 | 0.89 | 0.99 | \$980,100 |
| Walters Rd | E Tabor Ave to Huntington Dr | 0.15 | 0.41 | 0.57 | \$564,300 |
| Huntington Dr | Walters Rd to Peabody Rd | 1.14 | 0.70 | 1.84 | \$1,821,600 |
| Peabody Rd | Huntington Dr to Vanden Rd | 0.48 | 0.00 | 0.48 | \$475,200 |
| Peabody Rd | Vanden Rd to Huber Dr | 0.52 | 0.55 | 1.07 | \$1,059,300 |
| Peabody Rd | Josheph Gerevas Dr to Chuck Hammond Dr | 0.00 | 0.19 | 0.19 | \$188,100 |
| Total | - | 6.65 | 7.77 | 14.42 | \$14,275,800 |

Figure FA-21: Fairfield Sidewalk Gaps along the Active Transportation Backbone Network

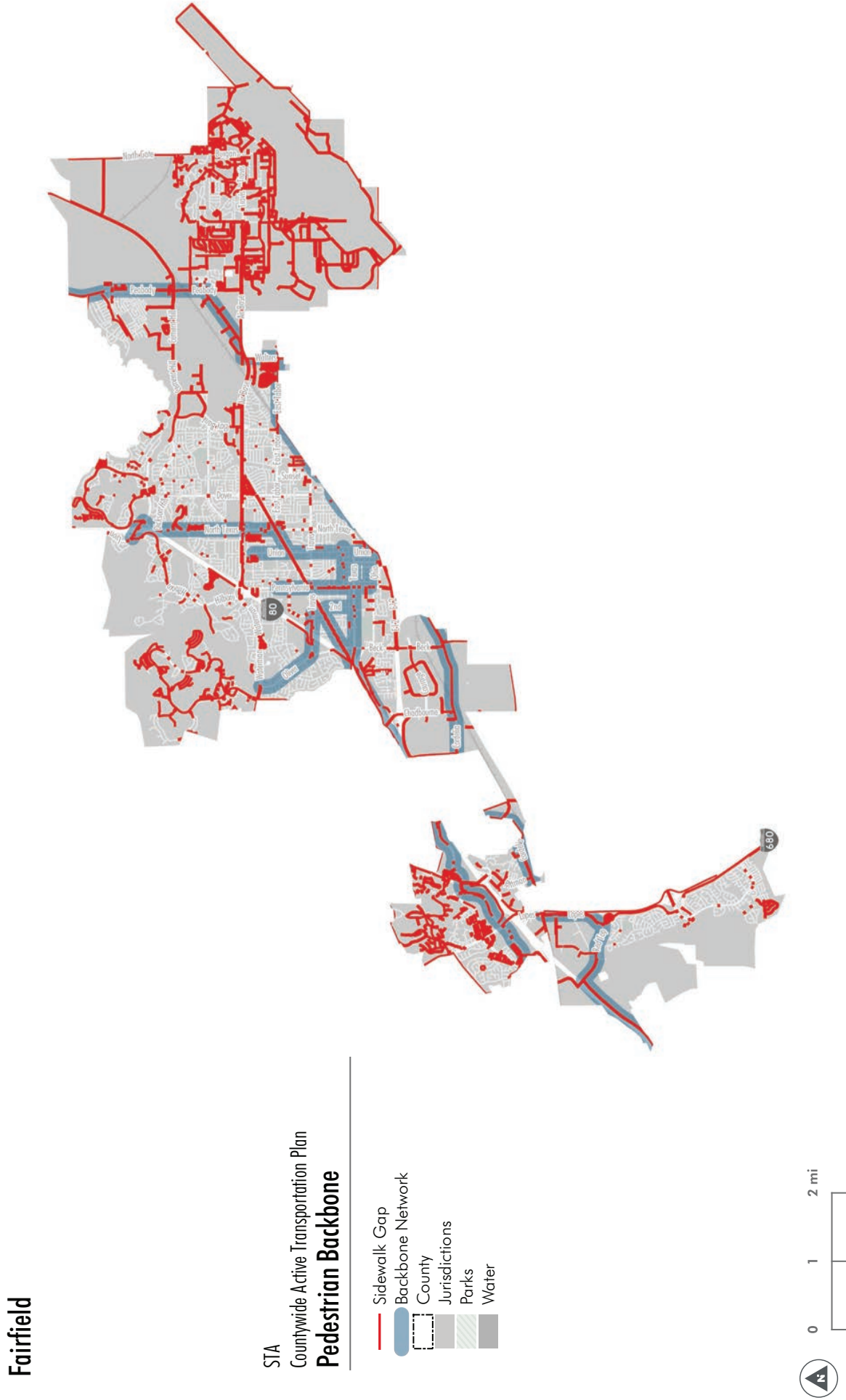


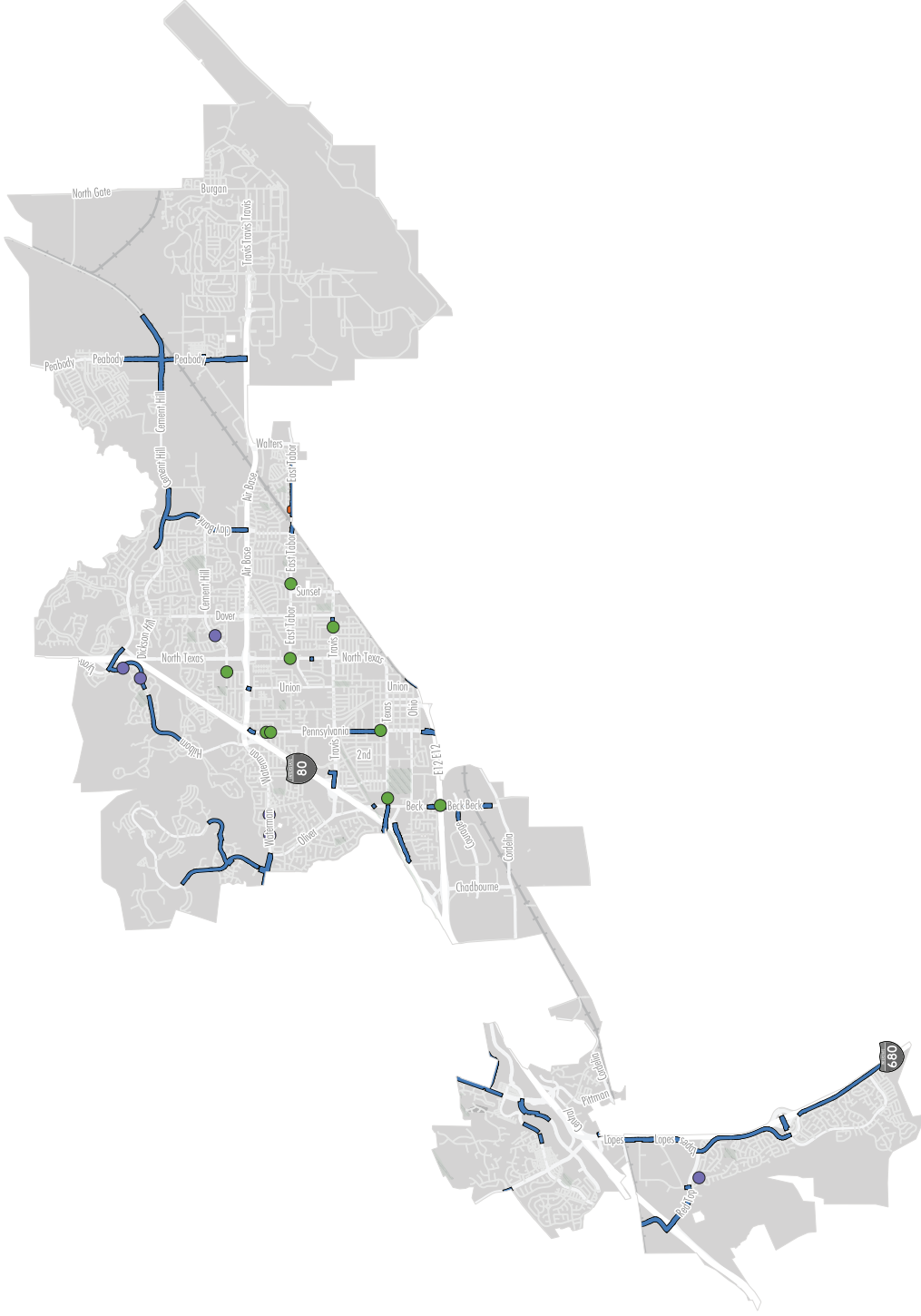
Table FA-6: Proposed Priority Pedestrian Projects in Fairfield

| Project ID | Location | Description | Project Type | Length (mi) | Cost* |
|------------|--|-----------------------------------|-----------------------|-------------|-------------|
| FA.SA.1 | CA-12 & Beck | Pedestrian Overcrossing | Safety | - | |
| FA.SA.2 | N Texas & E Tabor | Curb Extension/ADA/No RTOR | Safety | - | |
| FA.SA.3 | Pennsylvania & Empire | Improved Crossing, Curb Extension | Safety | - | |
| FA.SA.4 | W Texas & Park Crossing Apts | Curb Extension/ADA | Safety | - | |
| FA.SA.5 | W Texas from 5th to Pennsylvania | Access Management | Safety | - | |
| FA.SA.6 | Atlantic & Orchid | ADA Ramps | Safety | - | |
| FA.SA.7 | E Tabor west of Falcon | Improve Crossing | Safety | - | |
| FA.SA.8 | E Travis & San Brun | Improve Crossing | Safety | - | |
| FA.SA.9 | Pennsylvania & Del Prado St | Improve Crossing | Safety | - | |
| FA.SA.10 | Pennsylvania & Buckingham Dr | Improve Crossing | Safety | - | |
| FA.SR2S.1 | Hilborn Rd | Improve Crossing | Safe Routes to School | - | |
| FA.SR2S.2 | Hilborn Rd | Improve Crossing | Safe Routes to School | - | |
| FA.SR2S.3 | Cement Hill Rd | Improve Crossing | Safe Routes to School | - | |
| FA.SR2S.4 | Waterman Blvd | Improve Crossing | Safe Routes to School | - | |
| FA.SR2S.5 | Waterman Blvd | Improve Crossing | Safe Routes to School | - | |
| FA.SR2S.6 | Oakbrook Dr | Improve Crossing | Safe Routes to School | - | |
| FA.SG.1 | Red Top Rd between the railroad and Watt Dr | School Access | Sidewalk Gap Closure | 8.38 | \$8,301,000 |
| FA.SG.10 | Beck Ave, Courage Dr, Auto Mall Pkwy | Transit Access | Sidewalk Gap Closure | 1.44 | \$1,426,125 |
| FA.SG.11 | Peabody Rd, Cement Hill Rd | Transit Access | Sidewalk Gap Closure | 3.41 | \$3,372,188 |
| FA.SG.2 | West side of Green Valley Rd at Reservoir Ln, southeast side of Mangels Blvd, northwest side of Business Center Dr | School Access and Transit Access | Sidewalk Gap Closure | 0.44 | \$438,188 |
| FA.SG.3 | Rockville Rd from Beck Ave to city boundary, Becky Ave, Pennsylvania Ave | School Access and Transit Access | Sidewalk Gap Closure | 2.56 | \$2,538,375 |
| FA.SG.4 | Northwest side of where Pennsylvania Ave turns into Alaska Ave, north side of E Travis Blvd, south side of East Tabor Av | School Access | Sidewalk Gap Closure | 0.47 | \$466,125 |
| FA.SG.5 | North side of Travis Blv | School Access | Sidewalk Gap Closure | 2.91 | \$2,878,500 |
| FA.SG.6 | Southwestern side of Hibborn Rd, northeast side of Lloyd Rd | School Access | Sidewalk Gap Closure | 1.66 | \$1,642,688 |
| FA.SG.7 | Clay Bank Rd, Cement Hill Rd | School Access | Sidewalk Gap Closure | 2.11 | \$2,086,313 |
| FA.SG.8 | East and west sides of Peabody Rd from Air Base Pkwy to the railroad | School Access and Transit Access | Sidewalk Gap Closure | 2.09 | \$2,068,500 |
| FA.SG.9 | Suisun Valley Rd, Business Center Dr | Transit Access | Sidewalk Gap Closure | 1.18 | \$1,165,125 |

*Additional analysis is needed to determine costs associated with projects other than sidewalk gap closure projects.

Figure FA-22: Proposed Pedestrian Projects in Fairfield

Fairfield



STA Countywide Active Transportation Plan Pedestrian Projects

- Water
- County Jurisdictions
- Parks
- Capital Improvement Program
- Safe Routes to School
- Safe Routes to Transit
- Safety
- Sidewalk Gap Closure
- Capital Improvement Program
- Sidewalk Gap Closure





Rio Vista

Rio Vista

Overview

Rio Vista is located on the east side of Solano County and, because it is not on the I-80 corridor, is somewhat isolated from the rest of the cities in the county. Rio Vista is a small waterfront town situated on the west bank of the Sacramento River. Its historic downtown serves as the City's main retail area. CA-12 bisects the city in an east-west direction, serving as the principal connector to I-80 in Fairfield, to CA-113 leading to Dixon, and to Interstate 5 in Stockton. Also, CA-84 starts in Rio Vista and continues north to Sacramento. Most of Rio Vista is undeveloped, with self-contained pockets of residential development located throughout the city. The largest employer within Rio Vista is Rosetta Resource, a natural gas well operator, though Trilogy and Homecoming were added after recent development. Rio Vista is the smallest city in Solano County, with a population of 9,009 people as of 2017.

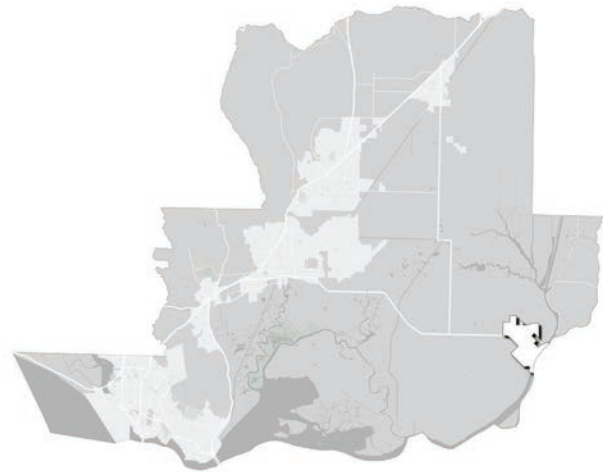


Figure RV-1: Rio Vista

Existing Conditions

This section provides a high-level summary of the existing conditions related to active transportation in Rio Vista. For more details on the demographic composition and travel patterns of people walking and bicycling and the existing active transportation network in Rio Vista, refer to *Appendix B. Technical Analysis and Summary Memorandums*.

Active Transportation Profile

This section evaluates demographic characteristics of the population who currently walk or ride a bicycle in Rio Vista using data from the United States Census American Community Survey (2017, 5-year estimates) and the California Household Travel Survey (2012). While these surveys are useful, this data should not be taken at face value given the small sample sizes associated with this data in smaller communities, such as Rio Vista. It is presented here because this data provides a general indication of walking and bicycling trends in Rio Vista.

Demographic Characteristics

According to the United States Census American Community Survey, the population of Rio Vista increased by twenty-two percent from 2010 to 2017. The share of vulnerable

populations (people under 18 or under and 65 or older), who may be more likely to rely on walking, bicycling, and transit, increased by 30 percent.

Travel Characteristics

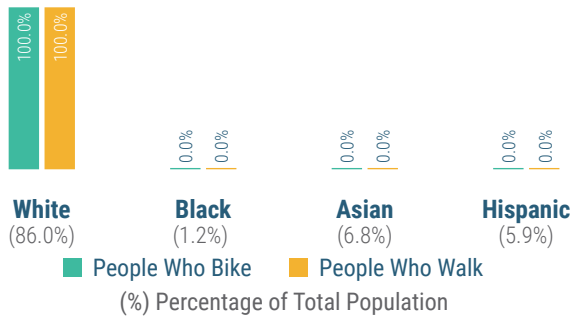
In 2017, nearly 9 percent of the employed population age 16 or older biked, walked, or rode public transit to work. Based on data from the California Household Travel Survey, the majority of trips in Rio Vista across all modes are for dining (30%), while only 13 percent of trips are for work. One-third of trips (33%) in Rio Vista across all modes are for dining, with only about 14 percent of all trips being for work. Almost half of all trips taken in Rio Vista by any mode of transportation (51%) are less than three miles in length, which is considered a reasonable biking distance. Over 42 percent of all trips are less than one mile, which is considered a reasonable walking distance. This indicates that almost half of all trips made within Rio Vista could be converted to walking or biking trips. Additional travel patterns for Benicia are depicted in Figure RV-2.

Rio Vista Active Transportation Profile

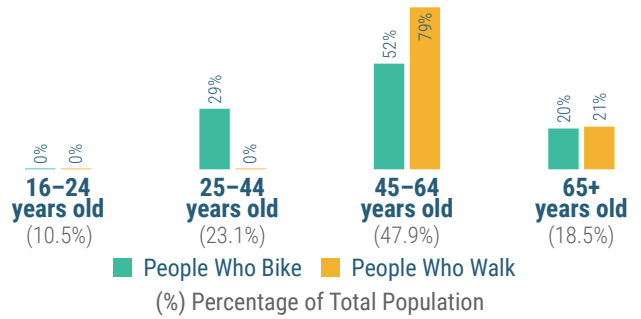
Characteristics of residents who walk or bike to work:

Source: US Census, ACS 5-Year Estimates 2016. Sample size = 72 people who walk and 25 people who bike

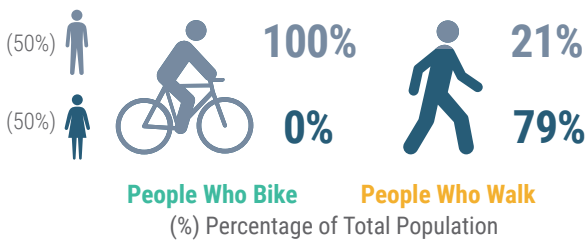
Race



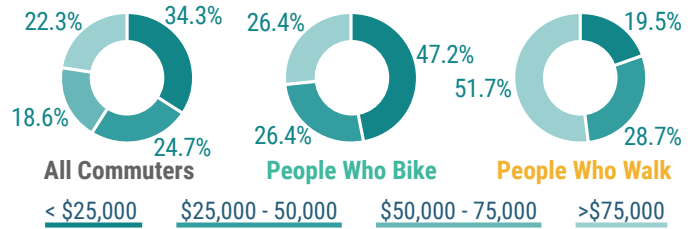
Age



Gender



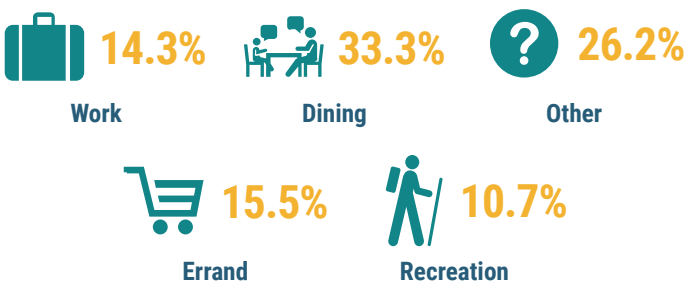
Income



General travel characteristics (all modes):

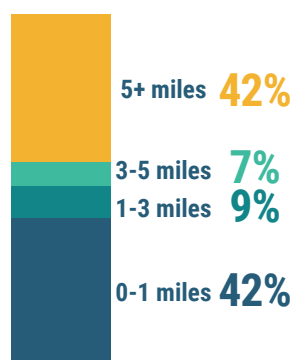
Trip Purposes

Sample size = 166 trips (all modes)



Trip Distances

Sample size = 74 trips (all modes)



Mode Share

Sample size = 2,599 people (commute trips)

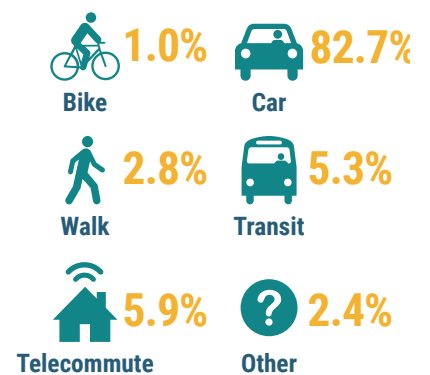


Figure RV-2: Rio Vista Active Transportation Infographic

Existing Active Transportation Network

The active transportation network consists of both pedestrian and bicycle infrastructure that work together to provide mobility options for all those that live, work, study, play, visit, pray, or shop in Rio Vista. Whether we're aware of it or not, everyone in Rio Vista uses active transportation infrastructure, such as sidewalks, at some point in their day even if just for short distances to reach their desired destinations.

Existing Pedestrian Network

The pedestrian network within Rio Vista consists largely of sidewalk infrastructure supported by crossing treatments, multi-use paved trails, and unpaved recreational trails. Rio Vista currently has an overall Walk Score of 75 out of 100 according to the real-estate website www.WalkScore.com, indicating that it is very walkable, with most errands able to be accomplished on foot. The city currently has a total of 50 miles of existing sidewalk infrastructure, which includes measurements of sidewalks on both sides of the street independently. With approximately 118 miles of maximum sidewalk coverage (total roadway mileage multiplied by two to account for both sides of the street) as shown in Figure RV-4 and the map in Figure RV-5. Depending on land use context, there may be areas of the city with rural characteristics where typical sidewalk infrastructure may not be compatible. However, it was not possible to exclude these areas from the overall sidewalk inventory evaluation.

Existing Bicycle Network

This section summarizes the bicycle facilities in Rio Vista's existing bike network. It also presents the results of the bicyclist comfort and connectivity analyses – that is, level of traffic stress (LTS) and bicycle network connectivity analysis (BNA), respectively – for the existing network. Additional information on the LTS and BNA methodologies can be found in the existing conditions section of the Solano Countywide Active Transportation Plan. Rio Vista has a 59-mile roadway network, but there are no on-street designated bikeways, as shown in Figure RV-6. However, a majority of roadway lane miles are on low-speed and low-volume streets. Figure RV-7 and Figure RV-8 present the LTS and BNA results for Dixon's existing bicycle network, respectively.



Figure RV-3: Class I Multi-use Path in Rio Vista

Sidewalk Network Inventory

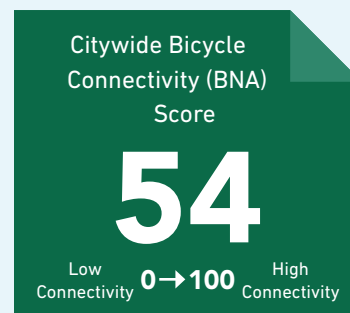


| | Existing Sidewalk Lane Miles | Full Sidewalk Buildout Lane Miles |
|----------------------------|------------------------------|-----------------------------------|
| Rio Vista | 50 | 118 |
| Priority Development Areas | - | - |
| Communities of Concern | - | - |
| Disadvantaged Communities | - | - |

Bicycle Network Inventory

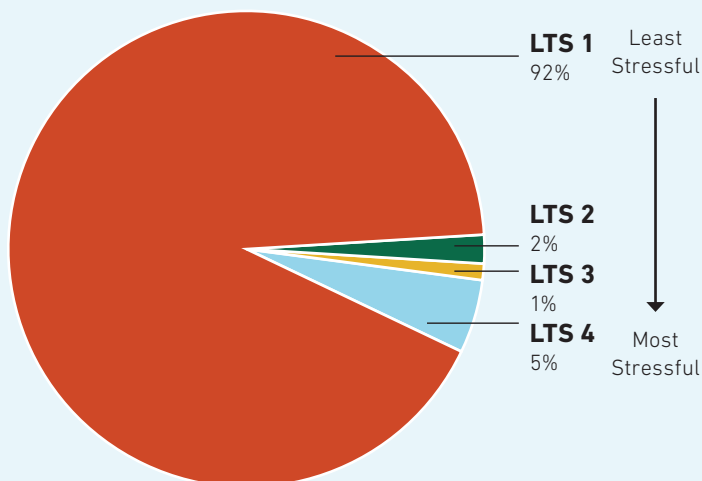


| Bike Facilities | Lane Miles |
|---------------------------|------------|
| Multi-Use Paths (Class I) | 2 |
| Bike Lanes (Class II) | - |
| Bike Routes (Class III) | - |
| No Designated Facility | 57 |
| All Roadways | 59 |



Percent of Roadway Mileage

Level of Traffic Stress (LTS)



Bicycle Inventory

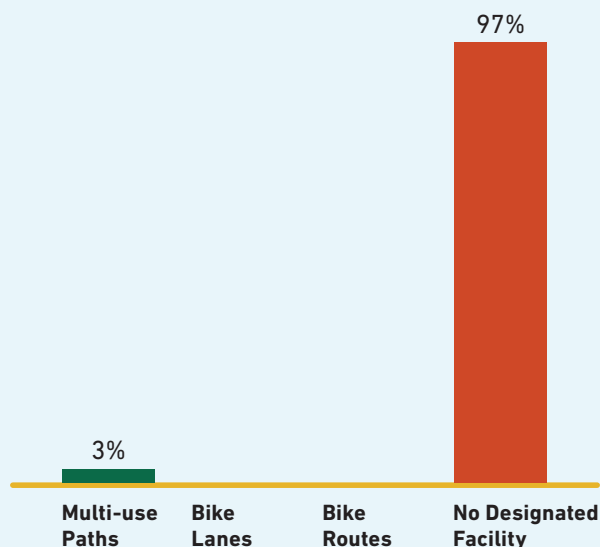


Figure RV-4: Rio Vista Active Transportation Network Infographic

Figure RV-5: Rio Vista Sidewalk Coverage Map

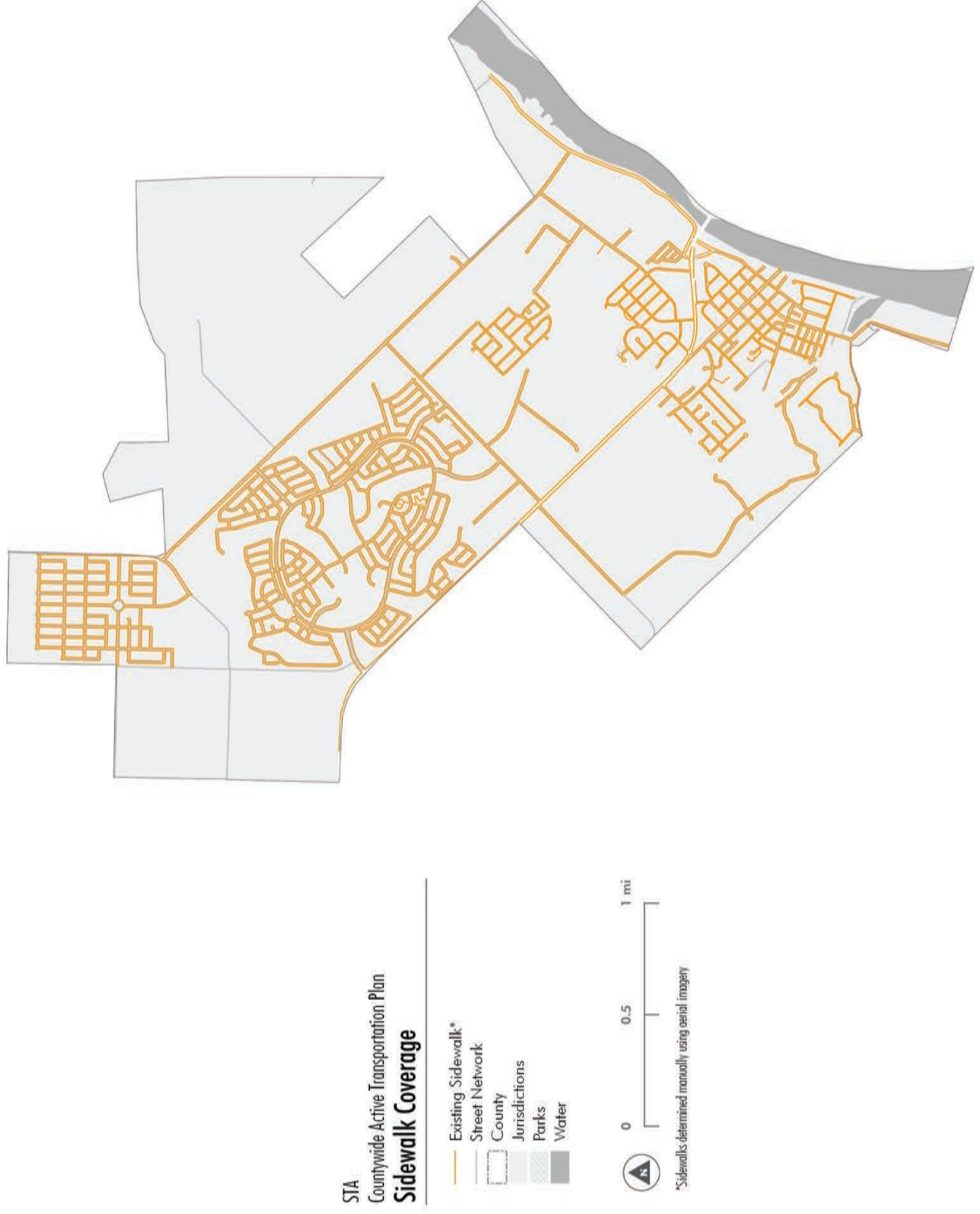
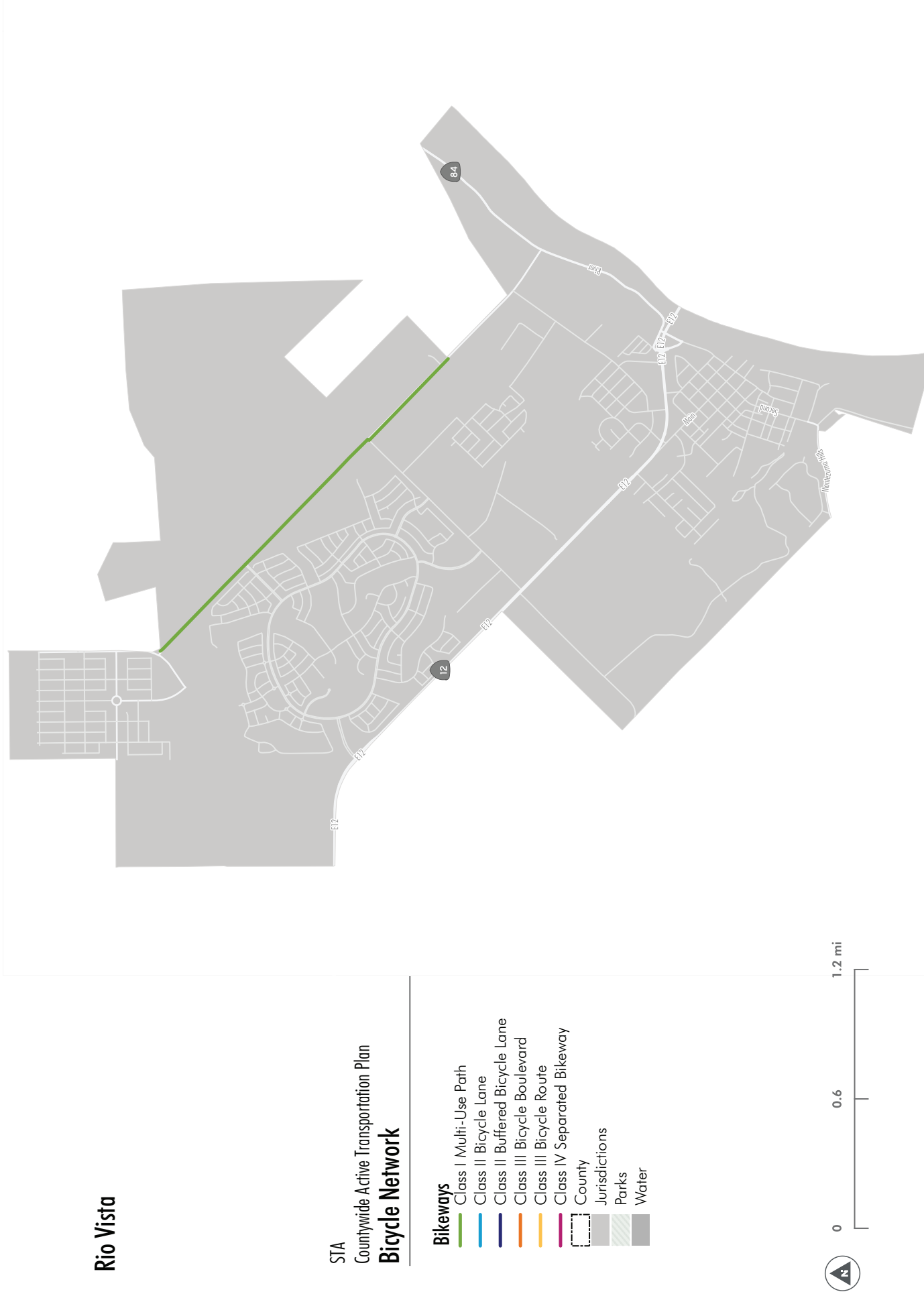


Figure RV-6: Rio Vista Existing Bike Network Map



Rio Vista

STA Countywide Active Transportation Plan Bicycle Network

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class III Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway
- County
- Jurisdictions
- Parks
- Water



Figure RV-7: Rio Vista Bicycle LTS Map

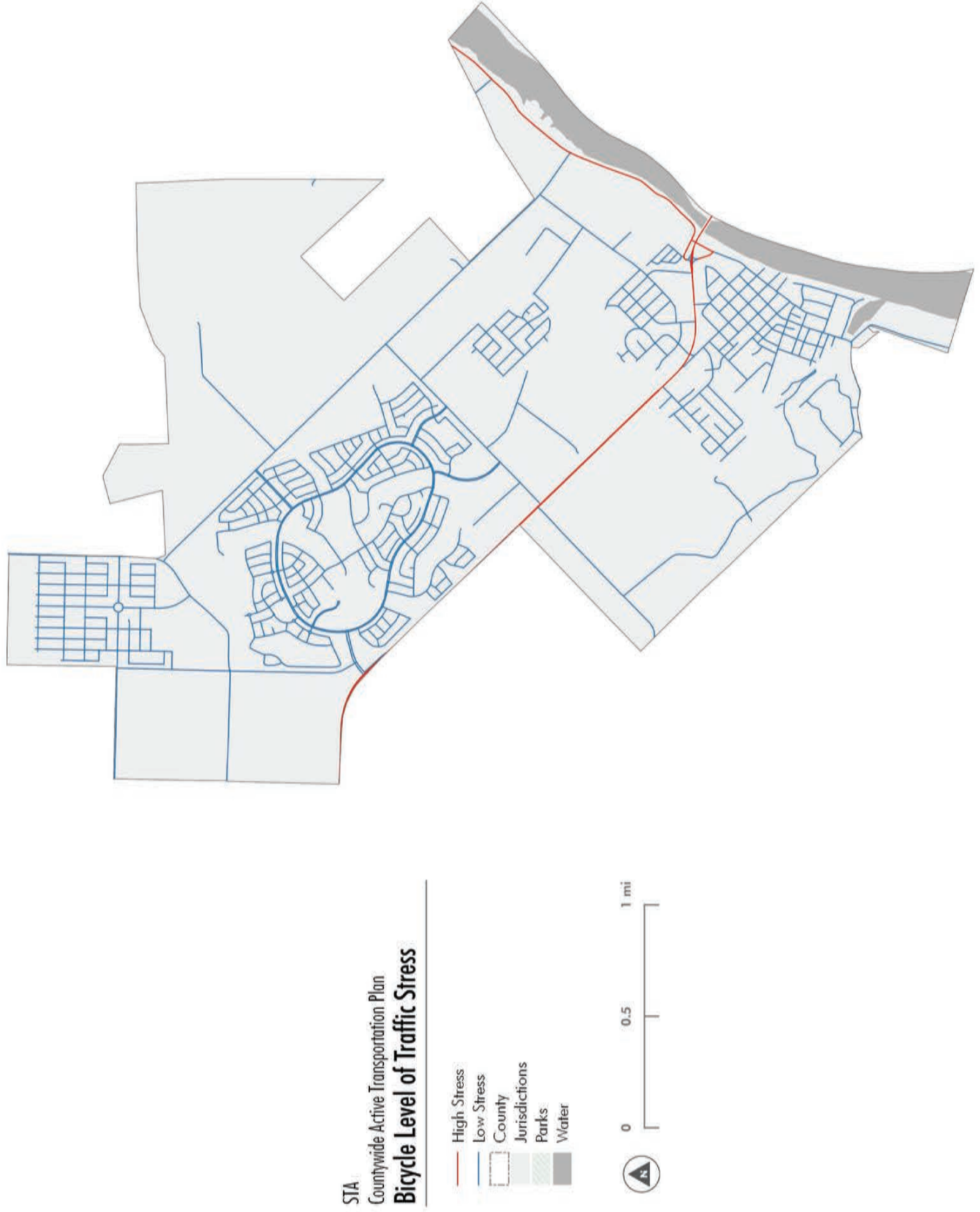
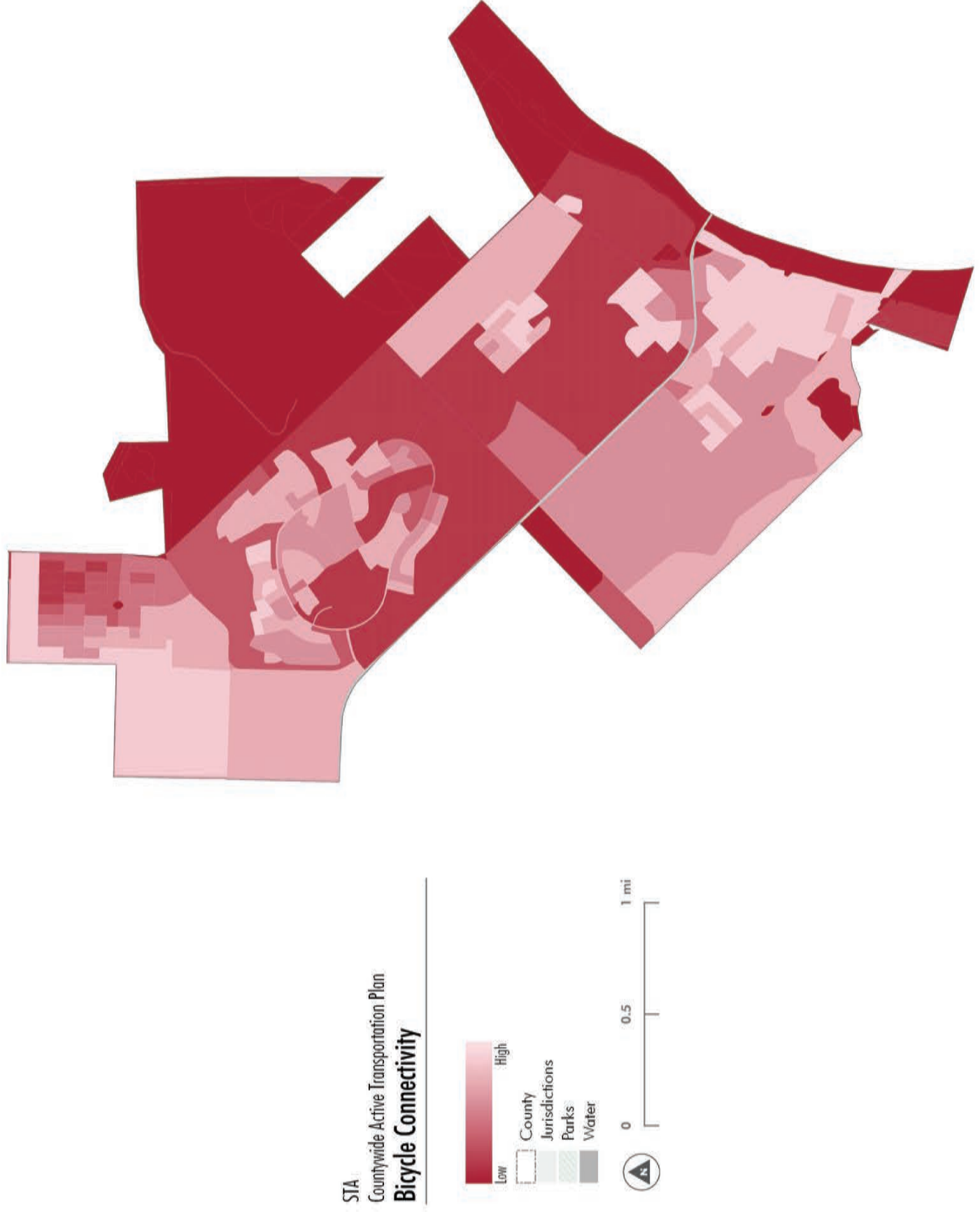


Figure RV-8: Rio Vista Bicycle Network Connectivity Map



Safety Corridors

Real and perceived safety can strongly influence a person's decision to walk or bike. Collision analyses are one way to assess traffic safety in a community and can help identify key areas for infrastructure or programmatic improvements that improve safety and comfort for people walking and bicycling. This section summarizes the pedestrian- and bicycle- involved collision trends and high-risk locations in Rio Vista. The raw collision data was retrieved from the Statewide Integrated Traffic Records System (SWITRS) for the most recent five years (7/1/2012 - 06/30/2017) for which collision data was available.

The collision analysis followed a systemic safety approach and used the Equivalent Property Damage Only (EPDO) method to assess crashes. The EPDO method weights crashes by severity so that when EPDO scores are calculated, they reflect both frequency *and* severity of collisions. Collisions resulting in a greater injury severity (e.g., fatal or severe) are weighted much heavier than collisions resulting in a minor injury, or no injury at all. For more information about the collision analysis methodology and a more detailed discussion of the results, refer to *Appendix B: Technical Analysis and Summary Memorandums*. When interpreting the results presented below, note that no volume data was used in this analysis, so it is unclear how the numbers of people walking, bicycling, and driving are influencing collision trends.

Summary of Results

During the five-year analysis period there were 168 traffic collisions in Rio Vista. Of these collisions, one percent (2) were pedestrian collisions and there were no bicycle collisions.

In Rio Vista, the EPDO scores for pedestrian collisions at intersections was 0, indicating that all of the collisions occurred along segments. Both of Rio Vista's pedestrian collisions occurred during daylight.

The Project Team analyzed the geographic distribution of EPDO scores and identified priority safety corridors and intersections for pedestrian collisions in Rio Vista (see Figure RV-9). No street segments in Rio Vista were identified as warranting further investigation and improvements because of the low numbers of pedestrian and bicycle collisions. Additionally, there are no identified safety projects in previous planning documents for Rio Vista.

Figure RV-9: Rio Vista Pedestrian Collision Hot Spot Analysis



Community Engagement

Throughout each stage of the Plan development, residents and stakeholders from Rio Vista were asked to provide insights on where improvements to walking, biking, and access to transit could be improved and prioritized. A City of Rio Vista staff member was part of the Plan Development Team and in-person and online outreach efforts to Rio Vista residents occurred over four phases during the 18-month project.

Phase I: Data Collection and Initial Outreach

The goal of the first phase of public outreach was to increase awareness about the Plan and find out where people feel comfortable and uncomfortable walking and bicycling in each jurisdiction. As part of the first phase of

public outreach both online and in-person events were held to try to reach people throughout the county. The in-person pop-up event in Rio Vista was the Bass Derby & Festival in October 2018. The online and in-person feedback was combined to highlight where all participants had positive or negative input about existing infrastructure throughout Rio Vista. Positive comments generally encapsulate where people currently like to walk or bicycle and identify experiences to be highlighted. Negative comments mostly highlight areas where people feel it is dangerous or uncomfortable to walk or bike. In total, 1,080 individual line and point comments were collected across Solano County, with 483 comments from in-person events and 597 comments from the project website. Figure RV-10 shows the positive and negative comments about walking and bicycling in Rio Vista from the online map.

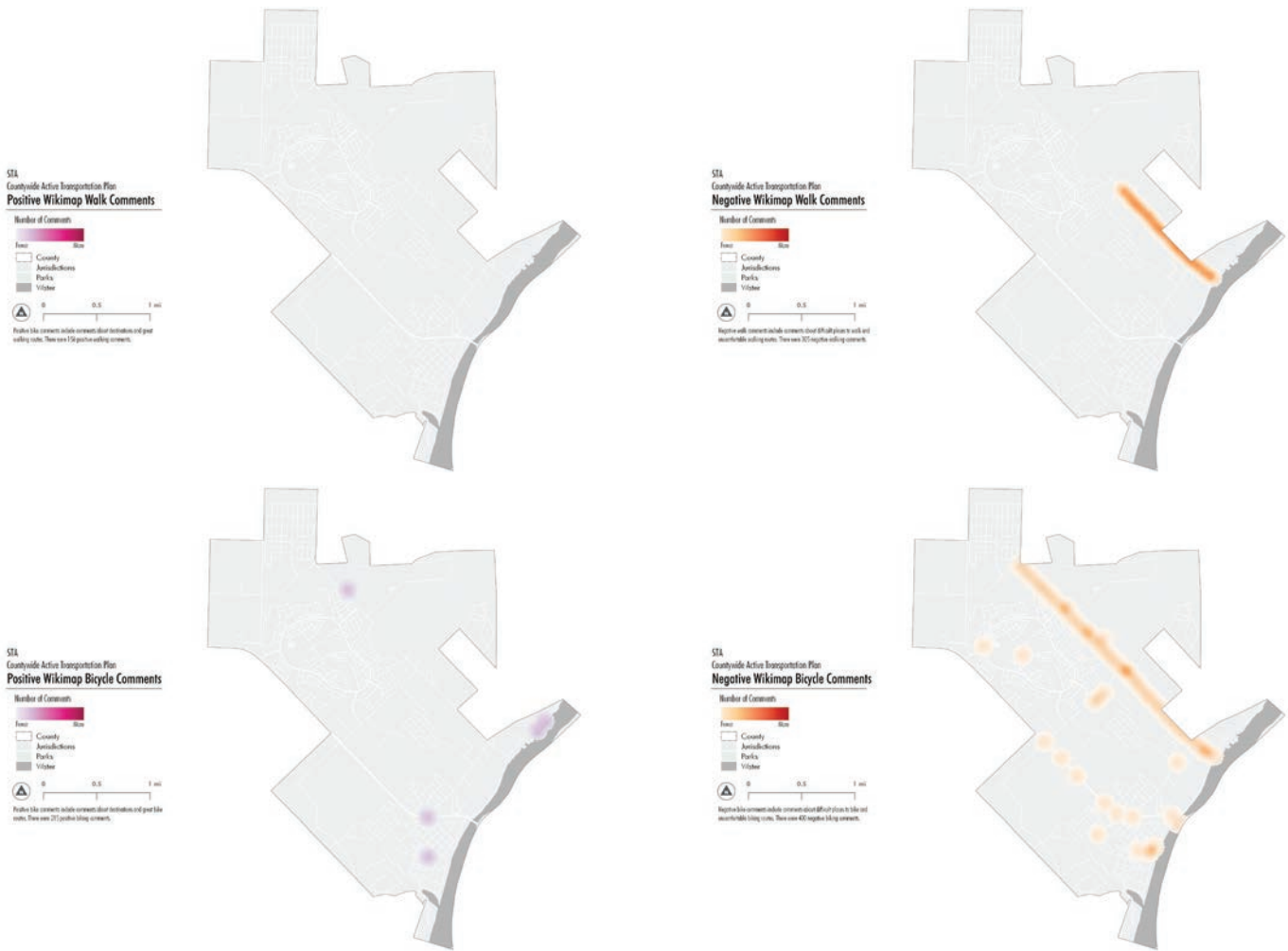


Figure RV-10: Online Map Positive and Negative Walking and Bicycling Comments for Rio Vista

Phase II: Countywide Needs and Recommendations

The goal of Phase 2 was to develop the priority countywide backbone network projects which would create a countywide all ages and abilities network. This phase consisted primarily of technical analysis conducted by the consultant team and review of major deliverables by the

Plan Development Team including representatives from the City of Rio Vista. The outcomes of this phase included a regional priority bikeway network, regional priority pedestrian project recommendations, and regional trails network.

Phase III: Jurisdiction Needs and Recommendations

The third phase of outreach occurred in the Late Summer/ Early Fall of 2019. The Project Team met with each jurisdiction individually to hold a coordination meeting with internal jurisdiction staff. These working meetings were intended to share what the Project Team learned during Phase 1 outreach and subsequent analyses in Phase II. Rio Vista held a biking tour and coordination meeting on September 19, 2019 starting at City Hall to review initial proposed recommendations and visit key sites to refine or develop additional recommendations. The outcome of this meeting and walking tour resulted in updated project lists and maps that would be presented to the larger public during Phase IV.



Figure RV-11: Walk Audit in Rio Vista

Phase IV: Implementation Strategy and Draft Plan

The fourth phase of outreach occurred in late Fall of 2019 and focused on educating the public about different types of bicycle and pedestrian infrastructure and obtaining input on the best recommendations to prioritize. Members of the public and interested stakeholders were invited to participate in a presentation and workshop at the Active Transportation Committee Community Meeting at City Hall on October 23, 2019. Participants were asked to identify their top five bikeway facilities that should be prioritized in the next five years in an activity called “5 in 5” as shown in Figure RV-12. This activity is intended to help Rio Vista focus on which facilities the public is most likely to use in the near-term to build out a connected network of all ages and abilities facilities. Pedestrian recommendations were also reviewed and augmented as necessary.



Figure RV-12: 5 in 5 activity in Rio Vista

Network Development

The Rio Vista Active Transportation Backbone Network is a network of facilities suitable for people of all ages and abilities. The network was developed by conducting a series of analyses to identify areas which have the highest propensity to produce walking and bicycling trips and assessing whether all ages and abilities pedestrian and bicycle facilities already exist along the network. The results of these analyses were used to develop the countywide and local active transportation backbone networks. Rio Vista’s backbone network is shown in Figure RV-14.

Backbone Network Development

The primary analysis technique used to develop the backbone network was an attractors and generators analysis which is explained in greater detail in the following section. In Rio Vista, a local backbone network was developed which links the top 10 highest composite demand areas within the city. For more information on the analyses used to develop the backbone network refer to *Appendix B: Technical Analysis and Summary*.

Complete Networks and Citywide Recommendations

Once the backbone network routes were identified, the complete citywide networks were assessed using both technical analysis from the Existing Conditions Report and public input from the first phase of outreach. Recommendations were developed to promote cross-town connectivity to priority destinations and to maximize available curb to curb right-of-way to keep costs as low as possible. Where feasible, all ages and abilities facility recommendations were proposed. Recommendations that did not meet that criteria are still important and play a large role in improving connectivity by closing gaps or addressing safety. Figure RV-13 below shows the network development steps and how analyses or public input was integrated into the process.

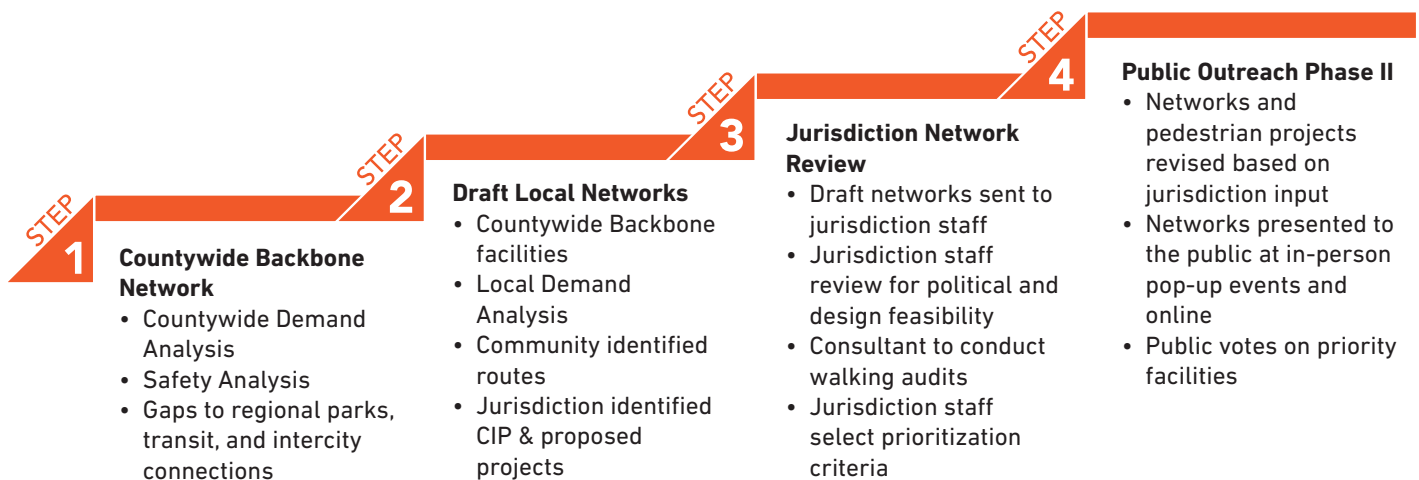


Figure RV-13: Active Transportation Network and Project Development Process

Rio Vista Attractors/Generators Analysis

Overview:

The goal of an attractors/generators analysis is to develop an understanding of the most likely network of bicycling and walking activity. The result is a conceptual network linking regional activity centers.



Process:

- 1 Generators**
 Generator factors are demographic indicators that represent where the population or people more likely to walk or bicycle are located. Factors are measured at the census block or block group level.
- 2 Attractors**
 Attractor factors are trip destinations and consist of factors that attract demand. Factors are scored on how many trips they are likely to attract based on ITE guidelines for trip rates.
- 3 Attractor Generator Pairs and Composite Trip Demand**
 The composite trip demand between the activity centers is determined by adding the attractor trips and generator score, and multiplying the demand of each activity center by the distance decay factor between the zones. This total represents the number of trips that will occur between the two areas.
- 4 High Demand Routes**
 The high demand routes are developed between the top 10 pairs. These pairs are identified below, including a generalized land use category.

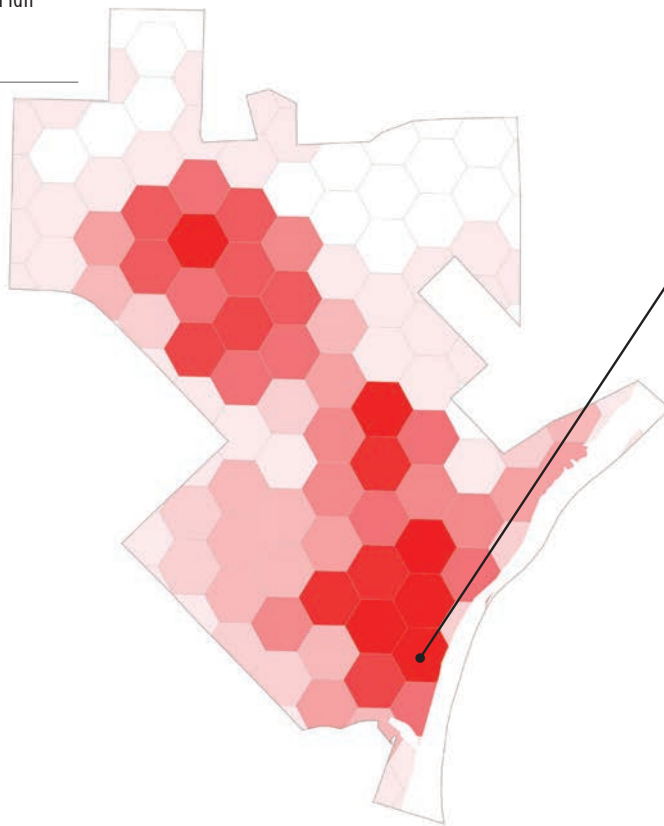
Factors

| | | | | |
|------------------|-------------------------|---------------------|--------------------|---------------------|
| | | | | |
| total population | low-income population | zero-car population | population over 65 | population under 18 |
| | | | | |
| transit centers | bus stops | employment density | higher education | schools |
| | | | | |
| parks | neighborhood commercial | downtown | major retail | services |
| | | | | |
| libraries | entertainment | public input points | | |

Top 10 Composite Demand Areas

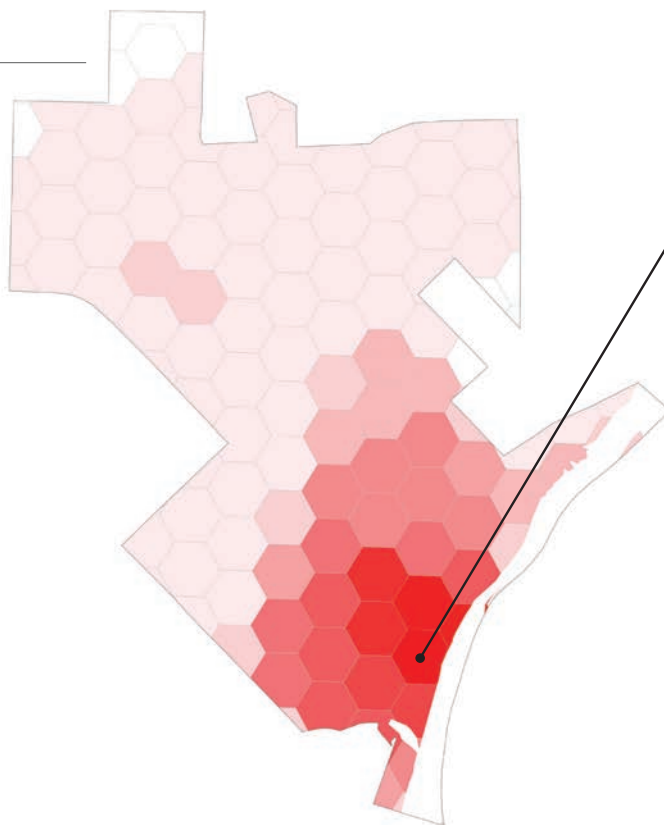
| Ref | Activity Center 1 | Activity Center 2 | Composite Trip Demand | Description |
|-----|-------------------|------------------------|-----------------------|---|
| 1 | Residential | Downtown | 2,320,045 | Downtown near Main Street and South Front Street to Logan Street and North 5th Street |
| 2 | Downtown | Residential/School | 1,779,130 | Downtown near Main Street and South Front Street to California Street and South 7th Street |
| 3 | Downtown | Residential/commercial | 1,284,243 | Downtown near Main Street and South Front Street to Main Street and Hillside Terrace |
| 4 | Residential | Downtown | 1,281,515 | Downtown near Main Street and South Front Street to South Francis Way and Rolling Green Drive |
| 5 | Downtown | Residential | 1,223,870 | Downtown near Main Street and South Front Street to South 2nd Street and Santa Clara Street |
| 6 | Downtown | Residential | 824,115 | Downtown near Main Street and South Front Street to Madere Street and Fisher Street |
| 7 | Downtown | Residential | 772,944 | Downtown near Main Street and South Front Street to Rubler Way and Vieira Road |
| 8 | Residential | Downtown | 551,553 | Downtown near Main Street and South Front Street to Airport Road and Palisades Drive |
| 9 | Residential | Downtown | 484,892 | Downtown near Main Street and South Front Street to Church Road and Marks Road |
| 10 | Residential | Residential/School | 265,260 | Logan Street and North 5th Street to California Street and South 7th Street |

1 Generator Scores



| Generator | People |
|-------------------------------|------------|
| Total Population | 319 |
| Over 65 Population | 17 |
| Under 18 Population | 24 |
| Low Income Population | 16 |
| Zero Car Population | 0 |
| TOTAL GENERATORS TRIPS | 377 |

2 Attractor Scores

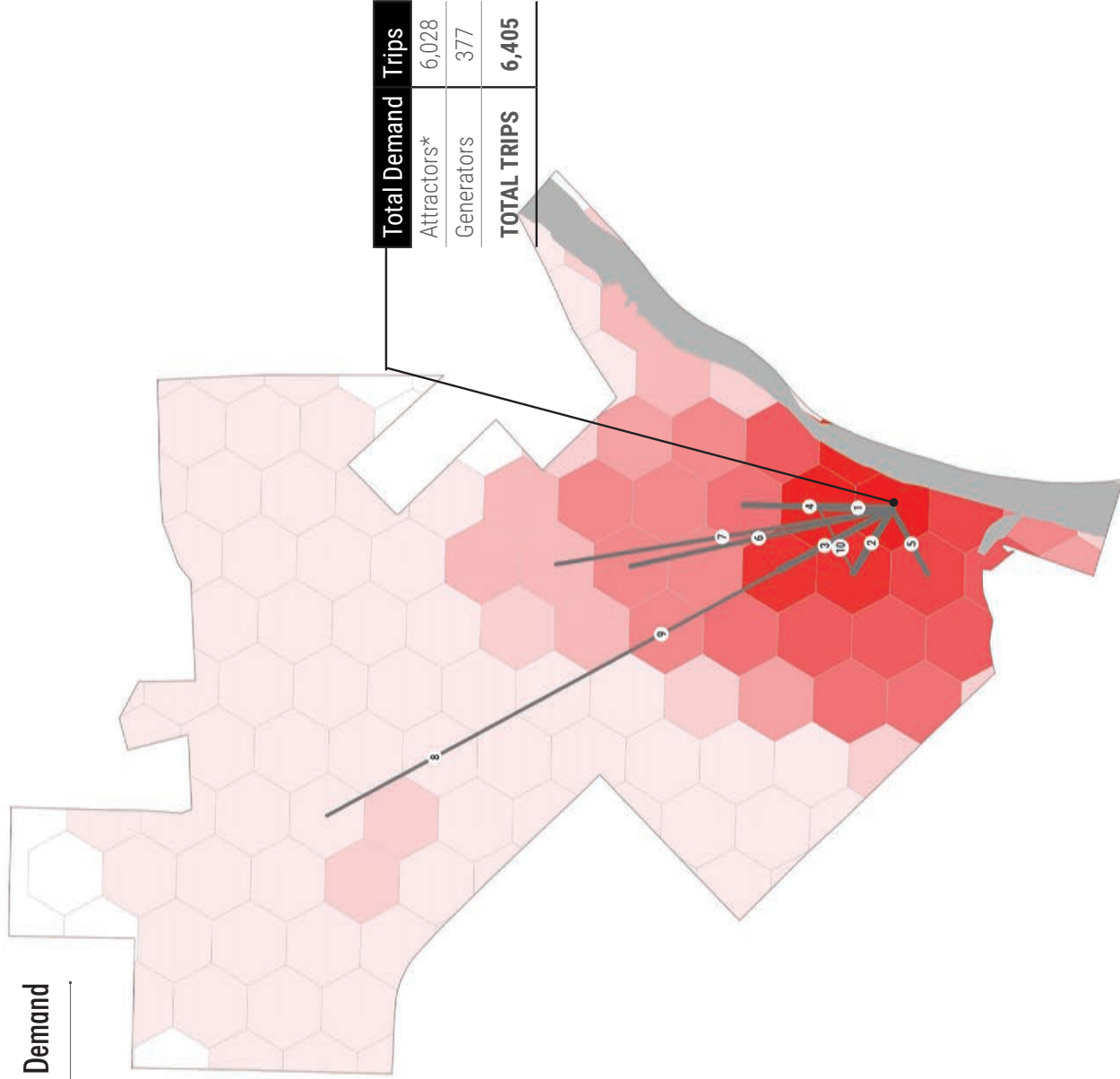


| Attractor | Trips |
|-------------------------------|--------------|
| Transit | 2 |
| Bus Stops | 0 |
| Employment Density | 273 |
| Higher Education | 0 |
| Schools | 162 |
| Parks | 12 |
| Neighborhood Commercial | 0 |
| Downtown | 4,516 |
| Major Retail | 0 |
| Services | 48 |
| Libraries | 104 |
| Entertainment | 0 |
| Public Input Destinations | 5 |
| TOTAL ATTRACTORS TRIPS | 5,121 |

3 Attractor Generator Pairs and Composite Trip Demand

Most of the pairs connect to downtown Rio Vista, connecting various residential areas to downtown.

The total demand in each hexagon is multiplied by a distance decay function, which takes into account that the likelihood of travelling to a destination decreases as distance increases. This composite score between each hexagon pair is then ranked to determine the top ten pairs.



* Attractors score was adjusted based on public outreach. The public was asked to rank which types of destinations they wanted to bike or walk to. The trip totals for the top three destinations were increased by 20%, and the trip totals for the bottom three destinations were reduced by 20%. The remaining destinations were not changed.

Figure RV-14: Analysis of attractors and generators of trips in Rio Vista

STA
 Countywide Active Transportation Plan
4 High Demand Routes

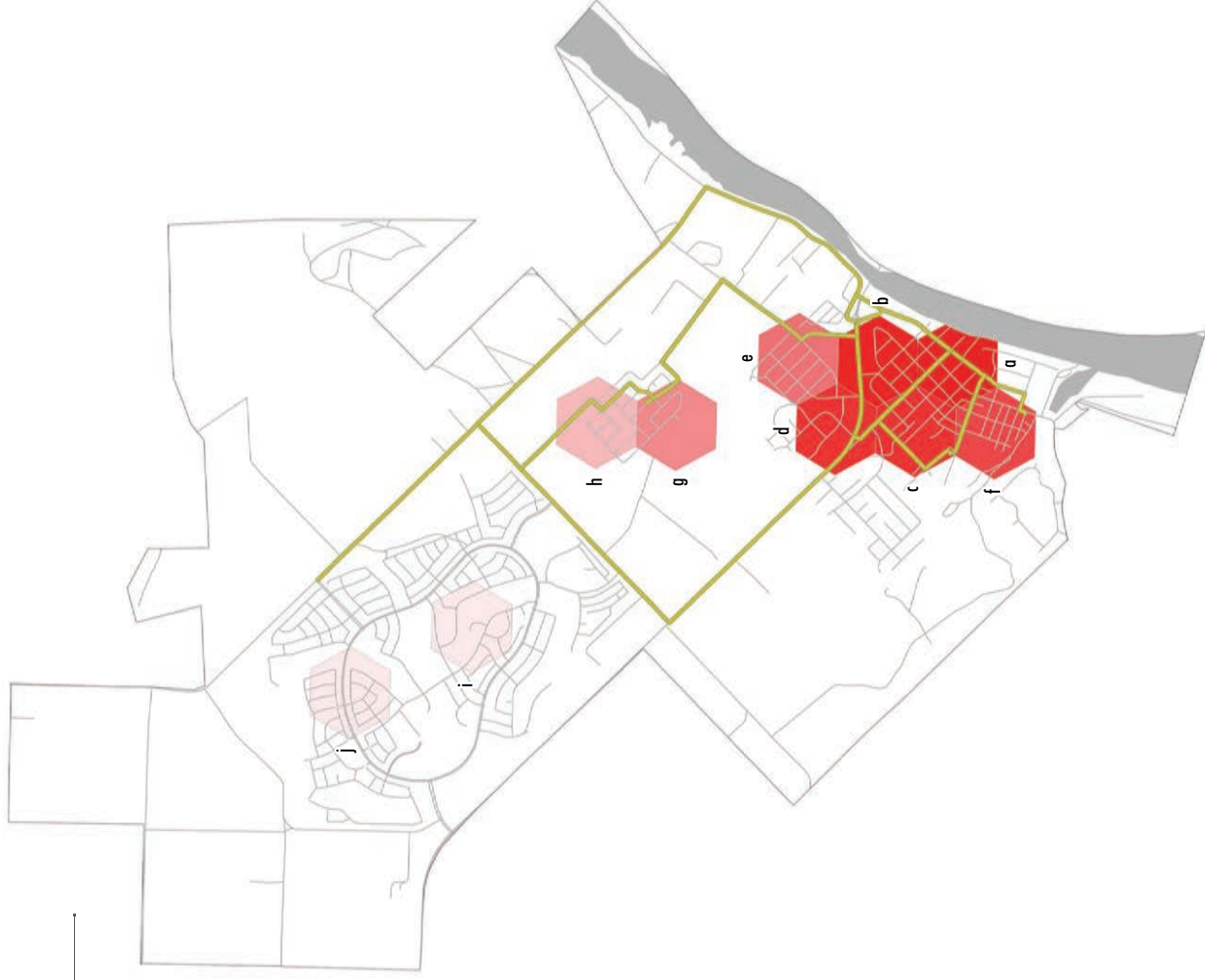
The high demand routes are created by identifying routes along the street network, taking into consideration existing facilities, street classification, and route directness.

Low  High

 Local Routes
 Countywide Routes

PRIMARY LAND USE

| | |
|----|-----------------------------|
| a. | Downtown |
| b. | Residential |
| c. | Residential/ School |
| d. | Residential/ Commercial |
| e. | Residential |
| f. | Residential |
| g. | Residential |
| h. | Residential |
| i. | Residential |
| j. | Residential/ Residential |



Recommended Vision Bike Network

After developing the countywide and local backbone networks and conducting outreach with key stakeholders, a series of bicycle projects were identified to help build Dixon's full build-out vision bicycle network into one that is more comfortable for people of all ages and abilities. The vision bicycle network represents an unconstrained project list that the Solano Transportation Authority will continue to partner with the City of Rio Vista to identify relevant funding sources to build out projects over time. This Plan proposes adding a total of 21 new miles of bikeways to Dixon's existing bikeway network. Table RV-1 presents the existing and proposed bikeway mileage by facility type,

along with the costs associated with installing each facility type. Facility installation costs will vary depending on the materials used; for more information about the assumptions included in the cost estimates see *Appendix B: Technical Analyses and Summary Memorandums*. Figure RV-16 shows the recommended bike network, with existing and proposed projects shown with solid and dotted lines, respectively. Figure RV-17 depicts which facilities meet the AASHTO all ages and abilities bikeway selection criteria. Table RV-2 lists details for all of the recommended bikeway projects in Rio Vista.

Table RV-1: Existing and Proposed Bicycle Network Mileage

| Facility Type | Existing Mileage (approximate) | Proposed Mileage (approximate) | Estimated Cost per mile | Total Estimated Cost |
|--------------------------------|--------------------------------|--------------------------------|-------------------------|----------------------|
| Class I Multi-use Path | 1.90 | 9.8 | \$1,610,000 | \$15,778,000 |
| Class II Bicycle Lane | 0.37 | 1.70 | \$270,000 | \$459,000 |
| Class II Buffered Bicycle Lane | - | 0.80 | \$310,000 | \$248,000 |
| Class III Bicycle Route | - | 3.95 | \$1,390,000 | \$5,490,500 |
| Class III Bicycle Boulevard | - | 3.83 | \$220,000 | \$842,600 |
| Class IV Separated Bikeway | - | 0.69 | \$370,000 | \$255,300 |
| Total | 2.27 | 20.77 | - | \$23,073,400 |

*Costs presented in 2020 dollars

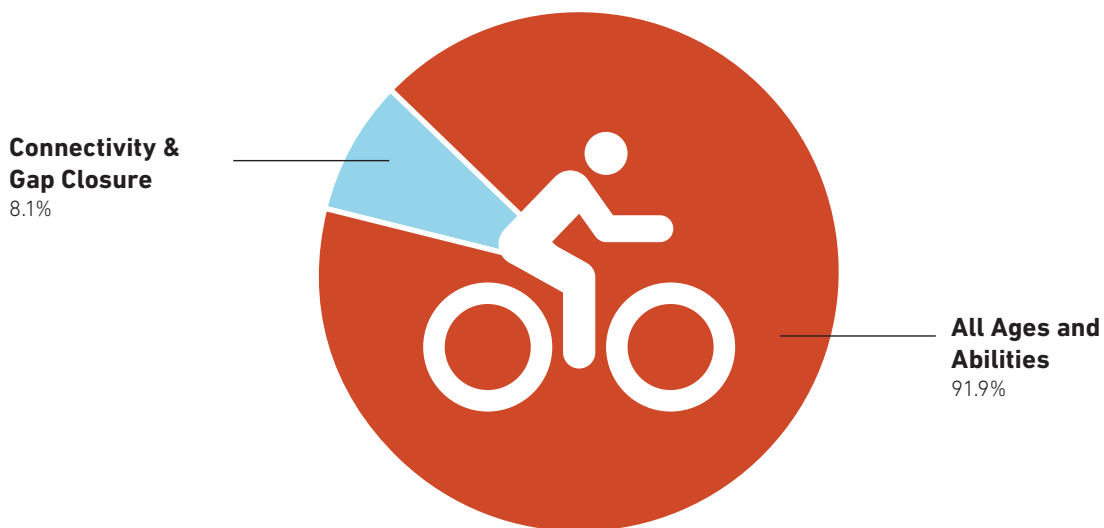


Figure RV-15: Share of Recommended Bikeways by Network Type

Figure RV-16: Proposed Bicycle Network for Rio Vista



Rio Vista

STA Countywide Active Transportation Plan Bicycle Network

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class II Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway
 - Existing
 - Proposed
 - County
 - Jurisdictions
 - Parks
 - Water



Figure RV-17: Recommended All Ages and Abilities Bikeway Network in Rio Vista



Rio Vista

STA
 Countywide Active Transportation Plan
**Bicycle Network -
 All Ages And Abilities**

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class III Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway
 - Existing
 - Proposed
 - County
 - Jurisdictions
 - Parks
 - Water



Table RV-2: Rio Vista Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization Rank |
|------|--|-----------------|-------------------------|--------------------------------|----------------------------|--------|-------------|---------------------|
| 423A | Highway 12 | Drouin Dr | N Front St | Class IV Separated Bikeway | All Ages & Abilities | 0.62 | \$228,716 | High |
| 417A | Hamilton Ave | S 2nd St | S Front St | Class III Bicycle Boulevard | All Ages & Abilities | 0.06 | \$13,780 | High |
| 414A | Highway 84 | Airport Rd | N Front St | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.72 | \$222,926 | High |
| 414B | Highway 84 | N Front St | Highway 12 | Class I Multi-Use Path | All Ages & Abilities | 0.16 | \$256,608 | High |
| 415A | N Front St | Highway 84 | Logan St | Class II Bicycle Lane | All Ages & Abilities | 0.28 | \$74,368 | High |
| 415B | N Front St | Logan St | Hamilton Ave | Class III Bicycle Boulevard | All Ages & Abilities | 0.44 | \$96,492 | High |
| 420A | Main St | Highway 12 | 6th St | Class II Bicycle Lane | All Ages & Abilities | 0.25 | \$67,092 | High |
| 420B | Main St | 6th St | Front St | Class III Bicycle Boulevard | Connectivity & Gap Closure | 0.30 | \$66,841 | High |
| 431A | River Walk Extension Feasibility Study | Logan St | Sandy Beach County Park | Class I Multi-Use Path | All Ages & Abilities | 1.56 | \$2,518,859 | High |
| 409A | S 2nd St | Santa Clara Ave | Beach Dr | Class III Bicycle Boulevard | All Ages & Abilities | 0.13 | \$29,198 | Medium |
| 413B | Airport Rd | Church Rd | Highway 84 | Class I Multi-Use Path | All Ages & Abilities | 1.20 | \$1,924,392 | Medium |
| 435A | St Francis Downtown Connector Path | St Francis Way | N Front St | Class I Multi-Use Path | All Ages & Abilities | 0.34 | \$540,691 | Medium |
| 419A | Bruning Ave | S 7th St | S Front St | Class III Bicycle Boulevard | All Ages & Abilities | 0.44 | \$97,185 | Medium |
| 422A | S 7th St | Bruning Ave | Main St | Class III Bicycle Boulevard | All Ages & Abilities | 0.24 | \$53,529 | Medium |
| 427A | Virginia Dr | Highway 12 | St Francis Way | Class II Bicycle Lane | All Ages & Abilities | 0.21 | \$55,903 | Medium |
| 425A | Church Rd | Highway 12 | Airport Rd | Class I Multi-Use Path | All Ages & Abilities | 1.00 | \$1,604,459 | Medium |
| 430A | Homecoming Park Bike Boulevard | Poppy House Rd | Church Rd | Class III Bicycle Boulevard | All Ages & Abilities | 0.86 | \$188,307 | Medium |
| 433A | Midtown Path | Airport Rd | Hwy 12 | Class I Multi-Use Path | All Ages & Abilities | 1.22 | \$1,970,028 | Medium |
| 426A | N Front St On/Off-Ramp | N Front St | Highway 12 | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.08 | \$25,853 | Medium |
| 402A | Liberty Island Rd | Airport Rd | Canright Rd | Class I Multi-Use Path | All Ages & Abilities | 0.59 | \$956,222 | Medium |
| 402B | Liberty Island Rd | Canright Rd | Summerset Rd | Class I Multi-Use Path | All Ages & Abilities | 0.58 | \$939,425 | Medium |

Table RV-2: Rio Vista Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization Rank |
|------|---------------------------|--------------------|-------------------------|-----------------------------|----------------------------|--------|-------------|---------------------|
| 403A | Summerset Rd | Liberty Island Rd | Highway 12 | Class IV Separated Bikeway | All Ages & Abilities | 0.07 | \$25,252 | Medium |
| 404A | Province Path | Liberty Island Rd | McCormack Rd | Class I Multi-Use Path | All Ages & Abilities | 0.51 | \$814,714 | Medium |
| 411A | Beach Dr | Montezuma Hills Rd | Sandy Beach County Park | Class III Bicycle Boulevard | All Ages & Abilities | 0.51 | \$111,866 | Medium |
| 412A | Highway 12 | City Limit | Drouin Dr | Class I Multi-Use Path | All Ages & Abilities | 1.86 | \$2,990,323 | Medium |
| 429A | Poppy House Rd | St Francis Way | Sullivan St | Class II Bicycle Lane | All Ages & Abilities | 0.37 | \$98,993 | Medium |
| 434A | Flores Bike Boulevard | Virginia Dr | Hwy 12 | Class III Bicycle Boulevard | All Ages & Abilities | 0.47 | \$102,883 | Medium |
| 407A | St Francis Wy | Airport Rd | Poppy House Rd | Class II Bicycle Lane | All Ages & Abilities | 0.60 | \$163,685 | Medium |
| 408A | Montezuma Hills Rd | Beach Dr | Burgundy Wy | Class III Bicycle Route | Connectivity & Gap Closure | 0.40 | \$560,394 | Low |
| 400A | Liberty Island Rd | McCormack Rd | Airport Rd | Class I Multi-Use Path | All Ages & Abilities | 0.21 | \$337,222 | Low |
| 432A | Liberty Neighborhood Path | Liberty Island Rd | Province Path | Class I Multi-Use Path | All Ages & Abilities | 0.60 | \$963,077 | Low |
| 410A | Highway 84 | Airport Rd | City Limit | Class III Bicycle Route | Connectivity & Gap Closure | 0.73 | \$1,009,766 | Low |

Implementation Note: All recommended proposed projects may need further evaluation at the local level including potential parking, traffic operations, design, and/or feasibility studies. Additionally, projects that may require multiple studies could be assessed with a Complete Streets Corridor Study and include additional public engagement.

Near-Term Implementation Bike Network Action Plan

During the fourth phase of outreach, participants at each workshop or meeting were asked to identify their top five projects that Rio Vista should prioritize in the next five years. This activity is intended to help shed light on which recommended bikeway facilities would be most utilized as a complete, connected network. Research has shown that rapidly building out a connected, low-stress network provides the highest mode shift to bicycling. Given realistic funding constraints and staff capacity to implement all bikeway recommendations, the Solano Transportation Authority identified a focused list of projects to build out a simplified citywide network. The Solano Transportation

Authority will partner with the City of Rio Vista to identify funding sources to implement the facilities over the next five years. While some projects may score lower on the prioritization list, they represent critical connections within the overall network framework. Figure RV-18 shows the results from the 5 in 5 outreach activity. Figure RV-19 and Table RV-3 identify the top corridors from the “5 in 5” activity with their associated prioritization rankings that should be considered for near-term implementation to build out a connected network.

Table RV-3: Near-Term Implementation Bike Network Corridors

| Corridor Name | Segment IDs | Total Project Cost | Safe Routes to Transit | Safe Routes to School | Supports Equity Goals |
|---|------------------------------|--------------------|------------------------|-----------------------|-----------------------|
| Main Street Bikeway | 420A, 420B | \$133,933 | | √ | |
| Cross-Downtown Bikeway | 415A, 415B, 417A, 409A, 411A | \$325,704 | | √ | |
| St. Francis Bikeway | 407A, 435A | \$704,376 | | √ | |
| Airport Road Multi-Use Path Gap Closure | 413B | \$1,924,392 | | √ | |
| North Rio Vista Trail Network Expansion | 400A, 432A, 404A | \$2,115,013 | | √ | |
| Total Near-Term Cost | - | \$5,203,417 | - | - | - |

Action Plan Corridor Descriptions

The descriptions of the near-term action plan corridor below should be used to help identify funding sources and apply for potential grant applications.

Near-term Existing Planned Projects

In collaboration with Caltrans and STA, Rio Vista is working to implement Class IV Separated Bikeway as part of a complete streets project Highway 12. This project will provide a critical link to many of the local businesses along Highway 12 and include enhanced crossing treatments to assist both cyclists and pedestrians. This new facility will provide a safe route and crossings to school for DH White Elementary School, Riverview Middle School, and Rio Vista High School.

Near-term Action Plan Projects

Using the input received from the “5 in 5” outreach activity and the prioritized project list, the projects listed in this section work together to create a suggested near-term action plan that should serve as a guide for developing a connected all ages and abilities network. While some projects may score lower on the prioritization list, they represent critical connections within the overall network framework. Figure RV-19 details how these 5-year action plan projects build on the existing facilities to enhance the bicycle network coverage in Rio Vista.

1. **Main Street Bikeway (420A, 420B)** – Implement Class II Bicycle lanes to connect from Highway 12 to 6th Street and implement a Class III Bicycle Boulevard with enhanced traffic calming and bicycle-oriented wayfinding to Front Street. This route provides a critical link from the new Class IV Separated Bikeway on Highway 12 and the associated intersection crossing at Hillside Terrace. The route establishes a connection from the surrounding neighborhoods to Downtown Rio Vista for employment, retail, entertainment, and dining opportunities. This corridor would establish safe routes to schools for nearby DH White Elementary School, Riverview Middle School, and Rio Vista High School.
2. **Cross-Downtown Bikeway (415A, 415B, 417A, 409A, 411A)** – Implement a Class III Bicycle Boulevard with enhanced traffic calming and wayfinding from Sandy Beach County Park to Logan Street to provide a cross-downtown bikeway. A Class II Bicycle Lane could be implemented from Logan Street to River Road to connect with a potential new pathway opportunity. This facility establishes safe routes to school access for Rio Vista High School and Riverview Middle School. The route establishes a connection from the surrounding neighborhoods to Downtown Rio Vista for employment, retail, entertainment, and dining opportunities. Recreational opportunities are also promoted through the connection to Sandy Beach County Park and the existing Downtown Rio Vista Pathway.
3. **St. Francis Way Bikeway (407A, 435A)** – Implement Class II Bicycle Lanes along St Francis Way by narrowing travel lanes and restricting parking in limited areas. Explore an easement to implement a Class I Multi-use Path connection along a small portion of the currently vacant property just south of the intersection with Rolling Green Drive to provide a direct connection to the proposed Cross-Downtown Bikeway without traversing Highway 12. This would act as near-term alternative to the highly requested but very expensive future expansion of Highway 84/River Road. The route establishes a connection from the surrounding neighborhoods to Downtown Rio Vista for employment, retail, entertainment, and dining opportunities. Recreational opportunities are also promoted through creating access to the proposed trail expansion on Airport Road, Egbert Field Park, and the Downtown Rio Vista Pathway. This corridor would establish a safe route to school for nearby DH White Elementary School. This route was specifically requested by seniors who wish to ride bicycles or walk from the Trilogy retirement community to Downtown Rio Vista.
4. **Airport Road Multi-Use Path Gap Closure (413B)** – Implement a Class I Multi-use Path with pedestrian-scale lighting to close a critical gap from the Trilogy retirement community and northern Rio Vista communities to downtown. This facility was the most highly requested bikeway in Rio Vista from the community engagement process, especially from seniors and parents with young children in newer northern Rio Vista communities. Recreational opportunities are also promoted through creating access to the proposed trail expansion on Airport Road north of Trilogy and to the waterfront. This corridor would establish safe routes to schools for nearby DH White Elementary School, Riverview Middle School, and Rio Vista High School for residents in northern Rio Vista.
5. **North Rio Vista Trail Network Expansion (400A, 432A, 404A)** – In coordination with the development of a new park to the north of Liberty Road, the Class I Multi-Use Path from Airport Road should be extended through the park and to the new housing developments. This would connect these neighborhoods to all ages and abilities connections into Downtown Rio Vista. Recreational opportunities are also promoted through creating access to the proposed trail expansion on Airport Road south of Trilogy and to the waterfront. These corridors would establish safe routes to schools for nearby DH White Elementary School, Riverview Middle School, and Rio Vista High School for residents in northern Rio Vista.

Figure RV-18: 5 in 5 Public Input Activity Results for Rio Vista



Figure RV-19: Rio Vista Near-term Action Plan Bikeway Network



Rio Vista

STA Countywide Active Transportation Plan Bicycle Network - Near-term Action Plan Facilities

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class III Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway
- Existing
- Proposed
- County
- Jurisdictions
- Parks
- Water



Recommended Pedestrian Projects

Two types of analyses were completed to identify pedestrian network recommendations. The first assessment identified sidewalk gaps along the local backbone network that play a regionally significant role in the pedestrian realm. This analysis identified 10.5 miles of sidewalk gaps in Rio Vista along the local backbone network. Table RV-4 presents the sidewalk gaps along the local backbone network along with a cost estimate for filling each gap. Figure RV-20 shows the sidewalk network gaps and the local backbone network.

The second assessment identified pedestrian projects highlighted through the safety analysis, walk audits, community outreach, or previous transportation plans; or sidewalk gaps located in high-demand areas, such as along

arterials in close proximity to transit stops or schools (see Table RV-5). Note that there is some overlap in projects identified in each process for sidewalk gap closure projects as local priorities were evaluated. Figure RV-21 shows the list of pedestrian projects identified using this second assessment. All of the projects identified through these two analyses will help improve Rio Vista’s pedestrian network so that it is more comfortable for people of all ages and abilities.

For more information about the assumptions included in the cost estimates see *Appendix B: Technical Analyses and Summary Memorandums*.












Table RV-4: Rio Vista Sidewalk Gaps along the Active Transportation Backbone Network

| Street / Facility Name | Extents | North or West Side of Street Distance (mi) | South or East Side of Street Distance (mi) | Total Distance (mi) | Cost |
|------------------------|--|--|--|---------------------|---------------------|
| Airport Rd | Palisades Dr to Church Rd | 0.00 | 0.81 | 0.81 | \$801,900 |
| Airport Rd | Church Rd to Hwy 84 | 1.19 | 1.19 | 2.38 | \$2,356,200 |
| Church Rd | Hwy 12 to Airport Rd | 0.99 | 0.99 | 1.97 | \$1,950,300 |
| Harris Rd | Church Rd to Viera Way | 0.00 | 0.36 | 0.36 | \$356,400 |
| Poppy House Rd | Sullivan St to St. Francis Way | 0.00 | 0.37 | 0.37 | \$366,300 |
| St. Francis Way | Poppy House Rd to Virginia Dr | 0.07 | 0.29 | 0.36 | \$356,400 |
| Hwy 84 | Airport Rd to Front St | 0.72 | 0.72 | 1.44 | \$1,425,600 |
| Hwy 85 | Front St to Hwy 12 | 0.13 | 0.09 | 0.22 | \$217,800 |
| Front St | Hwy 12 to N Front St | 0.11 | 0.09 | 0.19 | \$188,100 |
| Front St | Hwy 84 to Logan St | 0.10 | 0.26 | 0.36 | \$356,400 |
| Bruning Ave | 7th St to Bruning Ave (Around Parking Lot) | 0.13 | 0.14 | 0.26 | \$257,400 |
| Main St | Hwy 12 to 7th St | 0.00 | 0.06 | 0.06 | \$59,400 |
| Hwy 12 | Church Rd to Drouin Dr | 0.76 | 0.76 | 1.53 | \$1,514,700 |
| Hwy 13 | Drouin Dr to Hwy 84 | 0.19 | 0.29 | 0.48 | \$475,200 |
| Total | - | 4.38 | 6.42 | 10.80 | \$10,692,000 |

Figure RV-20: Rio Vista Sidewalk Gaps Along the Backbone Network

Rio Vista

STA
 Countywide Active Transportation Plan
Pedestrian Projects

-  Water
-  County
-  Jurisdictions
-  Parks
-  Capital Improvement Program
-  Safe Routes to School
-  Safe Routes to Transit
-  Safety
-  Sidewalk Gap Closure
-  Capital Improvement Program
-  Sidewalk Gap Closure

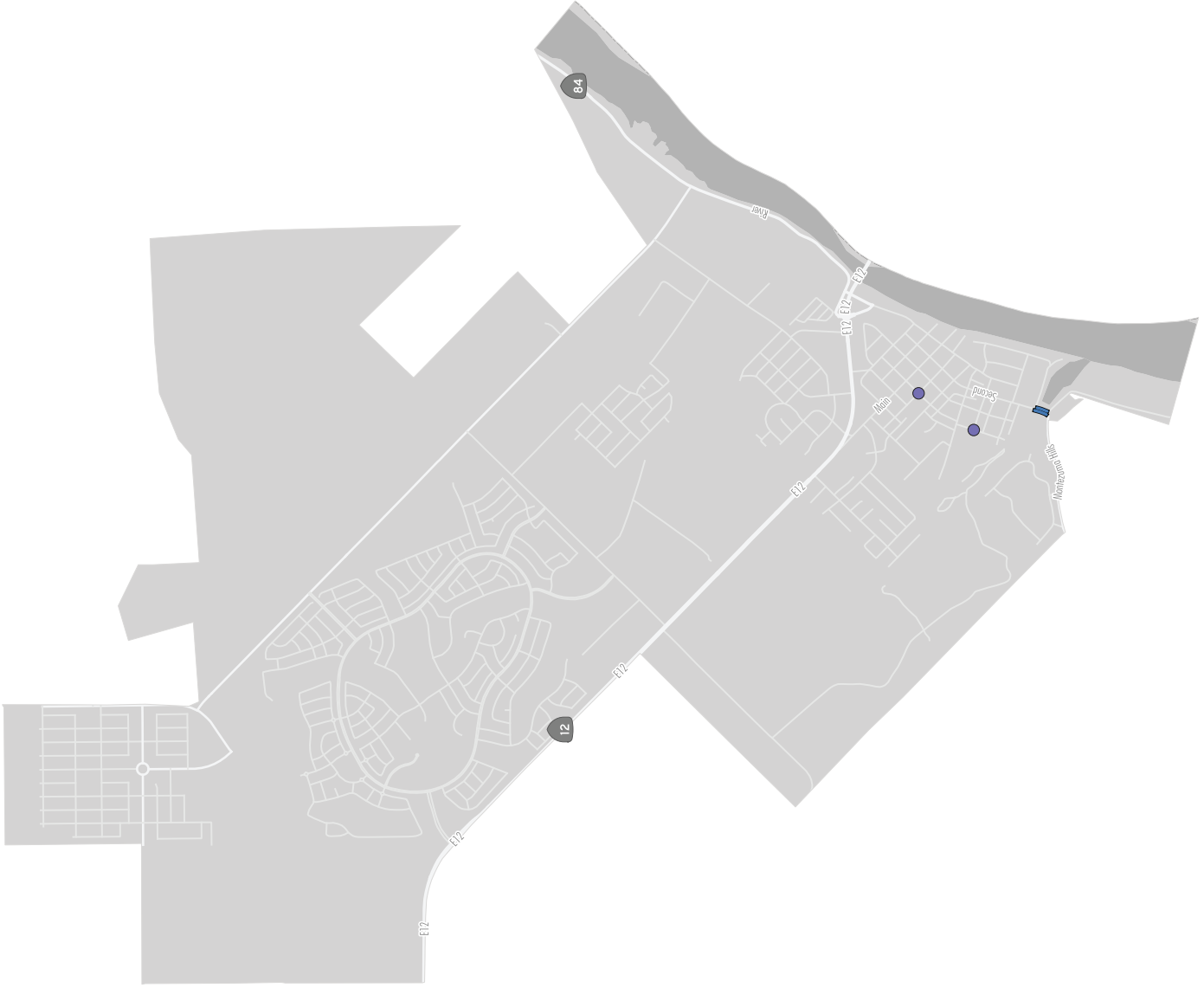


Figure RV-21: Proposed Priority Pedestrian Projects in Rio Vista

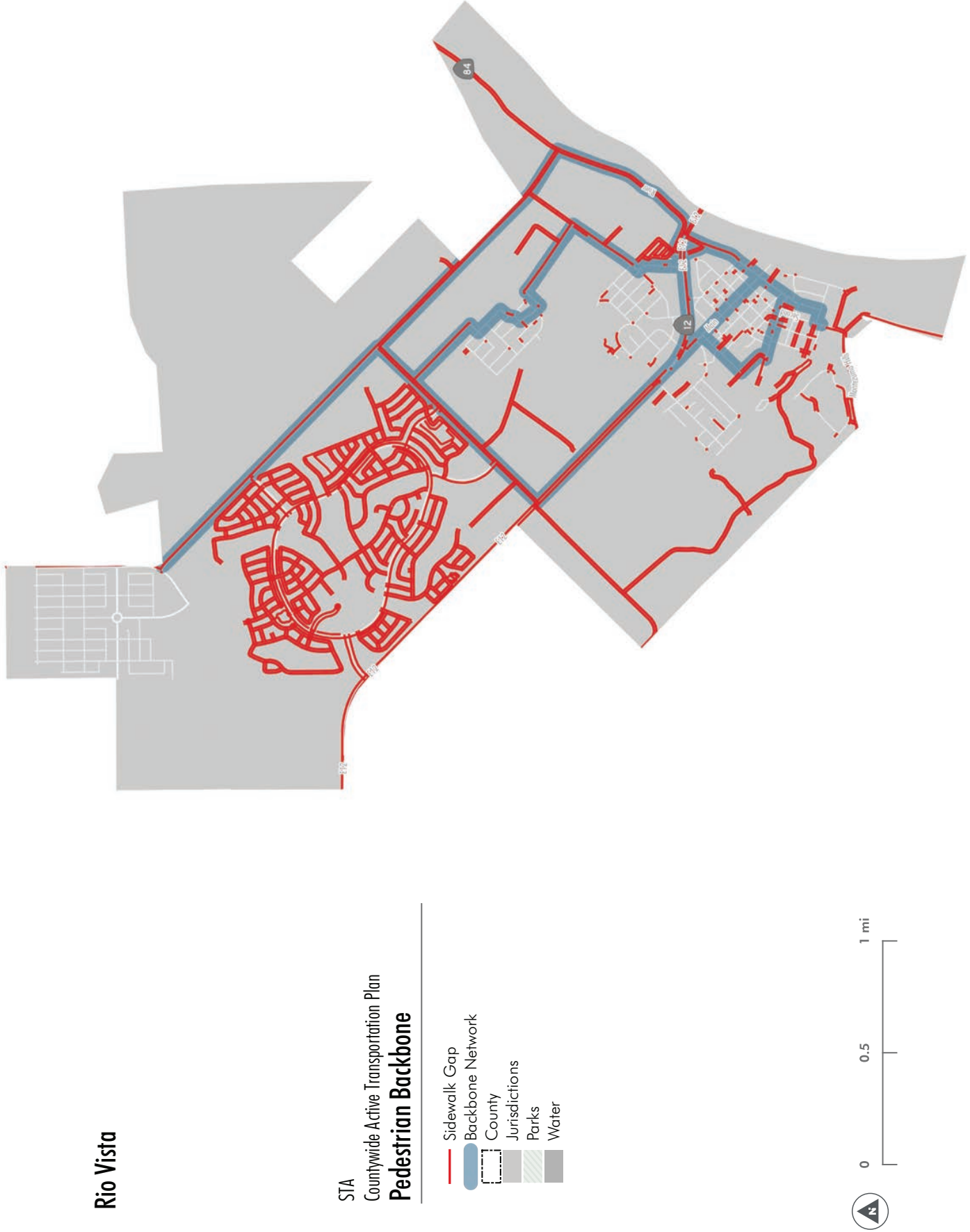


Table RV-5: Proposed Priority Pedestrian Projects

| Project ID | Location | Description | Project Type | Length | Estimated Cost* |
|------------|---|----------------------------------|-----------------------|--------|-----------------|
| RV.SR2S.1 | 4th & Montezuma | ADA Ramp | Safe Routes to School | - | - |
| RV.SR2S.2 | 4th & Gertrudes | Improve Crossing/ ADA Ramps | Safe Routes to School | - | - |
| RV.SR2S.3 | Main St from Hwy 12 to 4th St | Sidewalk Gap Closures/ADA | Safe Routes to School | 0.34 | \$334,500 |
| RV.SG.1 | S 2nd street between Marina Dr and Montezuma Hills Rd | School Access and Transit Access | Sidewalk Gap Closure | 0.08 | \$82,313 |
| RV.SG.2 | River Rd, Montezuma Hills Rd | Transit Access | Class I Path | 0.76 | \$750,000 |
| RV.SG.3 | N. Front St | Transit Access | Class I Path | 0.11 | \$112,500 |

*Additional analysis is needed to determine costs associated with projects other than sidewalk gap closure projects.



Suisun City

Suisun City

Overview

Suisun City is located off CA-12, adjacent to the City of Fairfield. CA-12, which provides a connection to Rio Vista to the east and I-80 to the west, divides Suisun City's downtown area on the water from the rest of the city. Waterways also provide a barrier between the west and east portions of the city. The railroad provides a northwest border between Suisun City and Fairfield. Most of the retail is located on Main Street in the downtown area and along Sunset Avenue north of CA-12. Suisun City is near natural resource preservation and recreation areas and programs, such as those offered from the Suisun Wildlife Center, and it has direct waterfront access to the Suisun Slough. With its location just south of Fairfield, Suisun City residents have close access to additional employment and consumer opportunities. Suisun City is the fourth largest city in Solano County, with a population of 29,639 people as of 2017.

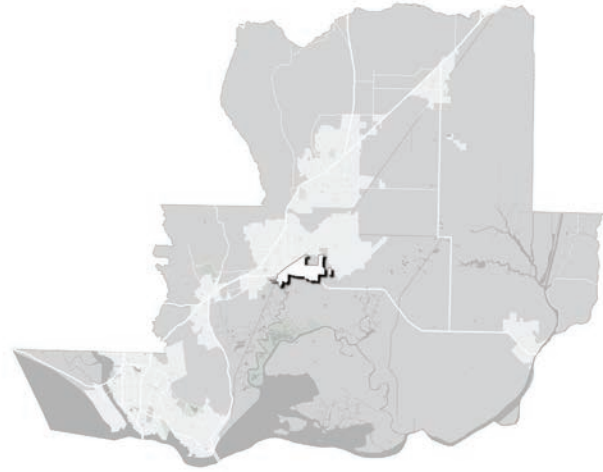


Figure SU-1: Suisun City

Existing Conditions

This section provides a high-level summary of the existing conditions related to active transportation in Suisun City. For more details on the demographic composition and travel patterns of people walking and bicycling and the existing active transportation network in Suisun City, refer to *Appendix B. Technical Analysis and Summary Memorandums*.

Active Transportation Profile

This section evaluates demographic characteristics of the population who currently walk or ride a bicycle in Suisun City using data from the United States Census American Community Survey (2017, 5-year estimates) and the California Household Travel Survey (2012). While these surveys are useful, this data should not be taken at face value given the small sample sizes associated with this data in smaller communities, such as Suisun City. It is presented here because this data provides a general indication of walking and bicycling trends in Suisun City.

Demographic Characteristics

According to the United States Census American Community Survey, the population of Suisun City increased by nearly six percent from 2010 to 2017. The share of vulnerable populations (people under 18 and 65 or older), who may

be more likely to rely on walking, bicycling, and transit, increased by nearly four percent. Suisun City is one of the more racially and ethnically diverse communities in Solano County. Whereas Suisun City's population is split nearly evenly between men and women, the American Community Survey data suggests that men are more likely to bike or walk to work than women.

Travel Characteristics

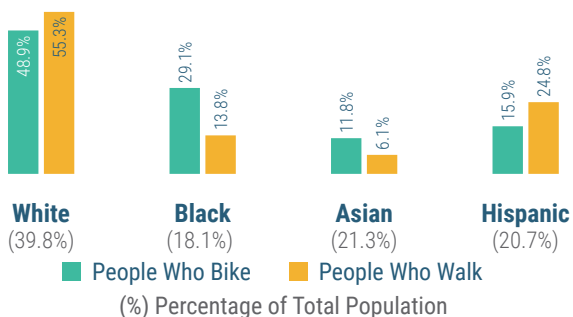
In 2017, the share of employed people ages 16 or older who walked, bicycled, or rode transit to work was nearly six percent. Based on data from the California Household Travel Survey, almost one-third of trips (31%) in Suisun City across all modes of transportation are for dining, with only about 10 percent of all trips being for work. Additionally, trips for errands (12%) and recreation (16%) combine to make up over a quarter of all trips taken in Suisun City. A majority of trips in Suisun City are less than three miles, and a third of trips are less than one mile, which indicates that over two-thirds of all trips made within Suisun City could be converted to walking or biking trips. Trip distances from three to five miles (11% in Suisun City) and over five miles (19%) are often deemed too far for the "interested but concerned" user to consider walking or bicycling. Additional travel patterns for Suisun City are depicted in Figure SU-2.

Suisun City Active Transportation Profile

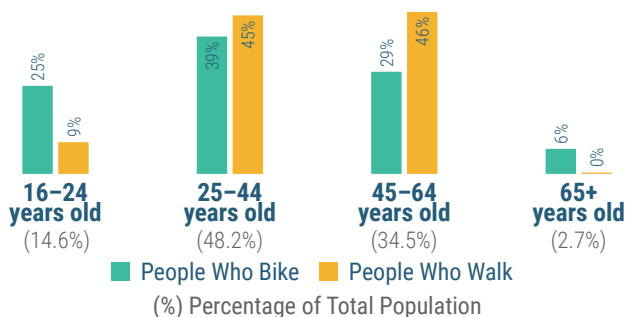
Characteristics of residents who walk or bike to work:

Source: US Census, ACS 5-Year Estimates 2016. Sample size = 363 people who walk and 41 people who bike

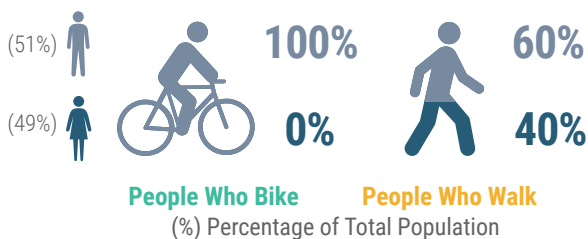
Race



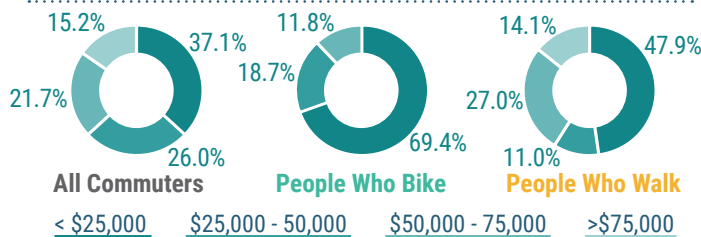
Age



Gender



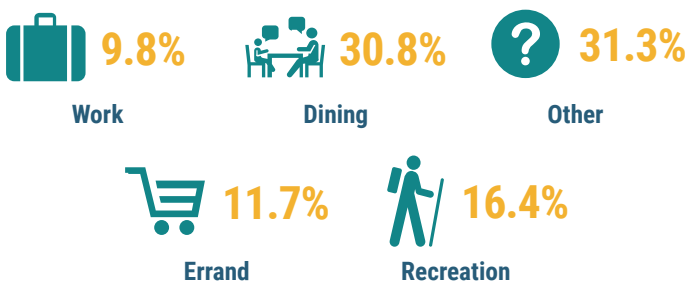
Income



General travel characteristics (all modes):

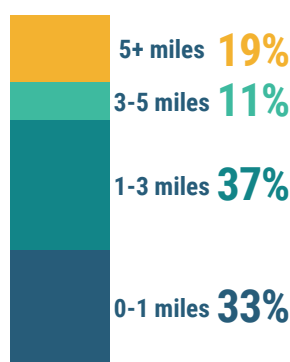
Trip Purposes

Sample size = 419 trips (all modes)



Trip Distances

Sample size = 219 trips (all modes)



Mode Share

Sample size = 13,610 people (commute trips)

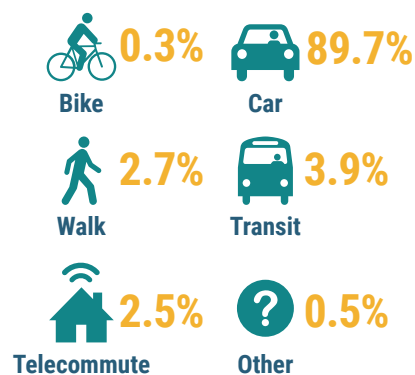


Figure SU-2: Suisun City Active Transportation Infographic

Existing Active Transportation Network

The active transportation network consists of both pedestrian and bicycle infrastructure that work together to provide mobility options for all those that live, work, study, play, visit, pray, or shop in Suisun City. Whether we're aware of it or not, everyone in Suisun City uses active transportation infrastructure, such as sidewalks, at some point in their day even if just for short distances to reach their desired destinations.

Existing Pedestrian Network

The pedestrian network within Suisun City consists largely of sidewalk infrastructure supported by crossing treatments, multi-use paved trails, and unpaved recreational trails. Suisun City currently has an overall Walk Score of 37 out of 100 according to the real-estate website www.WalkScore.com, indicating that most errands require a car. The city currently has a total of 134 miles of existing sidewalk infrastructure, which includes measurements of sidewalks on both sides of the street independently. With approximately 173 miles of maximum sidewalk coverage (total roadway mileage multiplied by two to account for both sides of the street), as shown in Figure SU-4 and the map in Figure SU-5. Depending on land use context, there may be areas of the city with rural characteristics where typical sidewalk infrastructure may not be compatible. However, it was not possible to exclude these areas from the overall sidewalk inventory evaluation.

Existing Bicycle Network

This section summarizes the bicycle facilities in Suisun City's existing bike network. It also presents the results of the bicyclist comfort and connectivity analyses – that is, level of traffic stress (LTS) and bicycle network connectivity analysis (BNA), respectively – for the existing network. Additional information on the LTS and BNA methodologies can be found in the existing conditions section of the Solano Countywide Active Transportation Plan. Suisun City has an 87-mile roadway network with approximately 14 lane miles with designated bicycle facilities. This includes seven lane miles of multi-use paths, seven lane miles of bike lanes, and a short bike route, as summarized in Figure SU-4 and shown in the map in Figure SU-6. Figure SU-7 and Figure SU-8 present the LTS and BNA results for Suisun City's existing bicycle network, respectively.



Figure SU-3: Grizzly Island Trail in Suisun City

Sidewalk Network Inventory

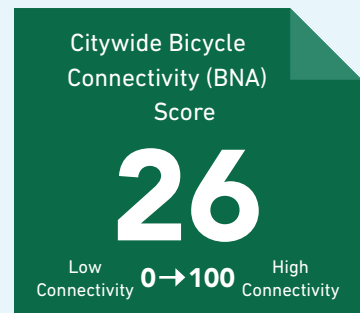


| | Existing Sidewalk Lane Miles | Full Sidewalk Buildout Lane Miles |
|----------------------------|------------------------------|-----------------------------------|
| Suisun City | 134 | 173 |
| Priority Development Areas | 16 | 24 |
| Communities of Concern | 28 | 43 |
| Disadvantaged Communities | - | - |

Bicycle Network Inventory

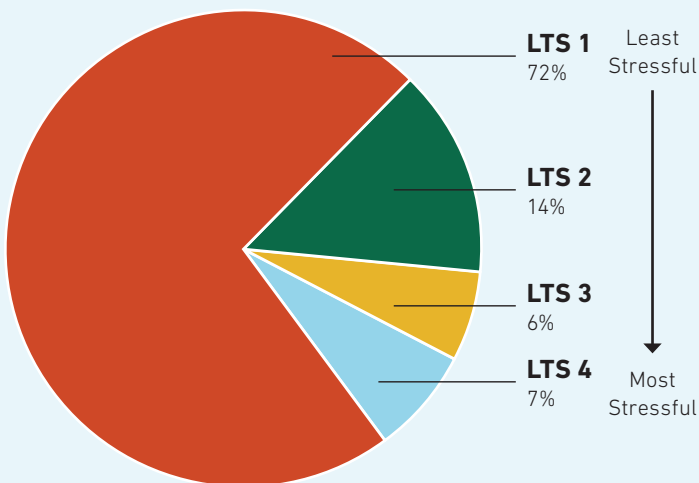


| Bike Facilities | Lane Miles |
|---------------------------|------------|
| Multi-Use Paths (Class I) | 7 |
| Bike Lanes (Class II) | 7 |
| Bike Routes (Class III) | 0.16 |
| No Designated Facility | 73 |
| All Roadways | 87 |



Percent of Roadway Mileage

Level of Traffic Stress (LTS)



Bicycle Inventory

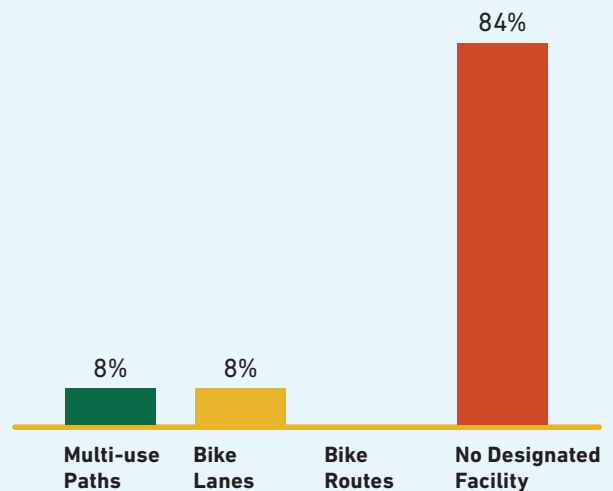


Figure SU-4: Suisun City Active Transportation Network Infographic

Figure SU-5: Suisun City Sidewalk Coverage Map

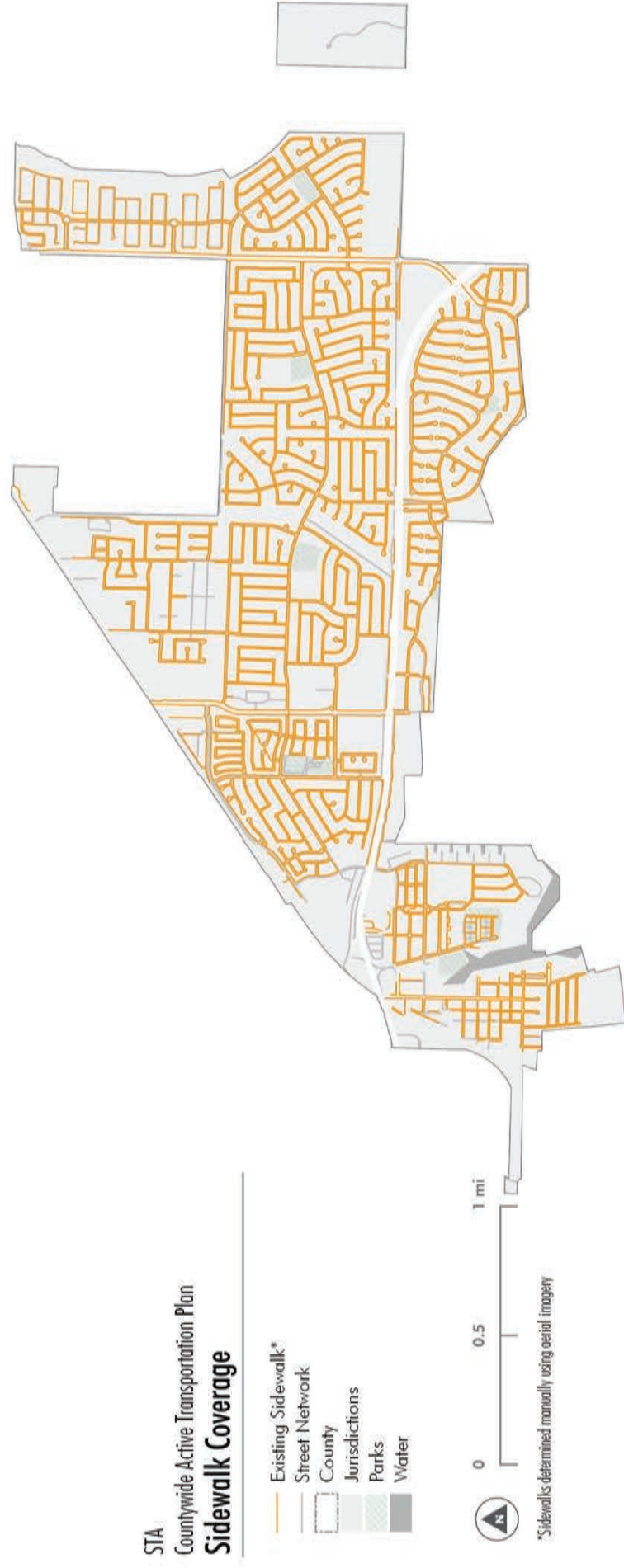


Figure SU-6: Suisun City Existing Bike Network Map

Suisun City

STA Countywide Active Transportation Plan Bicycle Network

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class II Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway
- County
- Jurisdictions
 - Parks
 - Water

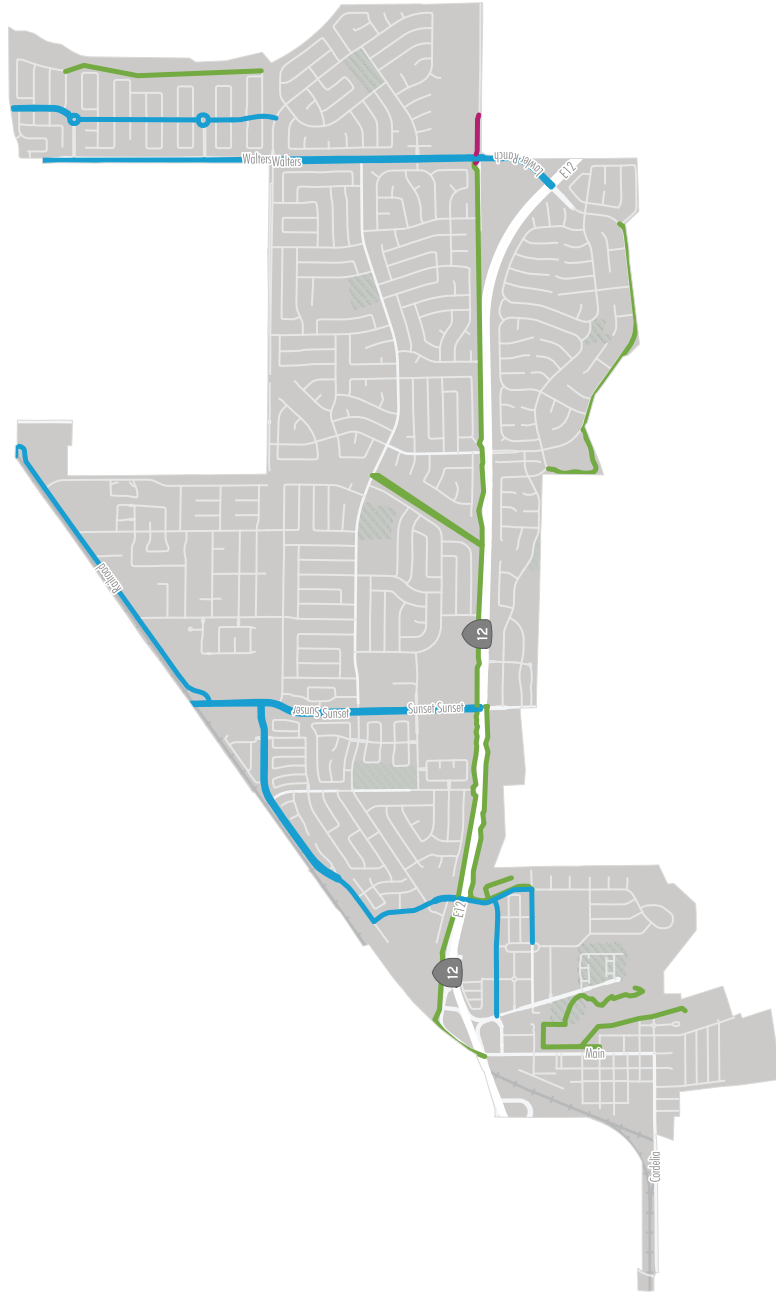


Figure SU-7: Suisun City Bicycle LTS Map

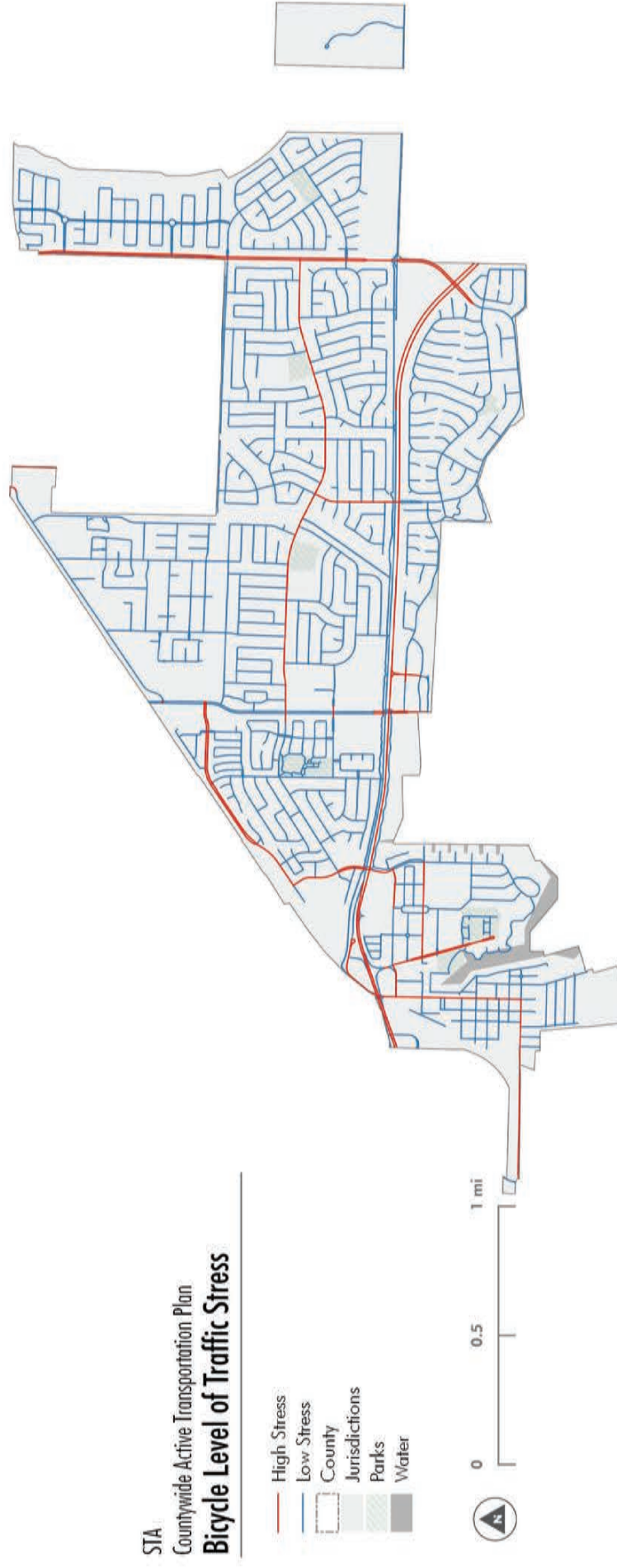


Figure SU-8: Suisun City Bicycle Network Connectivity Map



Safety Corridors

Real and perceived safety can strongly influence a person's decision to walk or bike. Collision analyses are one way to assess traffic safety in a community and can help identify key areas for infrastructure or programmatic improvements that improve safety and comfort for people walking and bicycling. This section summarizes the pedestrian- and bicycle- involved collision trends and high-risk locations in Suisun City. The raw collision data was retrieved from the Statewide Integrated Traffic Records System (SWITRS) for the most recent five years (7/1/2012 - 06/30/2017) for which collision data was available.

The collision analysis followed a systemic safety approach and used the Equivalent Property Damage Only (EPDO) method to assess crashes. The EPDO method weights crashes by severity so that when EPDO scores are calculated, they reflect both frequency *and* severity of collisions. Collisions resulting in a greater injury severity (e.g., fatal or severe) are weighted much heavier than collisions resulting in a minor injury, or no injury at all. For more information about the collision analysis methodology and a more detailed discussion of the results, refer to *Appendix B: Technical Analysis and Summary Memorandums*. When interpreting the results presented below, note that no volume data was used in this analysis, so it is unclear how the numbers of people walking, bicycling, and driving are influencing collision trends.

Summary of Results

During the five-year analysis period there were 527 traffic collisions in Suisun City. Of these collisions, three percent (15) were pedestrian collisions and one percent (5) were bicycle collisions.

In Suisun City, the EPDO scores for intersections are much higher than for segments among both pedestrian and bicycle collisions. Among pedestrian collisions, the EPDO score is highest for collisions during daylight. The highest EPDO score, by far, among bicycle collisions occurred in the dark, on streets with street lights.

The Project Team analyzed the geographic distribution of EPDO scores and identified priority safety corridors and intersections for pedestrian and bicycle collisions in Suisun City (see Figure SU-9 and Figure SU-10). The street segments below were identified as warranting further investigation and improvements. No safety corridors or other locations were identified as warranting further investigation and improvements for bicycle collisions in Suisun City.

Pedestrian collision hotspots:




- Pintail Drive from Blossom Avenue to Sunset Avenue (Suisun City)
- Sunset Avenue from Pintail Drive to Highway 12 (Suisun City)

Within the 2018 Solano Travel Safety Plan, there were no safety projects that overlapped with the identified hotspots.

Figure SU-9: Suisun City Bicycle Collision Hot Spot Analysis

Suisun City

STA
 Countywide Active Transportation Plan
Bicycle Collisions

-  Water
-  County
-  Jurisdictions
-  Parks

Bicycle Collisions*



* For 5 year period 2012 - 2017
 Collisions weighted by severity

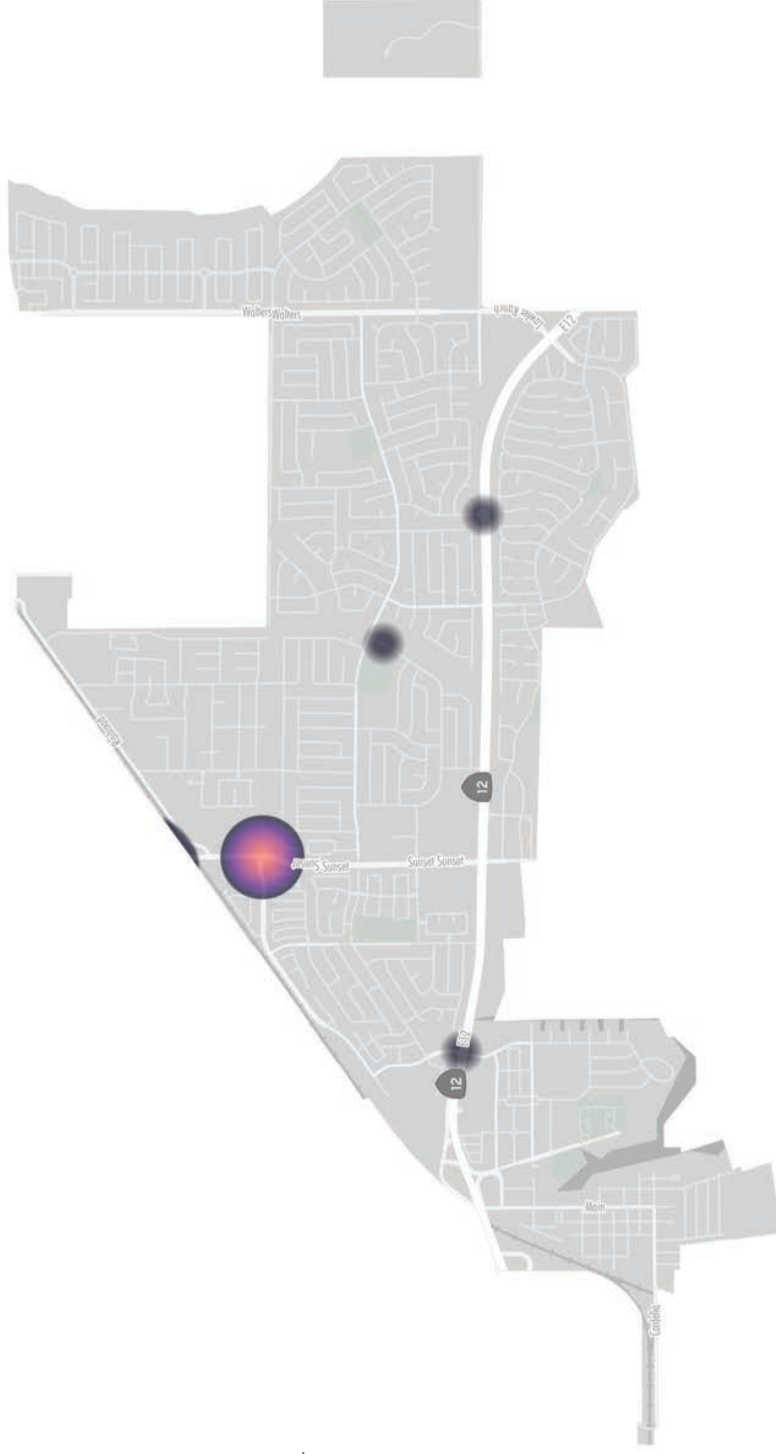



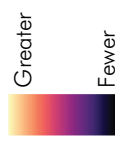
Figure SU-10: Suisun City Pedestrian Collision Hot Spot Analysis

Suisun City

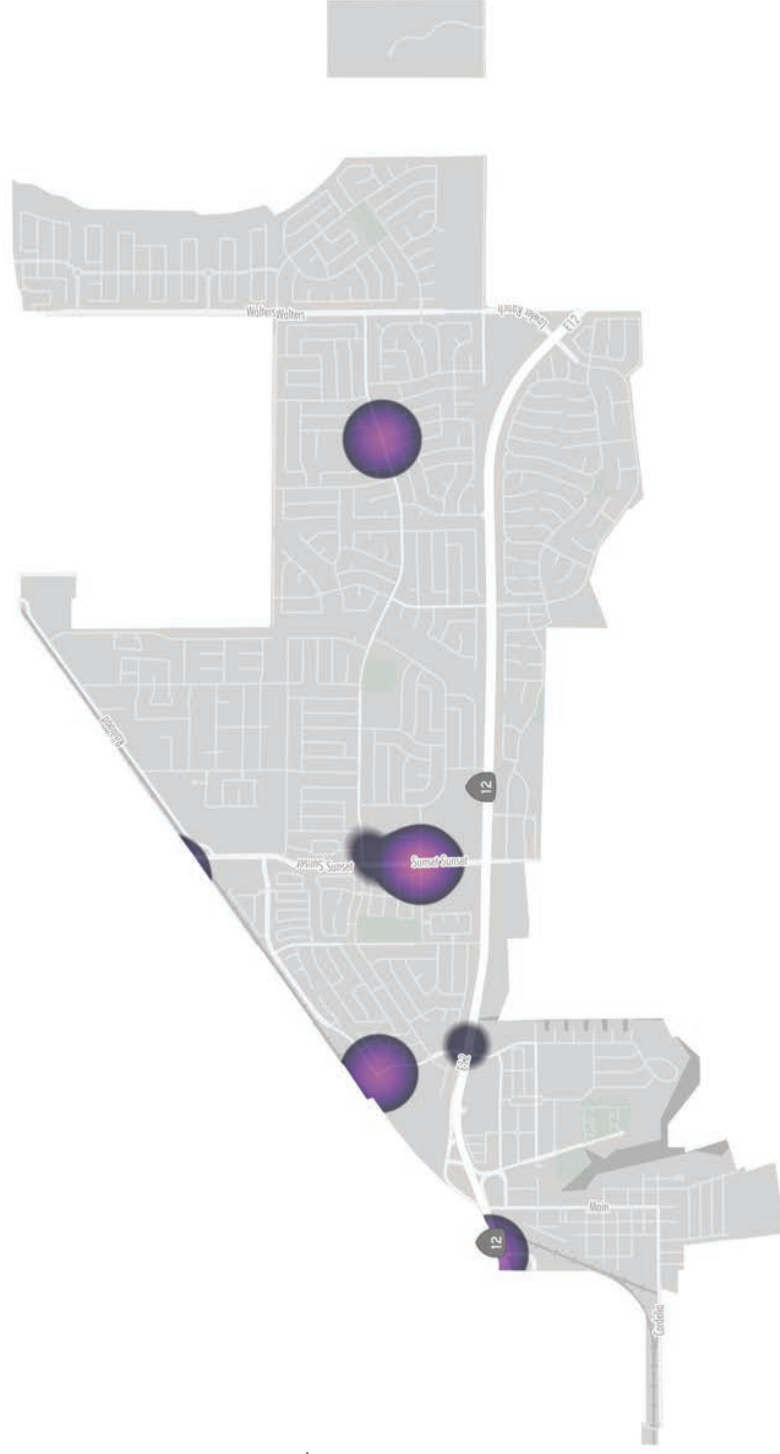
STA
 Countywide Active Transportation Plan
Pedestrian Collisions

-  Water
-  County Jurisdictions
-  Parks

Pedestrian Collisions*



* For 5 year period 2012 - 2017
 Collisions weighted by severity



Community Engagement

Throughout each stage of the Plan development, residents and stakeholders from Suisun City were asked to provide insights on where improvements to walking, biking, and access to transit could be improved and prioritized. A City of Suisun City staff member was part of the Plan Development Team and in-person and online outreach efforts to Suisun City residents occurred over four phases during the 18-month project.

Phase I: Data Collection and Initial Outreach

The goal of the first phase of public outreach was to increase awareness about the Plan and find out where people feel comfortable and uncomfortable walking and bicycling in each jurisdiction. As part of the first phase of

public outreach both online and in-person events were held to try to reach people throughout the county. The in-person pop-up event in Suisun City was the 14th Annual Art, Wine, and Chocolate Festival. The online and in-person feedback was combined to highlight where all participants had positive or negative input about existing infrastructure throughout Suisun City. Positive comments generally encapsulate where people currently like to walk or bicycle and identify experiences to be highlighted. Negative comments mostly highlight areas where people feel it is dangerous or uncomfortable to walk or bicycle. In total, 1,080 individual line and point comments were collected across Solano County, with 483 comments from in-person events and 597 comments from the project website. Figure SU-11 shows the positive and negative comments about walking and bicycling in Suisun City from the online map.

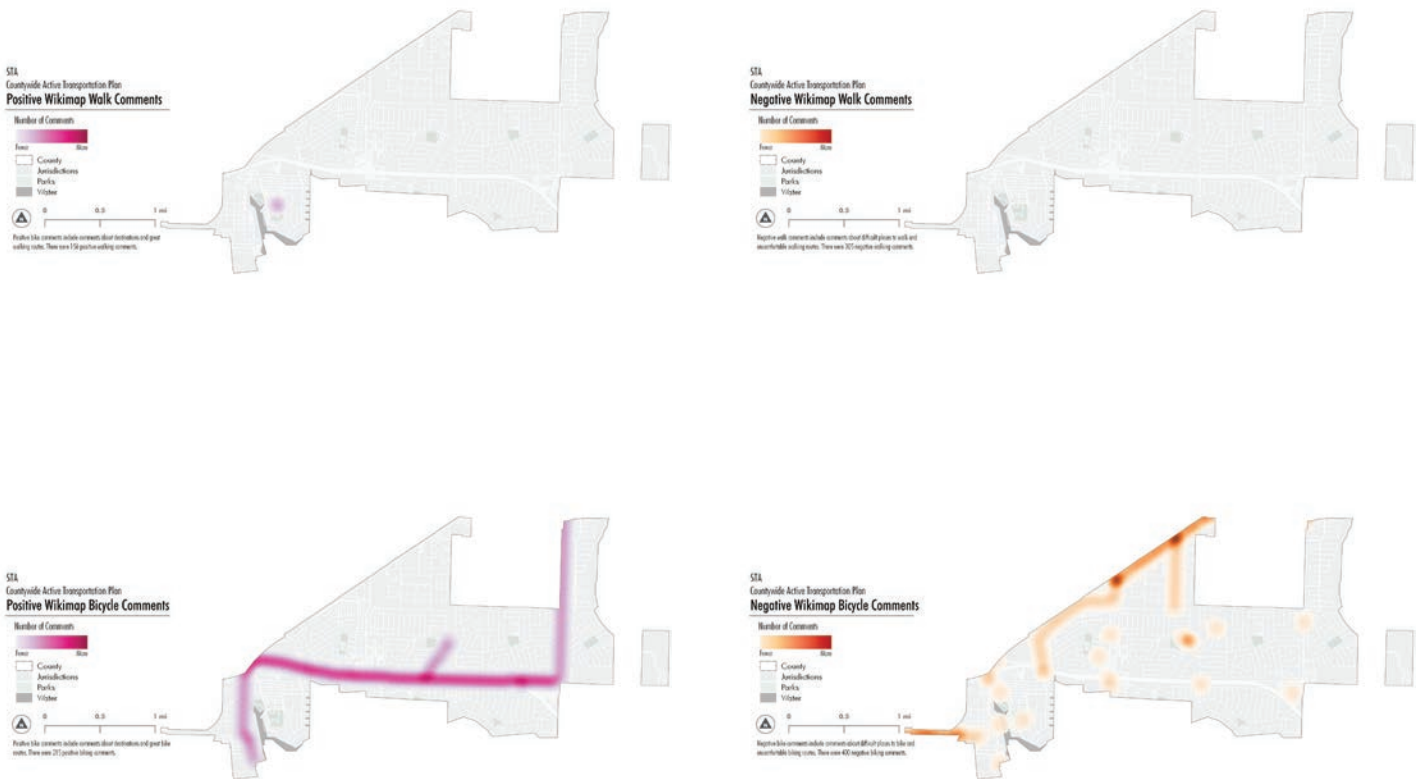


Figure SU-11: Online Map Positive and Negative Walking and Bicycling Comments for Suisun City

Phase II: Countywide Needs and Recommendations

The goal of Phase 2 was to develop the priority countywide backbone network projects which would create a countywide all ages and abilities network. This phase consisted primarily of technical analysis conducted by the consultant team and review of major deliverables by the

Plan Development Team including representatives from the City of Suisun City. The outcomes of this phase included a regional priority bikeway network, regional priority pedestrian project recommendations, and regional trails network.

Phase III: Jurisdiction Needs and Recommendations

The third phase of outreach occurred in the Late Summer/ Early Fall of 2019. The Project Team met with each jurisdiction individually to hold a coordination meeting with internal jurisdiction staff. These working meetings were intended to share what the Project Team learned during Phase 1 outreach and subsequent analyses in Phase II. Suisun City held a biking tour and coordination meeting on August 5, 2019 starting at Suisun City Hall to review initial proposed recommendations and visit key sites to refine or develop additional recommendations. The outcome of this meeting and walking tour resulted in updated project lists and maps that would be presented to the larger public during Phase IV.



Figure SU-12: Walk Audit in Suisun City

Phase IV: Implementation Strategy and Draft Plan

The fourth phase of outreach occurred in late Fall of 2019 and focused on educating the public about different types of bicycle and pedestrian infrastructure and obtaining input on the best recommendations to prioritize. Members of the public and interested stakeholders were invited to participate in a presentation and workshop at the Joint Event with the Solano Transportation Authority Pedestrian Safety Symposium at Joseph Nelson on September 19, 2019. Participants were asked to identify their top five bikeway facilities that should be prioritized in the next five years in an activity called “5 in 5” as shown in Figure SU-13. This activity is intended to help Suisun City focus on which facilities the public is most likely to use in the near-term to build out a connected network of all ages and abilities facilities. Pedestrian recommendations were also reviewed and augmented as necessary.

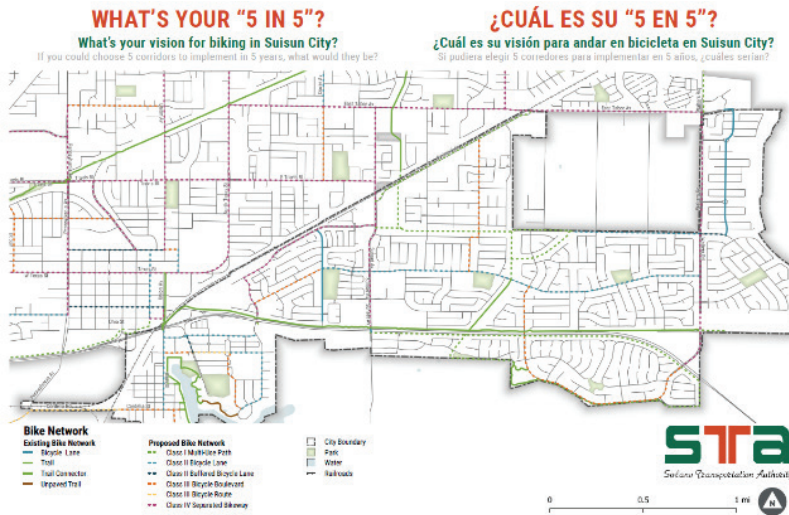


Figure SU-13: 5 in 5 activity in Suisun City

Network Development

The Suisun City Active Transportation Backbone Network is a network of facilities suitable for people of all ages and abilities. The network was developed by conducting a series of analyses to identify areas which have the highest propensity to produce walking and bicycling trips and assessing whether all ages and abilities pedestrian and bicycle facilities already exist along the network. The results of these analyses were used to develop the countywide and local active transportation backbone networks. Suisun City’s backbone network is shown in Figure SU-15.

Backbone Network Development

The primary analysis technique used to develop the backbone network was an attractors and generators analysis which is explained in greater detail on the next page.

Two levels of backbone networks were developed:

- A countywide backbone network that links the top 25 highest composite demand areas throughout Solano (except for Dixon and Rio Vista), which include some routes identified in Suisun City; and,
- A local backbone networks that link the top 10 highest composite demand areas within each City.

Within each jurisdiction, the countywide backbone network routes were overlapped with the local backbone network routes where feasible. For more information on the analyses used to develop the backbone network refer to *Appendix B: Technical Analysis and Summary*.

Complete Networks and Citywide Recommendations

Once the backbone network routes were identified, the complete citywide networks were assessed using both technical analysis from the Existing Conditions Report and public input from the first phase of outreach. Recommendations were developed to promote cross-town connectivity to priority destinations and to maximize available curb to curb right-of-way to keep costs as low as possible. Where feasible, all ages and abilities facility recommendations were proposed. Recommendations that did not meet that criteria are still important and play a large role in improving connectivity by closing gaps or addressing safety. Figure SU-14 below shows the network development steps and how analyses or public input was integrated into the process.

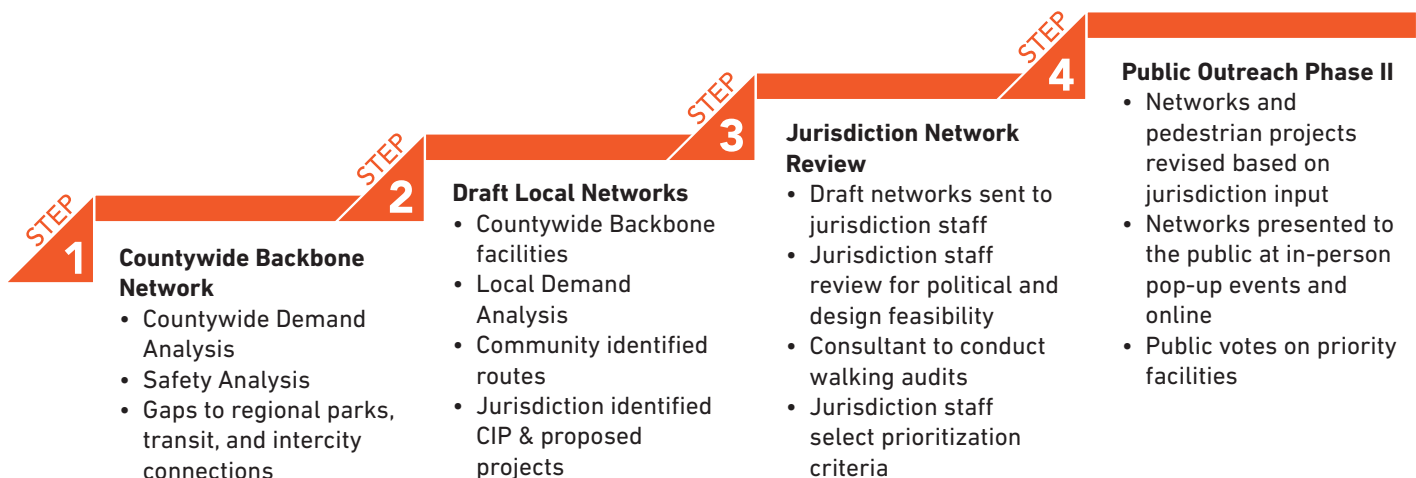


Figure SU-14: Active Transportation Network and Project Development Process

Suisun City Attractors/Generators Analysis

Overview:

The goal of an attractors/generators analysis is to develop an understanding of the most likely network of bicycling and walking activity. The result is a conceptual network linking regional activity centers.



Process:

- 1 Generators**
 Generator factors are demographic indicators that represent where the population or people more likely to walk or bicycle are located. Factors are measured at the census block or block group level.
- 2 Attractors**
 Attractor factors are trip destinations and consist of factors that attract demand. Factors are scored on how many trips they are likely to attract based on ITE guidelines for trip rates.
- 3 Attractor Generator Pairs and Composite Trip Demand**
 The composite trip demand between the activity centers is determined by adding the attractor trips and generator score, and multiplying the demand of each activity center by the distance decay factor between the zones. This total represents the number of trips that will occur between the two areas.
- 4 High Demand Routes**
 The high demand routes are developed between the top 10 pairs. These pairs are identified below, including a generalized land use category.

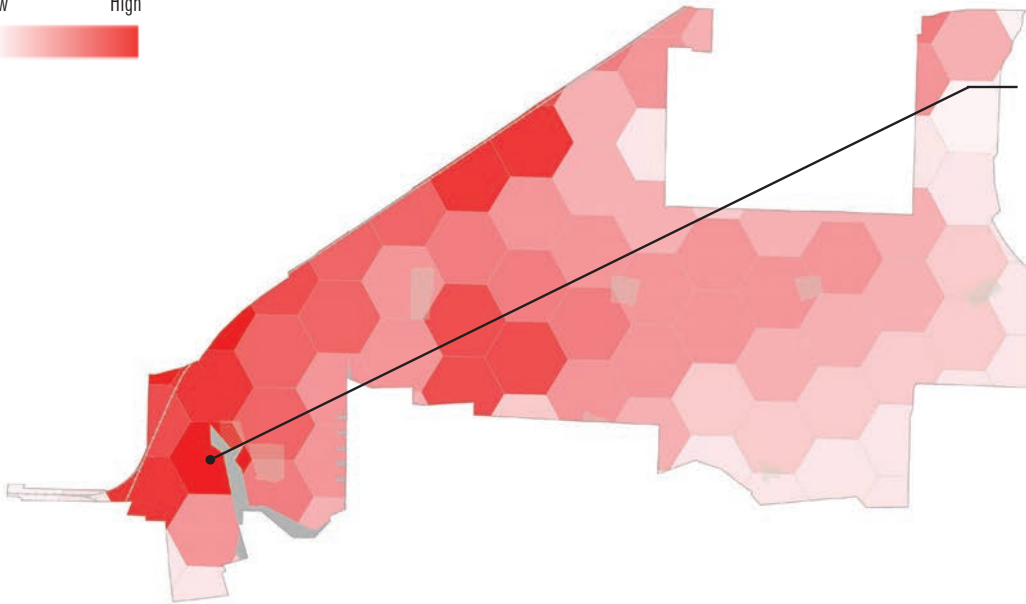
Factors

| | | | | |
|--|---|--|---|--|
|  total population |  low-income population |  zero-car population |  population over 65 |  population under 18 |
|  transit centers |  bus stops |  employment density |  higher education |  schools |
|  parks |  neighborhood commercial |  downtown |  major retail |  services |
|  libraries |  entertainment |  public input points | | |

Top 10 Composite Demand Areas

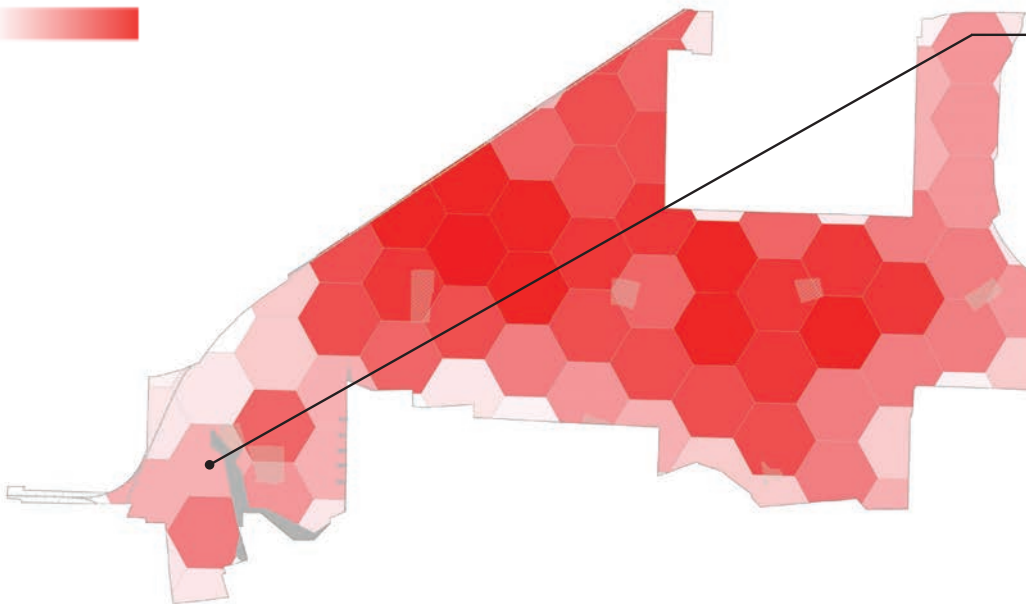
| Ref | Activity Center 1 | Activity Center 2 | Composite Trip Demand | Description |
|-----|-------------------|-------------------|-----------------------|---|
| 1 | Residential | Downtown | 3,397,364 | Downtown at Main Street and Solano Street to Sunset Avenue and Pintail Drive |
| 2 | Residential | Downtown | 2,888,117 | Downtown at Main Street and Solano Street to Pintail Drive and Wigeon Way |
| 3 | Residential | Downtown | 2,853,623 | Downtown at Main Street and Solano Street to Railroad Avenue and Sunset Avenue |
| 4 | Residential | Downtown | 2,542,585 | Downtown at Main Street and Solano Street to Railroad Avenue and Village Drive |
| 5 | Downtown | Residential | 1,945,442 | Downtown at Main Street and Solano Street to Pintail Drive and Crested Drive |
| 6 | Downtown | Residential | 1,922,063 | Downtown at Main Street and Solano Street to Longspur Drive and Emperor Drive |
| 7 | Downtown | Residential | 1,751,033 | Downtown at Main Street and Solano Street to Fulmar Drive and Pelican Way |
| 8 | Downtown | Residential | 1,650,383 | Downtown at Main Street and Solano Street to Pintail Drive and Seagull Drive |
| 9 | Downtown | Residential | 1,581,581 | Downtown near Main Street and Dobbins to California Medical Facility |
| 10 | Residential | Residential | 1,117,020 | Downtown near Main Street and Dobbins Street to Markham Avenue and Brown Street |

1 Generator Scores



| Generator | People |
|-------------------------------|------------|
| Total Population | 251 |
| Over 65 Population | 7 |
| Under 18 Population | 29 |
| Low Income Population | 29 |
| Zero Car Population | 3 |
| TOTAL GENERATORS TRIPS | 319 |

2 Attractor Scores

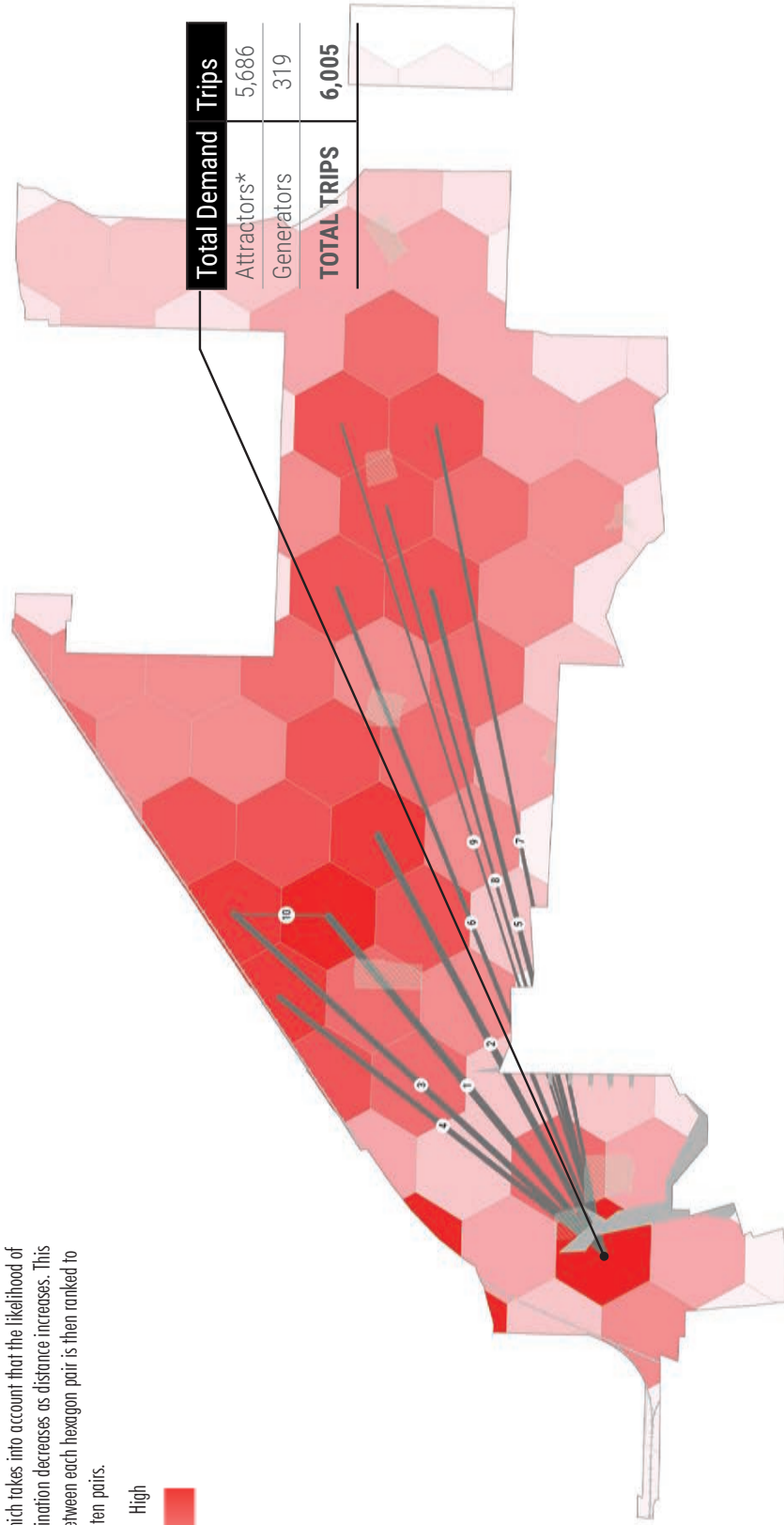


| Attractor | Trips |
|-------------------------------|--------------|
| Transit | 5 |
| Bus Stops | 63 |
| Employment Density | 226 |
| Higher Education | 0 |
| Schools | 71 |
| Parks | 14 |
| Neighborhood Commercial | 0 |
| Downtown | 4,391 |
| Major Retail | 0 |
| Services | 43 |
| Libraries | 0 |
| Entertainment | 34 |
| Public Input Destinations | 1 |
| TOTAL ATTRACTORS TRIPS | 4,848 |

3 Attractor Generator Pairs and Composite Trip Demand

Most of the pairs of activity centers originate or terminate in downtown and connect to various residential areas throughout the city.

The total demand in each hexagon is multiplied by a distance decay function, which takes into account that the likelihood of traveling to a destination decreases as distance increases. This composite score between each hexagon pair is then ranked to determine the top ten pairs.

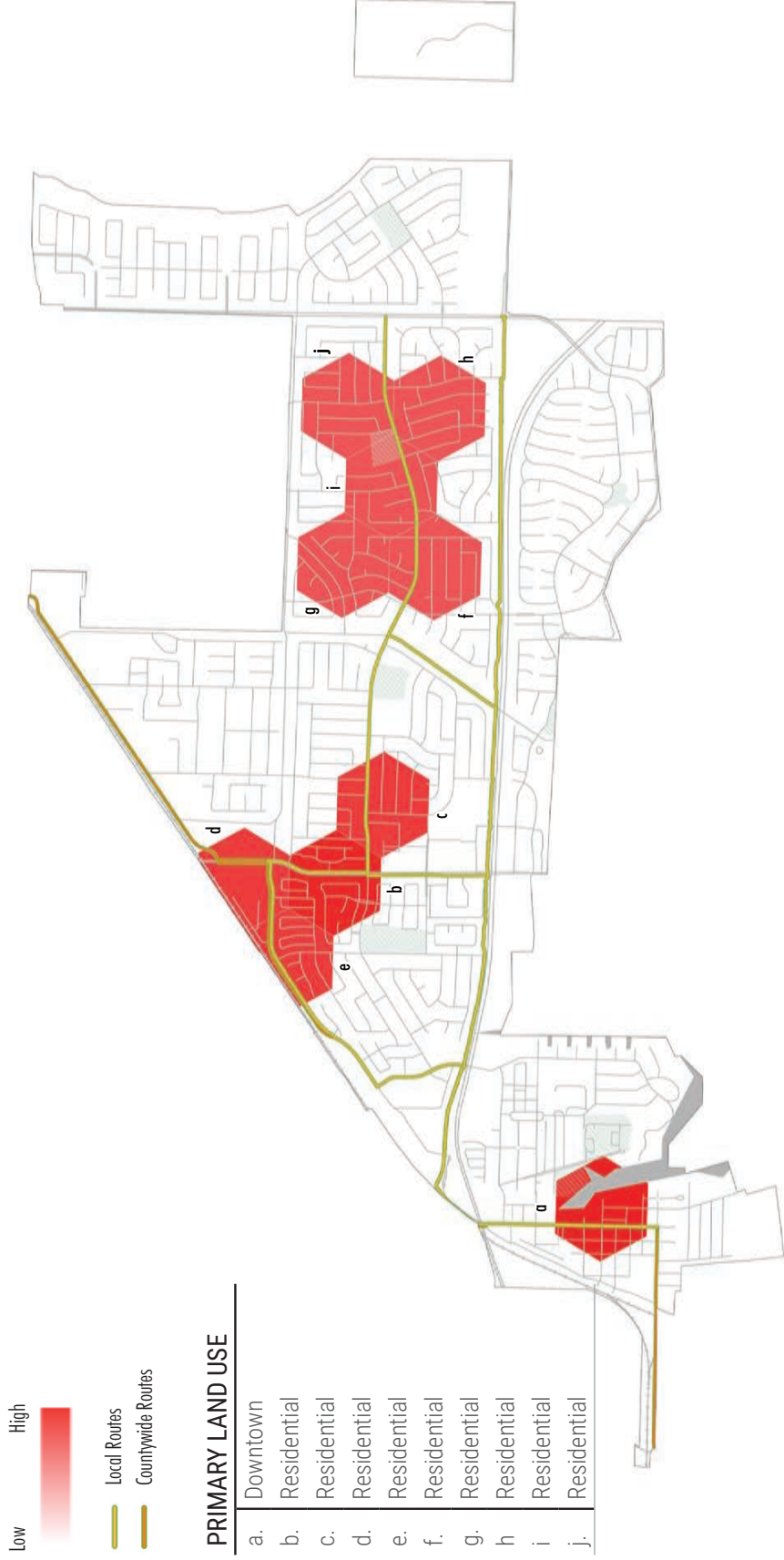


* Attractors score was adjusted based on public outreach. The public was asked to rank which types of destinations they wanted to bike or walk to. The trip totals for the top three destinations were increased by 20%, and the trip totals for the bottom three destinations were reduced by 20%. The remaining destinations were not changed.

Figure SU-15: Analysis of attractors and generators of trips in Suisun City

STA
 Countywide Active Transportation Plan
4 High Demand Routes

The high demand routes are created by identifying routes along the street network, taking into consideration existing facilities, street classification, and route directness.



PRIMARY LAND USE

| | |
|----|-------------|
| a. | Downtown |
| b. | Residential |
| c. | Residential |
| d. | Residential |
| e. | Residential |
| f. | Residential |
| g. | Residential |
| h. | Residential |
| i. | Residential |
| j. | Residential |

Recommended Vision Bike Network

After developing the countywide and local backbone networks and conducting outreach with key stakeholders, a series of bicycle projects were identified to help build Suisun City’s full built-out vision bicycle network into one that is more comfortable for people of all ages and abilities. The vision bicycle network represents an unconstrained project list that the Solano Transportation Authority will continue to partner with the City of Suisun City to identify relevant funding sources to build out projects over time. This Plan proposes adding a total of 24 new miles of bikeways to Suisun City’s existing bikeway network. Table SU-1 presents the existing and proposed bikeway mileage

by facility type, along with the costs associated with installing each facility type. Facility installation costs will vary depending on the materials used; for more information about the assumptions included in the cost estimates see *Appendix B: Technical Analyses and Summary Memorandums*. Figure SU-17 shows the recommended bike network, with existing and proposed projects shown with solid and dotted lines, respectively. Figure SU-18 depicts which facilities meet the AASHTO all ages and abilities bikeway selection criteria. Table SU-2 lists details for all of the recommended bikeway projects in Suisun City.

Table SU-1: Existing and Proposed Bicycle Network Mileage

| Facility Type | Existing Mileage (approximate) | Proposed Mileage (approximate) | Estimated Cost per mile | Total Estimated Cost |
|--------------------------------|--------------------------------|--------------------------------|-------------------------|----------------------|
| Class I Multi-use Path | 7.1 | 9.14 | \$1,610,000 | \$14,711,330 |
| Class II Bicycle Lane | 7.2 | 3.84 | \$270,000 | \$1,037,592 |
| Class II Buffered Bicycle Lane | | 1.58 | \$310,000 | \$489,129 |
| Class III Bicycle Route | | 0.73 | \$1,390,000 | \$1,010,183 |
| Class III Bicycle Boulevard | | 5.32 | \$220,000 | \$1,170,226 |
| Class IV Separated Bikeway | 0.16 | 3.55 | \$370,000 | \$1,314,298 |
| Total | 14.4 | 24.16 | - | \$19,732,758 |

*Costs presented in 2020 dollars

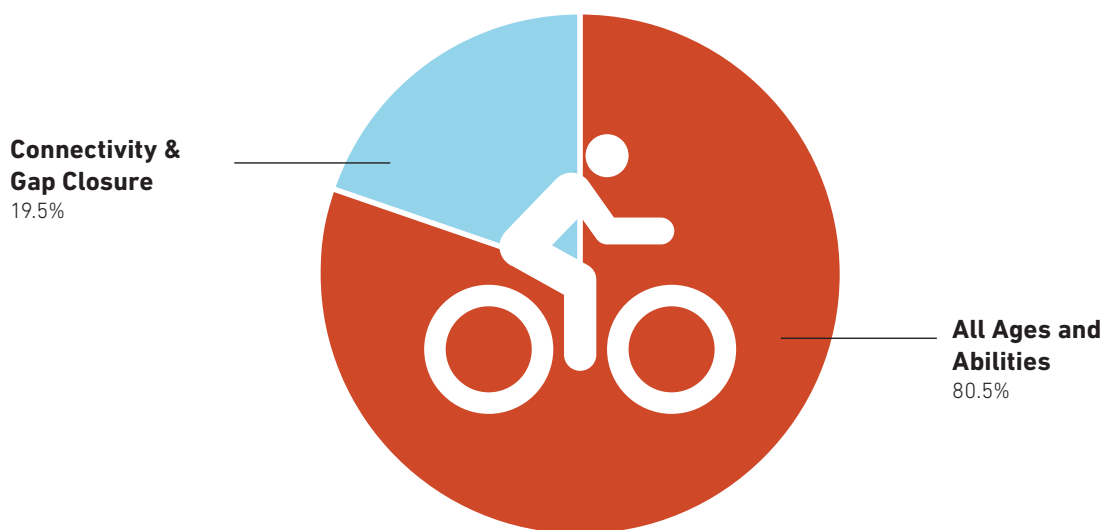


Figure SU-16: Share of Recommended Bikeways by Network Type

Figure SU-17: Proposed Bicycle Network for Suisun City

Suisun City

STA Countywide Active Transportation Plan Bicycle Network

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class II Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway

- Existing
- Proposed
- County
- Jurisdictions
- Parks
- Water

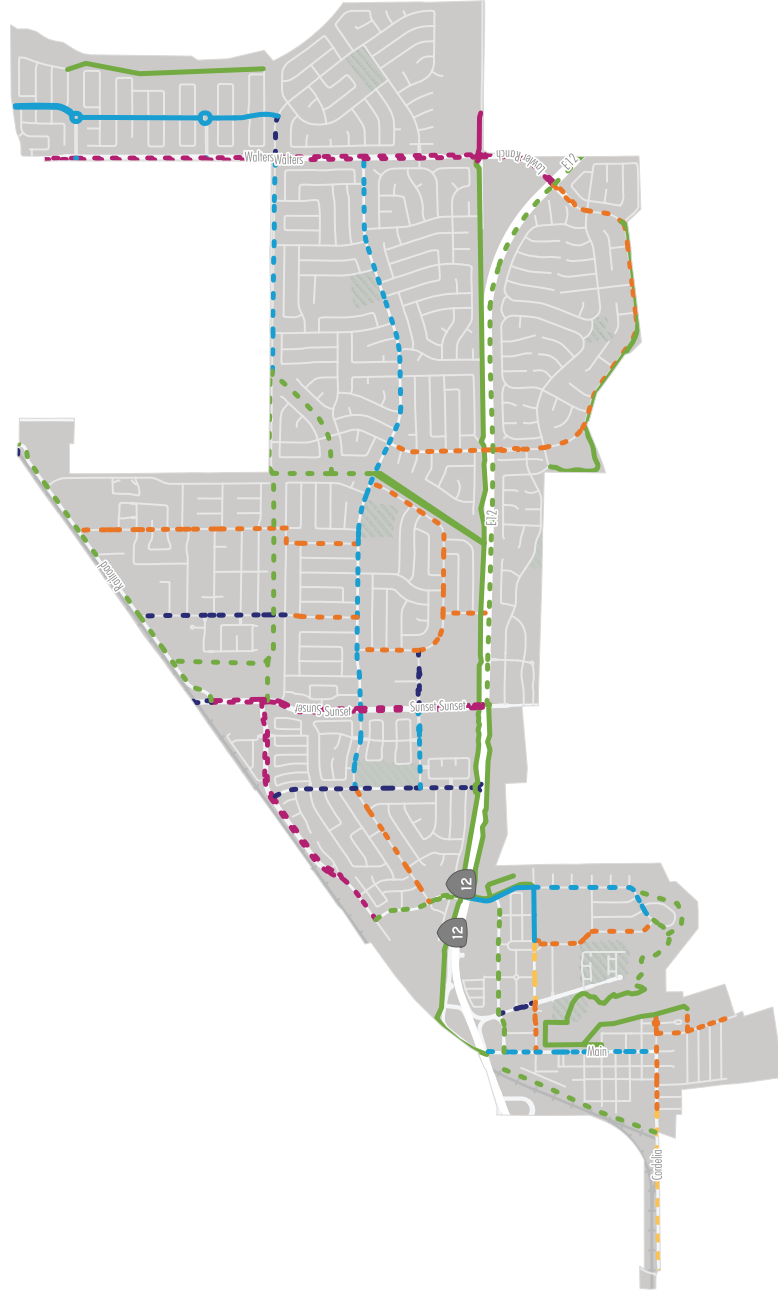


Figure SU-18: Recommended All Ages and Abilities Bikeway Network in Suisun City

Suisun City

STA
 Countywide Active Transportation Plan
**Bicycle Network -
 All Ages And Abilities**

Bikeways

- Class I Multi-Use Path
- Class II Bicycle Lane
- Class II Buffered Bicycle Lane
- Class III Bicycle Boulevard
- Class III Bicycle Route
- Class IV Separated Bikeway

- Existing
- Proposed
- County
- Jurisdictions
- Parks
- Water



Table SU-2: Suisun City Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length (mi) | Cost | Prioritization Rank |
|------|---------------------------------|-------------------|------------------------|-----------------------------|----------------------------|-------------|-------------|---------------------|
| 518A | Sunset Ave | Hwy 12 | Railroad Ave | Class IV Separated Bikeway | All Ages & Abilities | 0.71 | \$262,700 | High |
| 518B | Sunset Ave | Railroad Ave | Railroad Ave | Class IV Separated Bikeway | All Ages & Abilities | 0.16 | \$59,579 | High |
| 500A | Railroad Ave | Marina Blvd | Sunset Ave | Class IV Separated Bikeway | All Ages & Abilities | 0.82 | \$305,103 | High |
| 506A | Lotz Way | Main St | Civic Center Blvd | Class I Multi-Use Path | All Ages & Abilities | 0.12 | \$200,887 | High |
| 506B | Lotz Way | Civic Center Blvd | Marina Blvd | Class I Multi-Use Path | All Ages & Abilities | 0.37 | \$599,647 | High |
| 504A | Main St | Cordelia St | Central County Bikeway | Class II Bicycle Lane | All Ages & Abilities | 0.53 | \$144,447 | High |
| 522A | Walters Rd | Hwy 12 | E Tabor Ave | Class IV Separated Bikeway | All Ages & Abilities | 1.70 | \$629,000 | High |
| 511A | Marina Blvd | Whispering Bay Ln | Driftwood Ct | Class II Bicycle Lane | Connectivity & Gap Closure | 0.44 | \$117,743 | High |
| 511D | Marina Blvd | Hwy 12 | Railroad Ave | Class I Multi-Use Path | All Ages & Abilities | 0.37 | \$590,985 | High |
| 501A | Railroad Ave Path | Sunset Ave | E Tabor Ave | Class I Multi-Use Path | All Ages & Abilities | 1.05 | \$1,685,640 | High |
| 503A | Buena Vista Ave/Pintail Dr | Marina Blvd | Village Dr. | Class III Bicycle Boulevard | All Ages & Abilities | 0.43 | \$94,067 | High |
| 503B | Buena Vista Ave/Pintail Dr | Village Dr. | Walters Rd | Class II Bicycle Lane | Connectivity & Gap Closure | 1.79 | \$483,306 | High |
| 514A | McCoy Creek Bike Path Extension | McCoy Creek | Railroad Ave | Class I Multi-Use Path | All Ages & Abilities | 0.32 | \$508,722 | High |
| 514B | McCoy Creek Bike Path Extension | Pintail Dr | Proposed trail | Class I Multi-Use Path | All Ages & Abilities | 0.32 | \$522,778 | High |
| 526A | Rail with Trail | Cordelia St | Train Station | Class I Multi-Use Path | All Ages & Abilities | 0.55 | \$890,415 | High |
| 532A | Wigeon Wy Bike Boulevard | Pintail Dr | Pintail Dr | Class III Bicycle Boulevard | All Ages & Abilities | 1.03 | \$226,774 | High |
| 528A | UPRR Overcrossing | Marina Blvd | W Texas St | Class I Multi-Use Path | All Ages & Abilities | 0.17 | \$270,495 | High |
| 512B | Grizzly Island Trail Extension | Grizzly Island Rd | City Limit (S) | Class I Multi-Use Path | All Ages & Abilities | 1.84 | \$2,962,741 | Medium |
| 525A | Waterfront Path Connector | Solano Yacht Club | Marina Blvd | Class I Multi-Use Path | All Ages & Abilities | 0.29 | \$467,375 | Medium |
| 527A | Waterfront Path Extension | Marina Cir | Marina Blvd | Class I Multi-Use Path | All Ages & Abilities | 0.28 | \$444,211 | Medium |

Table SU-2: Suisun City Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length (mi) | Cost | Prioritization Rank |
|------|--------------------------------------|-----------------------|-------------------|--------------------------------|----------------------------|-------------|-------------|---------------------|
| 509A | Cordelia Rd | Pennsylvania Ave | West St | Class III Bicycle Route | All Ages & Abilities | 0.53 | \$737,340 | Medium |
| 509B | Cordelia Rd | West St | Waterfront Path | Class III Bicycle Boulevard | All Ages & Abilities | 0.18 | \$40,062 | Medium |
| 502A | Northside Canal Path | Sunset Ave | Bella Vista Dr | Class I Multi-Use Path | All Ages & Abilities | 1.06 | \$1,700,300 | Medium |
| 515A | McCoy Creek Bike Path Connector | McCoy Creek | Bella Vista Dr | Class I Multi-Use Path | All Ages & Abilities | 0.40 | \$650,877 | Medium |
| 507A | Civic Center Blvd | Driftwood Dr | Lotz Way | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.12 | \$37,622 | Medium |
| 517A | Whispering Bay Ln | Marina Cir | Driftwood Dr | Class III Bicycle Boulevard | All Ages & Abilities | 0.41 | \$91,147 | Medium |
| 520A | Scoter Way, Canvasback Dr, Worley Rd | Pintail Dr | Railroad Ave | Class III Bicycle Boulevard | All Ages & Abilities | 0.94 | \$206,312 | Medium |
| 513A | Lawler Ranch Path | McCoy Creek Bike Path | Johnston Wy | Class I Multi-Use Path | All Ages & Abilities | 0.56 | \$898,235 | Medium |
| 513B | Lawler Ranch Path | Craven Wy | Whitby Wy | Class I Multi-Use Path | All Ages & Abilities | 1.00 | \$1,616,073 | Medium |
| 513C | Lawler Ranch Path | Johnston Wy | C/L at Hwy 12 | Class I Multi-Use Path | All Ages & Abilities | 0.44 | \$701,950 | Medium |
| 510A | Walnut St | Kellogg St | trail | Class III Bicycle Boulevard | All Ages & Abilities | 0.08 | \$17,242 | Low |
| 516A | Kellogg St | C/L | Cordelia St | Class III Bicycle Boulevard | All Ages & Abilities | 0.25 | \$55,501 | Low |
| 508A | Driftwood Dr | Marina Blvd | Josiah Cir | Class II Bicycle Lane | All Ages & Abilities | 0.17 | \$45,781 | Low |
| 508B | Driftwood Dr | Josiah Cir | Civic Center Blvd | Class III Bicycle Route | Connectivity & Gap Closure | 0.20 | \$272,842 | Low |
| 508C | Driftwood Dr | Civic Center Blvd | Main St | Class III Bicycle Boulevard | All Ages & Abilities | 0.16 | \$34,936 | Low |
| 533A | Blossom Ave | Pintail Dr | Canvasback Dr | Class III Bicycle Boulevard | Connectivity & Gap Closure | 0.23 | \$50,499 | Low |
| 505A | Petersen Rd | Walters Rd | Lambrech Dr | Class IV Separated Bikeway | All Ages & Abilities | 0.16 | \$57,916 | Low |
| 529A | Village Dr | Hwy 12 | Railroad Ave | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.67 | \$207,306 | Low |
| 531A | Merganser Dr | Sunset Ave | Wigeon Wy | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.18 | \$57,066 | Low |
| 534A | Blossom Ave | Canvasback Dr | Railroad Ave | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.46 | \$143,479 | Low |
| 521A | Lawler Ranch Bike Boulevard | Pintail Dr | Hwy 12 (E) | Class III Bicycle Boulevard | Connectivity & Gap Closure | 1.61 | \$353,686 | Low |

Table SU-2: Suisun City Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length (mi) | Cost | Prioritization Rank |
|------|----------------|---------------------------------|---------------|--------------------------------|----------------------|-------------|-----------|---------------------|
| 524A | Bella Vista Dr | Northside Canal Path (Proposed) | Walters Rd | Class II Bicycle Lane | All Ages & Abilities | 0.67 | \$181,691 | Low |
| 524B | Bella Vista Dr | Walters Rd | Charleston St | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.14 | \$43,656 | Low |
| 530A | Merganser Dr | Village Dr. | Sunset Ave | Class II Bicycle Lane | All Ages & Abilities | 0.24 | \$64,624 | Low |

Implementation Note: All recommended proposed projects may need further evaluation at the local level including potential parking, traffic operations, design, and/or feasibility studies. Additionally, projects that may require multiple studies could be assessed with a Complete Streets Corridor Study and include additional public engagement.

Near-Term Implementation Bike Network Action Plan

During the fourth phase of outreach, participants at each workshop or meeting were asked to identify their top five projects that Suisun City should prioritize in the next five years. This activity is intended to help shed light on which recommended bikeway facilities would be most utilized as a complete, connected network. Research has shown that rapidly building out a connected, low-stress network provides the highest mode shift to bicycling. Given realistic funding constraints and staff capacity to implement all bikeway recommendations, the Solano Transportation Authority identified a focused list of projects to build out

a simplified citywide network. The Solano Transportation Authority will partner with the City of Suisun City to identify funding sources to implement the facilities over the next five years. While some projects may score lower on the prioritization list, they represent critical connections within the overall network framework. Figure SU-19 shows the results from the 5 in 5 outreach activity. Figure SU-20 and Table SU-3 identify the top corridors from the “5 in 5” activity with their associated prioritization rankings that should be considered for near-term implementation to build out a connected network.

Table SU-3: Near-Term Implementation Bike Network Corridors

| Corridor Name | Segment IDs | Total Project Cost | Safe Routes to Transit | Safe Routes to School | Supports Equity Goals |
|--|------------------|--------------------|------------------------|-----------------------|-----------------------|
| Main Street Downtown Access Bikeway | 504A | \$144,447 | √ | | √ |
| Buena Vista Avenue and Pintail Drive Cross-Town Connection | 503A, 503B, 511D | \$1,168,359 | √ | √ | √ |
| Sunset Avenue Separated Bikeway | 518A, 518B | \$322,279 | √ | √ | √ |
| Walters Road Separated Bikeway | 522A | \$629,000 | √ | √ | √ |
| Railroad Avenue Path | 501A | \$1,685,640 | √ | √ | √ |
| Total Near-Term Cost | | \$3,949,725 | | | |

Action Plan Corridor Descriptions

The descriptions of the near-term action plan corridor below should be used to help identify funding sources and apply for potential grant applications.

1. Main Street Downtown Access Bikeway (504A) – Implement Class II Bicycle Lanes by assessing the possible removal of parking on one side of the street. With ample off-street parking available downtown, any overflow should be able to be accommodated in the off-street Marina parking lots. A low-cost two-way separated bikeway could be implemented on the east side of roadway if increased cyclist comfort is desired downtown and to extend the trail-like feeling from the Central County Bikeway which currently terminates at the Suisun Fairfield Amtrak Station. This would still result in the loss of only one side of parking. This route closes a critical gap between the northern part of Suisun City and the downtown which would provide access to local businesses and services for dining, entertainment, and retail areas. This facility would close a gap to transit

for regional FAST Transit route GX to El Cerrito del Norte BART, regional Napa Vine Transit route 21, and local FAST Transit Route 5. Additionally, the route provides access to Amtrak, the Suisun Park and Ride lot, Capital Corridor, and Grey Hound buses. This corridor connects through one MTC Priority Development Area.

2. Buena Vista Avenue and Pintail Drive Cross-Town Connection (503A, 503B, 511D) – Implement a Class III Bicycle Boulevard with traffic calming and wayfinding in the western portion of the corridor and Class II Bicycle Lanes in the remainder of the corridor by assessing the feasibility of removing one-side of parking. The Class I Multi-Use Path on the west side of Marina Drive with an enhanced crossing from Buena Vista Drive should also be included with these projects to fully connect the network to downtown. This route would provide a critical

cross-town link between multiple local neighborhoods while establishing a safe route to school directly to Suisun Elementary School and Dan O. Roote Elementary School. Additionally, local services such as the Solano County – Suisun City Library and Ray & Joan Kroc Corps Community Center are located along this route. This project would promote recreational opportunities by connecting with Quail Glen Park, the McCoy Creek Path, Carl E Hall Park, Heritage Park, and terminates near the connection to the Central County Bikeway. The route closes a gap to transit for local FAST Transit route 5 and 6 which connect to the Fairfield Transportation Center and Solano Town Center. The Marina Drive Class I Multi-Use Path connects through one MTC Priority Development Area and multiple segments pass through one MTC Community of Concern.

- 3. Sunset Avenue Separate Bikeway (518A, 518B) –** Implement a low-cost Class IV Separated Bikeway by narrowing travel lanes to install striped buffers and soft-tipped posts or bollards. This north/south all ages and abilities route would provide a link between four east/west bikeways connecting multiple Suisun City residential neighborhoods to local businesses at Heritage Park Shopping Center and Sunset Center. The route would also establish safe routes to school for Suisun Elementary School and Crescent Elementary School while also providing a convenient route for seniors to the Suisun City Senior Center. This project would promote recreational opportunities by connecting to the Central County Bikeway and providing access to Heritage Park. The route

closes a gap to transit for local FAST Transit route 5 and 6 which connect to the Fairfield Transportation Center and Solano Town Center. This corridor connects through two MTC Communities of Concern.

- 4. Walters Road Separate Bikeway (522A) –** Implement a low-cost Class IV Separated Bikeway by narrowing travel lanes to install striped buffers and soft-tipped posts or bollards. This north/south all ages and abilities route would connect eastern Suisun City to the Central County Bikeway and the proposed route along Pintail Drive. This route establishes a safe route to school for Dan O. Root Elementary School and promotes recreational access to Quail Glen Park, Montebello Vista Park, and Patriot Park. This facility would close a gap to transit for local FAST Transit routes 2 and 6 which connect to Solano Town Center and the Fairfield-Vacaville Train Station. This corridor connects through one MTC Community of Concern.
- 5. Railroad Avenue Path (501A) –** Implement a side path along Railroad Avenue to connect Sunset Avenue to Fairfield and the Unincorporated Solano County Tolenas community along East Tabor Avenue. This route is part of the countywide backbone bikeway network. Connections to the McCoy Creek Path extension and a future overcrossing of the railroad to connect with the pathway on the northside in Fairfield should be considered as part of this project. This route establishes a safe route to school for Tolenas Elementary School and closes a gap to transit for local FAST Transit routes 2 and 4 which connect to Solano Town Center, the Fairfield-Vacaville

Figure SU-19: 5 in 5 Public Input Activity Results for Suisun City

Suisun City

STA
Countywide Active Transportation Plan
5 in 5 Activity Results

Public Input

More

Fewer

County

Jurisdictions

Parks

Water

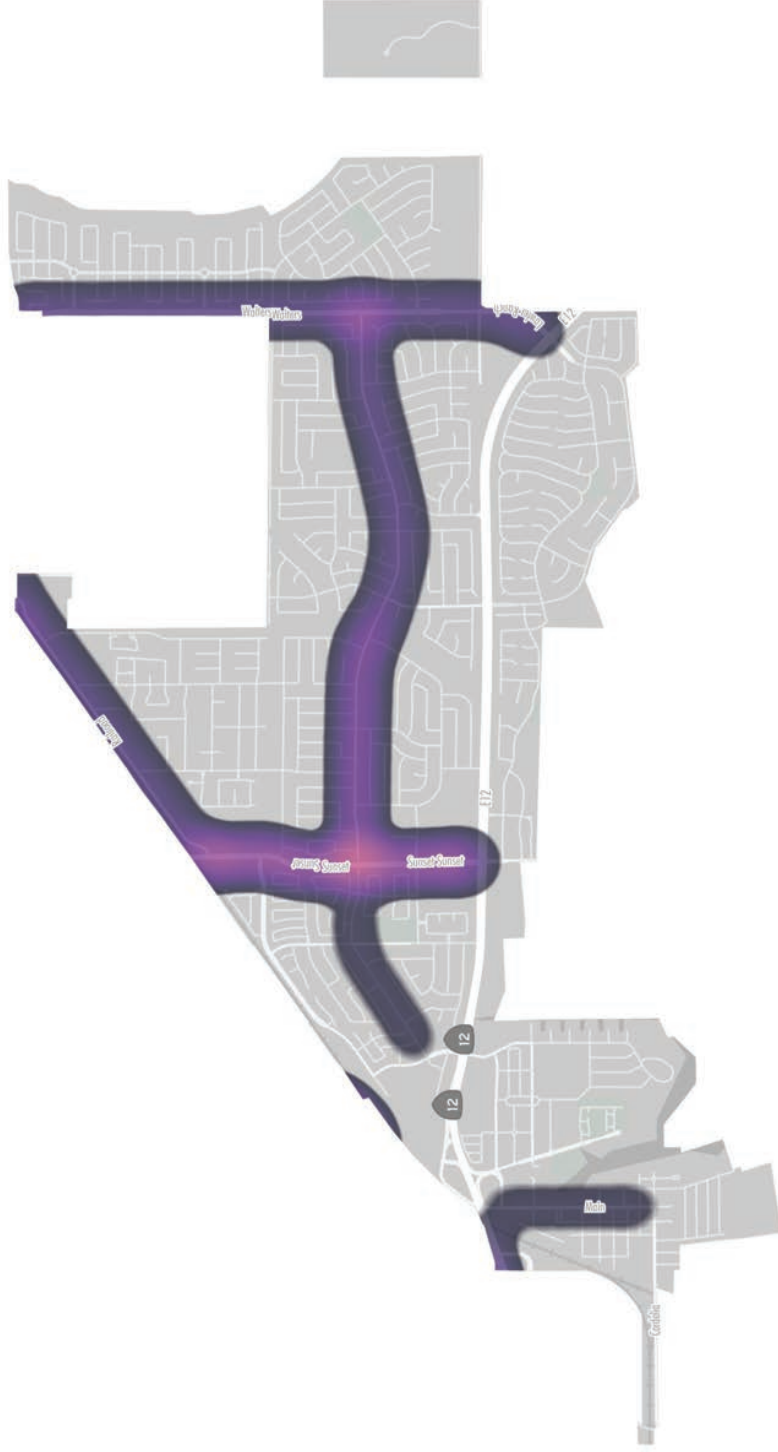


Figure SU-20: Suisun City Near-term Action Plan Bikeway Network

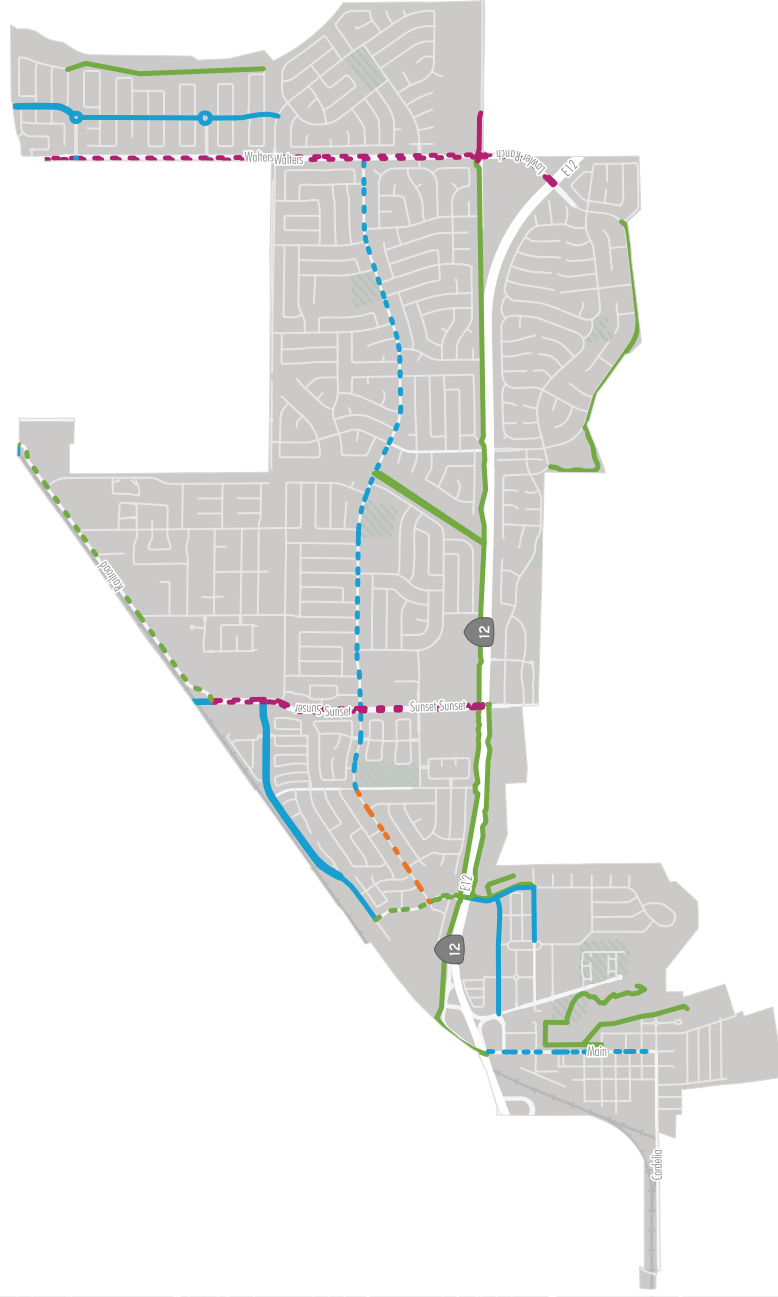
Suisun City

STA
 Countywide Active Transportation Plan
Bicycle Network -
Near-term Action Plan Facilities

Bikeways

- Class I Multi-Use Path
- Class II Bicycle Lane
- Class II Buffered Bicycle Lane
- Class III Bicycle Boulevard
- Class III Bicycle Route
- Class IV Separated Bikeway

- Existing
- Proposed
- County
- Jurisdictions
- Parks
- Water



Train Station, and Travis Air Force Base. This corridor connects through one MTC Community of Concern.

Figure SU-21: Suisun City Sidewalk Gaps Along the Backbone Network

Suisun City

STA Countywide Active Transportation Plan Pedestrian Backbone



- Sidewalk Gap
- Backbone Network
- County Jurisdictions
- Parks
- Water

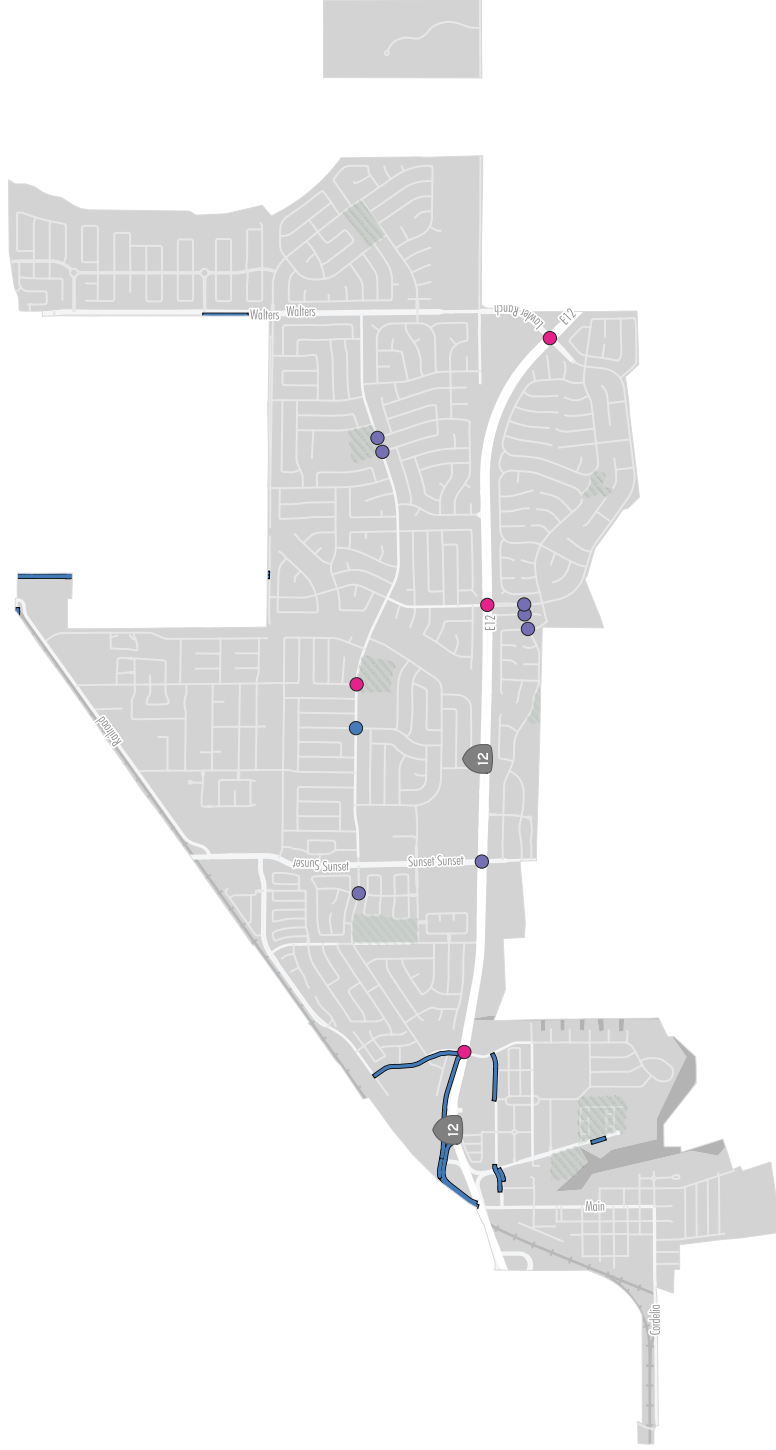


Recommended Pedestrian Projects

Two types of analyses were completed to identify pedestrian network recommendations. The first assessment identified sidewalk gaps along the local and countywide backbone networks that play a regionally significant role in the pedestrian realm. This analysis identified 5.5 miles of sidewalk gaps in Suisun City along the backbone networks. Table SU-4 presents the sidewalk gaps along the backbone networks along with a cost estimate for filling each gap. Figure SU-21 shows the sidewalk network gaps and the backbone network.

Figure SU-22: Proposed Pedestrian Projects in Suisun City

Suisun City



STA
 Countywide Active Transportation Plan
Pedestrian Projects

- Water
- County Jurisdictions
- Parks
- Capital Improvement Program
 - Safe Routes to School
 - Safe Routes to Transit
 - Safety
 - Sidewalk Gap Closure
- Capital Improvement Program
 - Sidewalk Gap Closure





Vacaville

Vacaville

Overview

Vacaville is located along the I-80 corridor in Solano County. I-80 runs through the center of the city, separating the north and south portions and providing connections to Sacramento to the north and Fairfield to the south. Additionally, I-505 begins in Vacaville and connects north to I-5. While the majority of the city is residential, the northeast region is industrial focused. There are also two large retail centers located along I-80—the Vacaville Premium Outlets and Nut Tree—both of which have regional draws. Vacaville is the third largest city in Solano County, with a population of 100,032 people as of 2017.

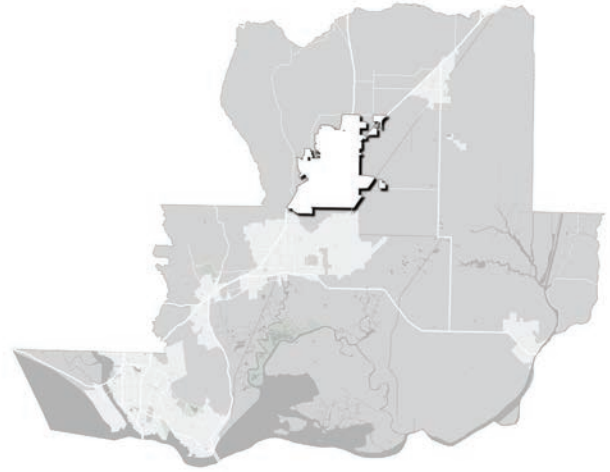


Figure VC-1: Vacaville

Existing Conditions

This section provides a high-level summary of the existing conditions related to active transportation in Vacaville. For more details on demographic and travel patterns among people walking and bicycling and the existing active transportation network in Vacaville, refer to *Appendix B. Technical Analysis and Summary Memorandums*

Active Transportation Profile

This section evaluates demographic characteristics of the population who currently walk or ride a bicycle in Vacaville using data from the United States Census American Community Survey (2017, 5-year estimates) and the California Household Travel Survey (2012). While these surveys are useful, this data should not be taken at face value given the small sample sizes associated with this data in smaller communities. It is presented here because this data can provide general information on walking and bicycling trends that may be present in Vacaville.

Demographic Characteristics

According to the United States Census American Community Survey, the population of Vacaville increased by eight percent from 2010 to 2017. The share of vulnerable populations (people under 18 and 65 or older), who may be more likely to rely on walking, bicycling, and transit, increased by 15 percent. While commuters age 16 to 24 years old only represent 14 percent of the population, they account for disproportionately high amounts of walking commuters (55%) and bike commuters (25%) as compared to their share of the population.

Travel Characteristics

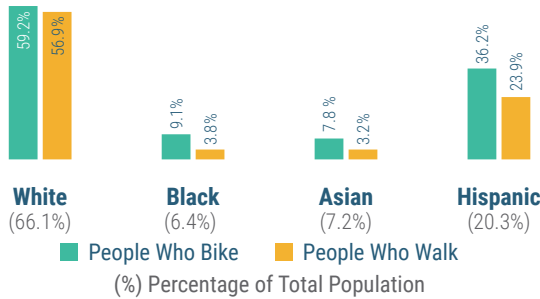
In 2017, the share of employed people ages 16 or older who walked, bicycled, or rode transit to work was nearly three percent. Based on data from the California Household Travel Survey, almost one-quarter of trips (25%) in Vacaville across all modes are for dining, with only about 20 percent of all trips being for work. Additionally, trips for errands (23%) and recreation (10%) combine to make up almost a third of all trips taken in Vacaville. Most trip distances are less than three miles (62%) and almost a quarter of trips (24%) are less than a mile. These distances are considered reasonable for bicycling and walking. Additional travel patterns for Vacaville are depicted in Figure VC-2.

Vacaville Active Transportation Profile

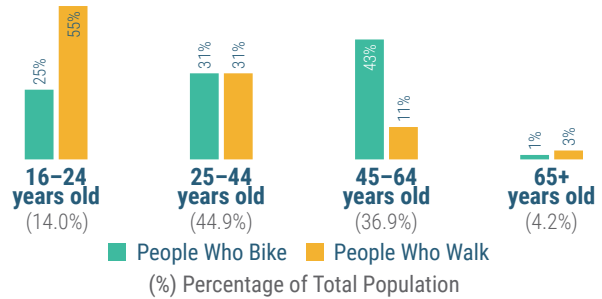
Characteristics of residents who walk or bike to work:

Source: US Census, ACS 5-Year Estimates 2016. Sample size = 458 people who walk and 192 people who bike

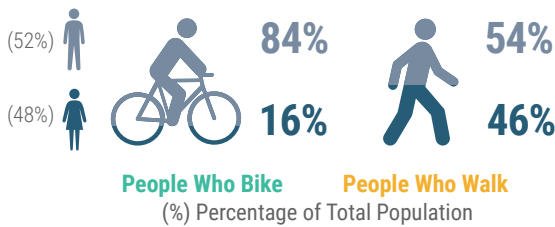
Race



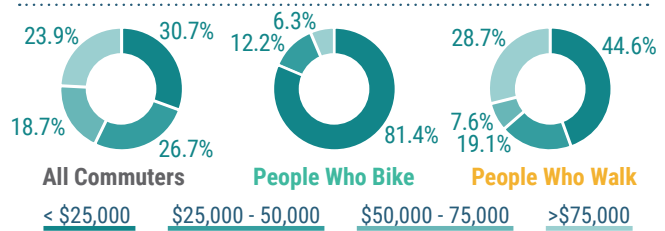
Age



Gender



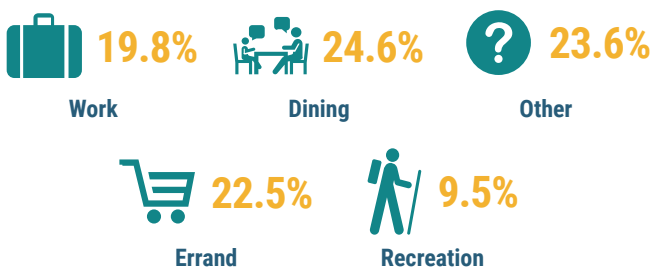
Income



General travel characteristics (all modes):

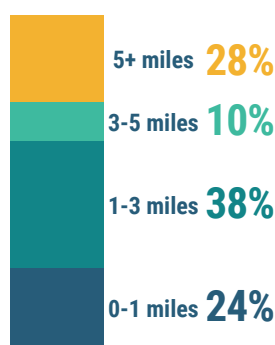
Trip Purposes

Sample size = 2,090 trips (all modes)



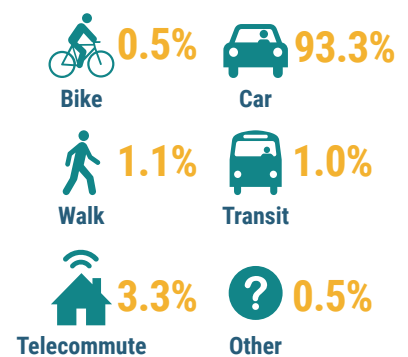
Trip Distances

Sample size = 1,265 trips (all modes)



Mode Share

Sample size = 41,951 people (commute trips)



Source: California Household Travel Survey, 2012.

Source: US Census, ACS 5-Year Estimates 2016.

Figure VC-2: Vacaville Active Transportation Infographic

Existing Active Transportation Network

The active transportation network consists of both pedestrian and bicycle infrastructure that work together to provide mobility options for all those that live, work, study, play, visit, pray, or shop in Vacaville. Whether we're aware of it or not, everyone in Vacaville uses active transportation infrastructure, such as sidewalks, at some point in their day even if just for short distances to reach their desired destinations.

Existing Pedestrian Network

The pedestrian network within Vacaville consists largely of sidewalk infrastructure supported by crossing treatments, multi-use paved trails, and unpaved recreational trails. Vacaville currently has an overall Walk Score of 36 out of 100 according to the real-estate website www.WalkScore.com, indicating that most errands require a car. The city currently has a total of 482 miles of existing sidewalk infrastructure, which includes measurements of sidewalks on both sides of the street independently, with approximately 626 miles of maximum sidewalk coverage (total roadway mileage multiplied by two to account for both sides of the street), as shown in Figure VC-4 and the map in Figure VC-5. Depending on land use context, there may be areas of the city with rural characteristics where typical sidewalk infrastructure may not be compatible. However, it was not possible to exclude these areas from the overall sidewalk inventory evaluation.

Existing Bicycle Network

This section summarizes the bicycle facilities in Vacaville's existing bike network. It also presents the results of the bicyclist comfort and connectivity analyses – that is, level of traffic stress (LTS) and bicycle network connectivity analysis (BNA), respectively – for the existing network. Additional information on the LTS and BNA methodologies can be found in the existing conditions section of the Solano Countywide Active Transportation Plan. Vacaville has a 313-mile roadway network, 49 lane miles of which currently have designated bicycle facilities. This includes 19 lane miles of shared-use paths, 29 lane miles of bike lanes, and less than one mile of bike routes, as summarized in Figure VC-4 and shown in the map in Figure VC-6. Figure VC-7 and Figure VC-8 present the LTS and BNA results for Vacaville's existing bicycle network, respectively.



Figure VC-3: Bike Lane in Vacaville

Sidewalk Network Inventory

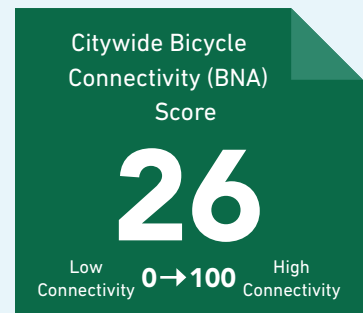


| | Existing Sidewalk Lane Miles | Full Sidewalk Buildout Lane Miles |
|----------------------------|------------------------------|-----------------------------------|
| Vacaville | 482 | 626 |
| Priority Development Areas | 9 | 14 |
| Communities of Concern | 26 | 26 |
| Disadvantaged Communities | - | - |

Bicycle Network Inventory

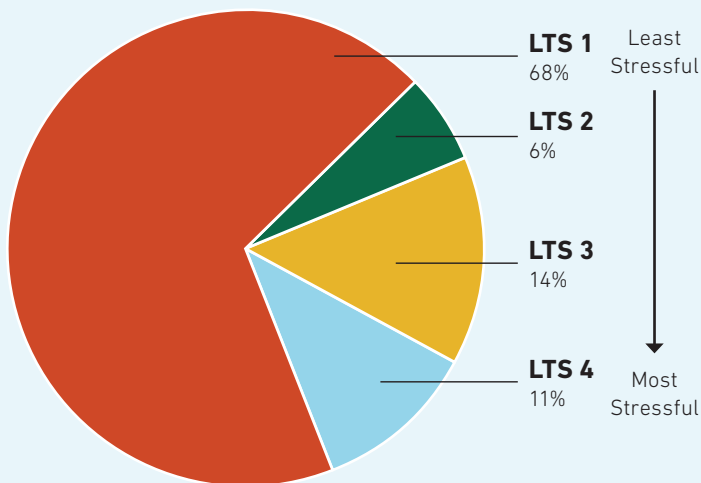


| Bike Facilities | Lane Miles |
|-------------------------------|------------|
| Multi-Use Paths (Class I) | 19 |
| Bike Lanes (Class II) | 29 |
| Bike Routes (Class III) | 0.35 |
| Bicycle Boulevard (Class III) | 1 |
| No Designated Facility | 263.65 |
| All Roadways | 313 |



Percent of Roadway Mileage

Level of Traffic Stress (LTS)



Bicycle Inventory

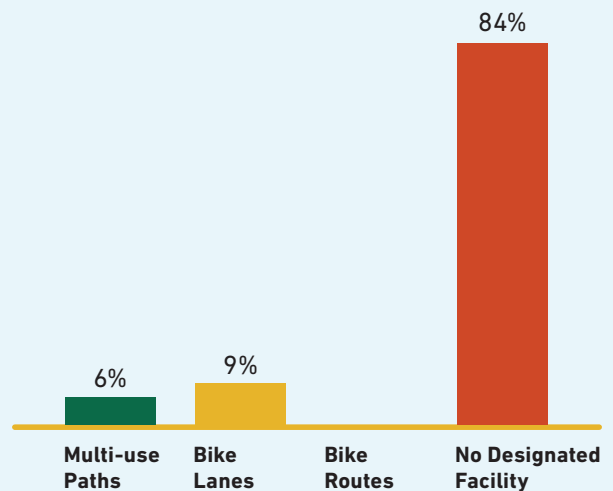


Figure VC-4: Vacaville Active Transportation Network Infographic

Figure VC-5: Vacaville Sidewalk Coverage Map

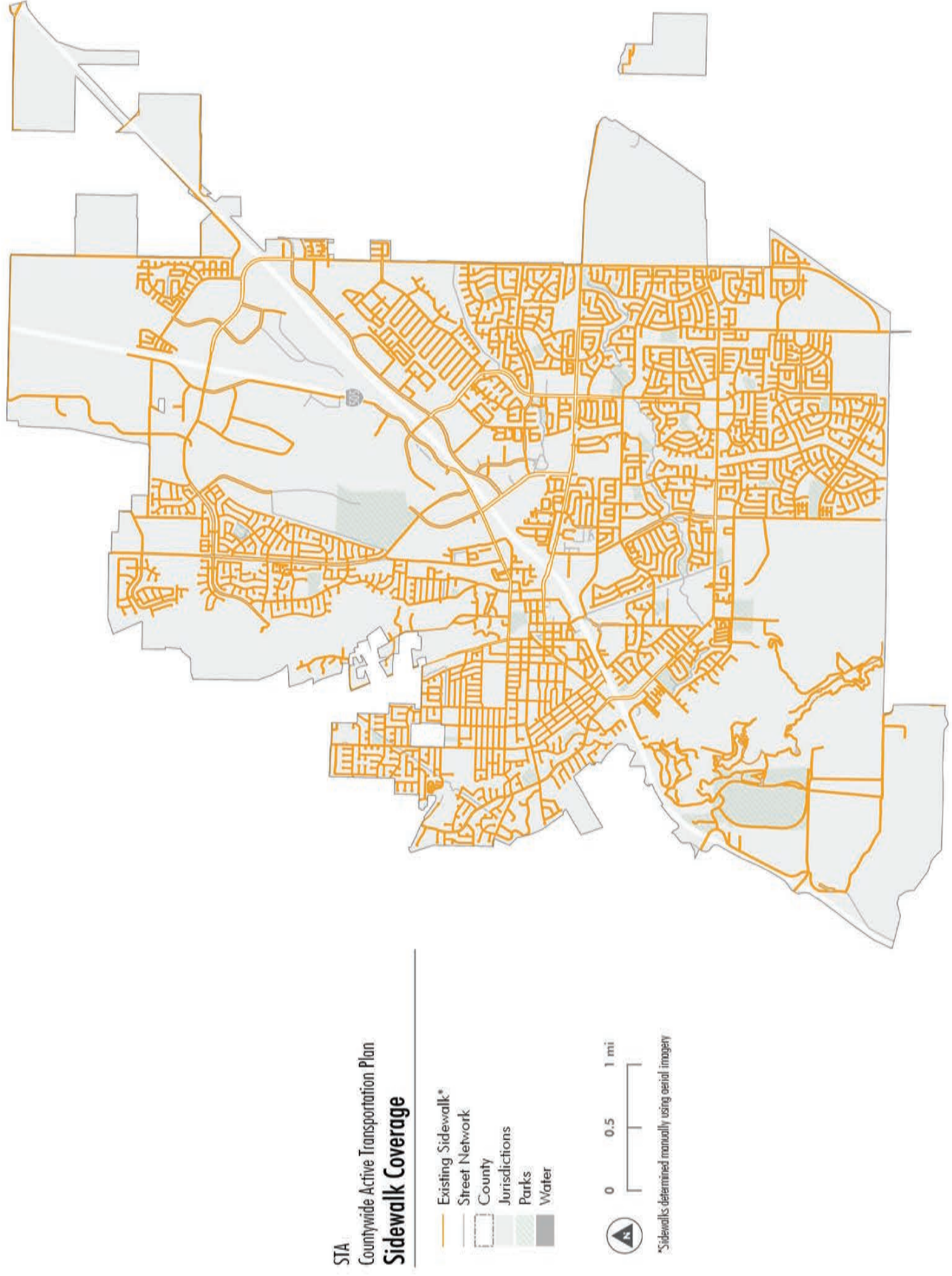
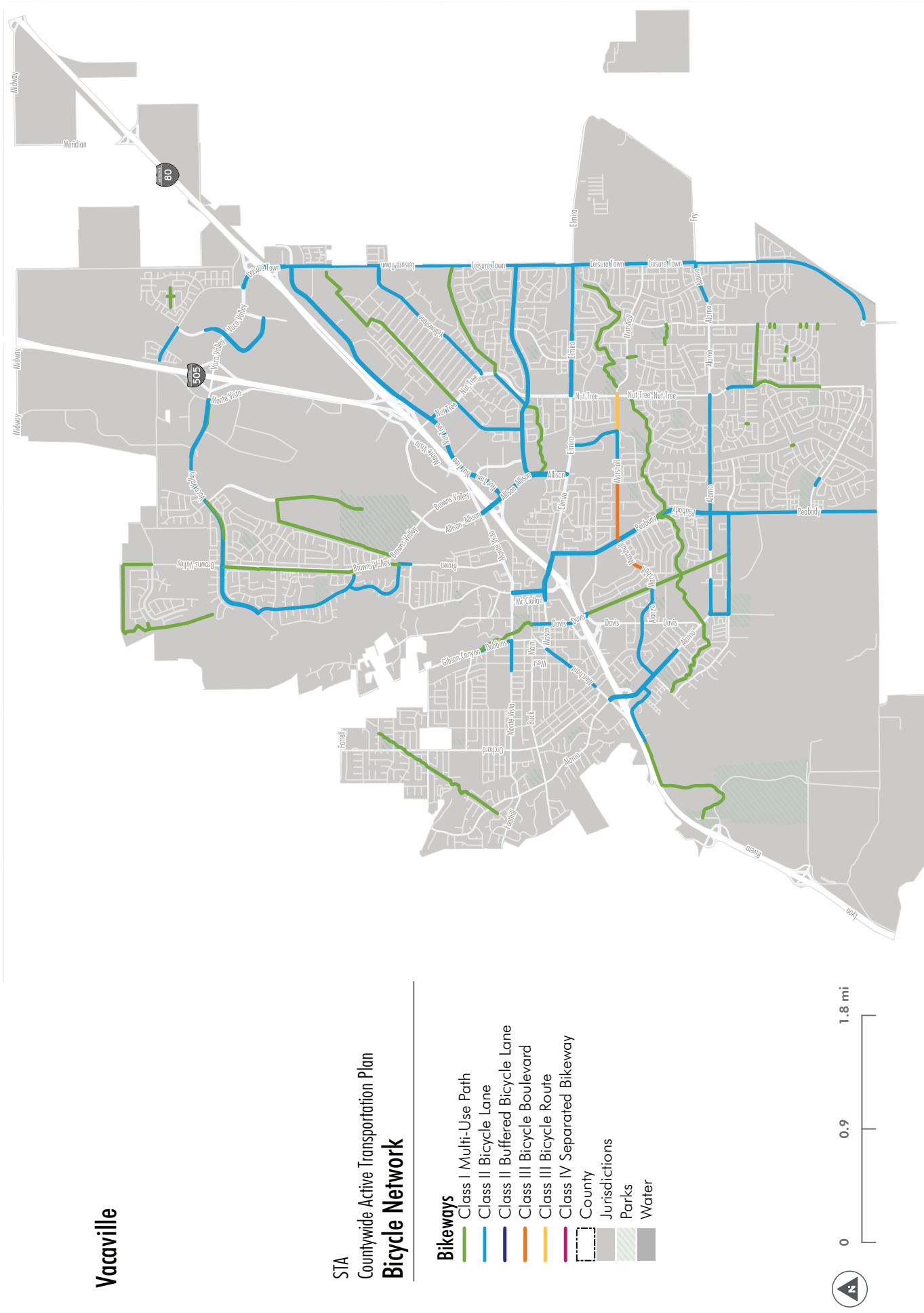


Figure VC-6: Vacaville Existing Bike Network Map



Vacaville

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Bicycle Network

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class II Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway
- County
- Jurisdictions
- Parks
- Water

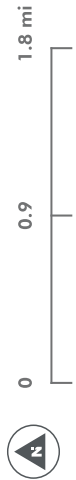


Figure VC-7: Vacaville Bicycle LTS Map

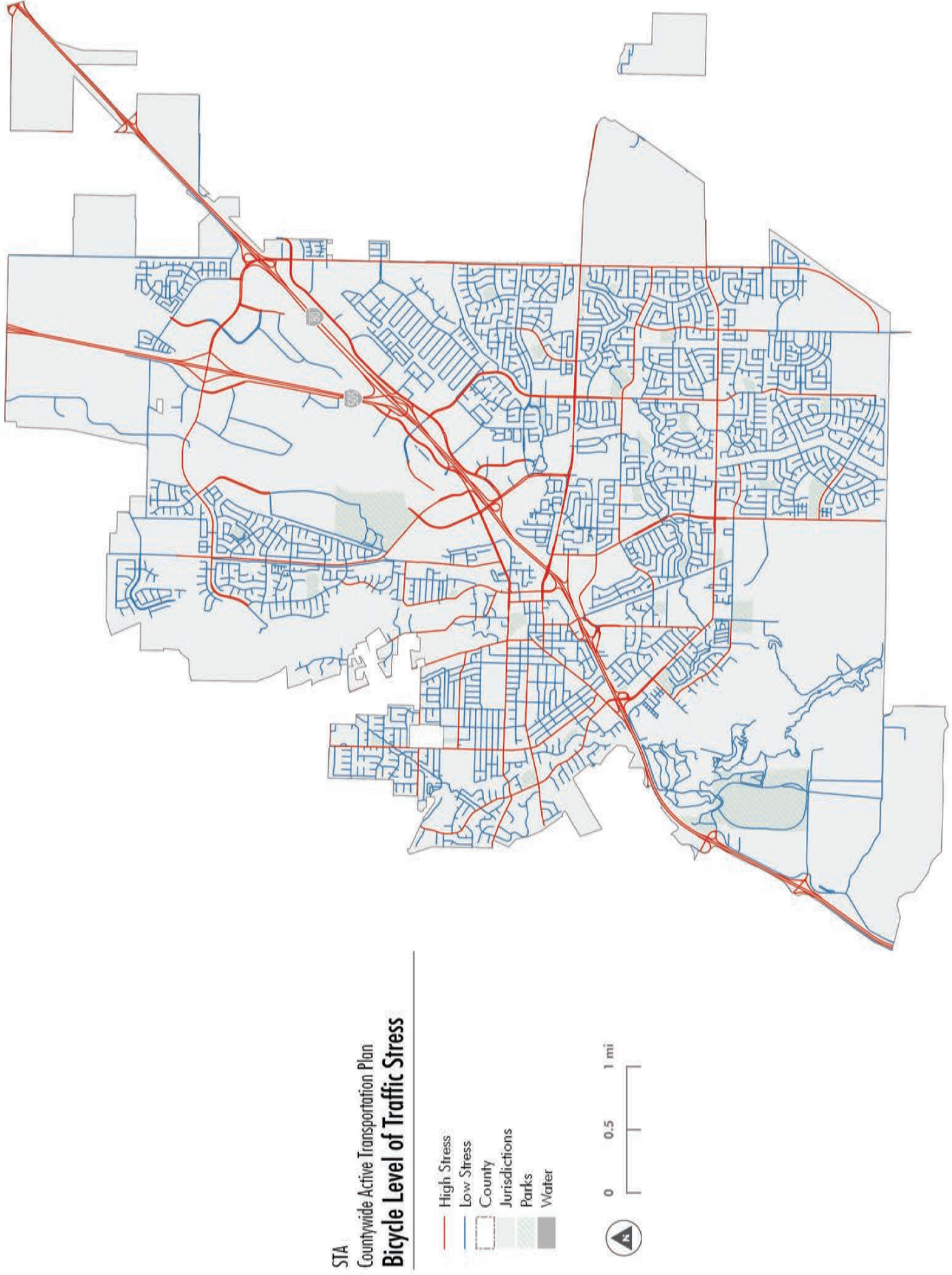
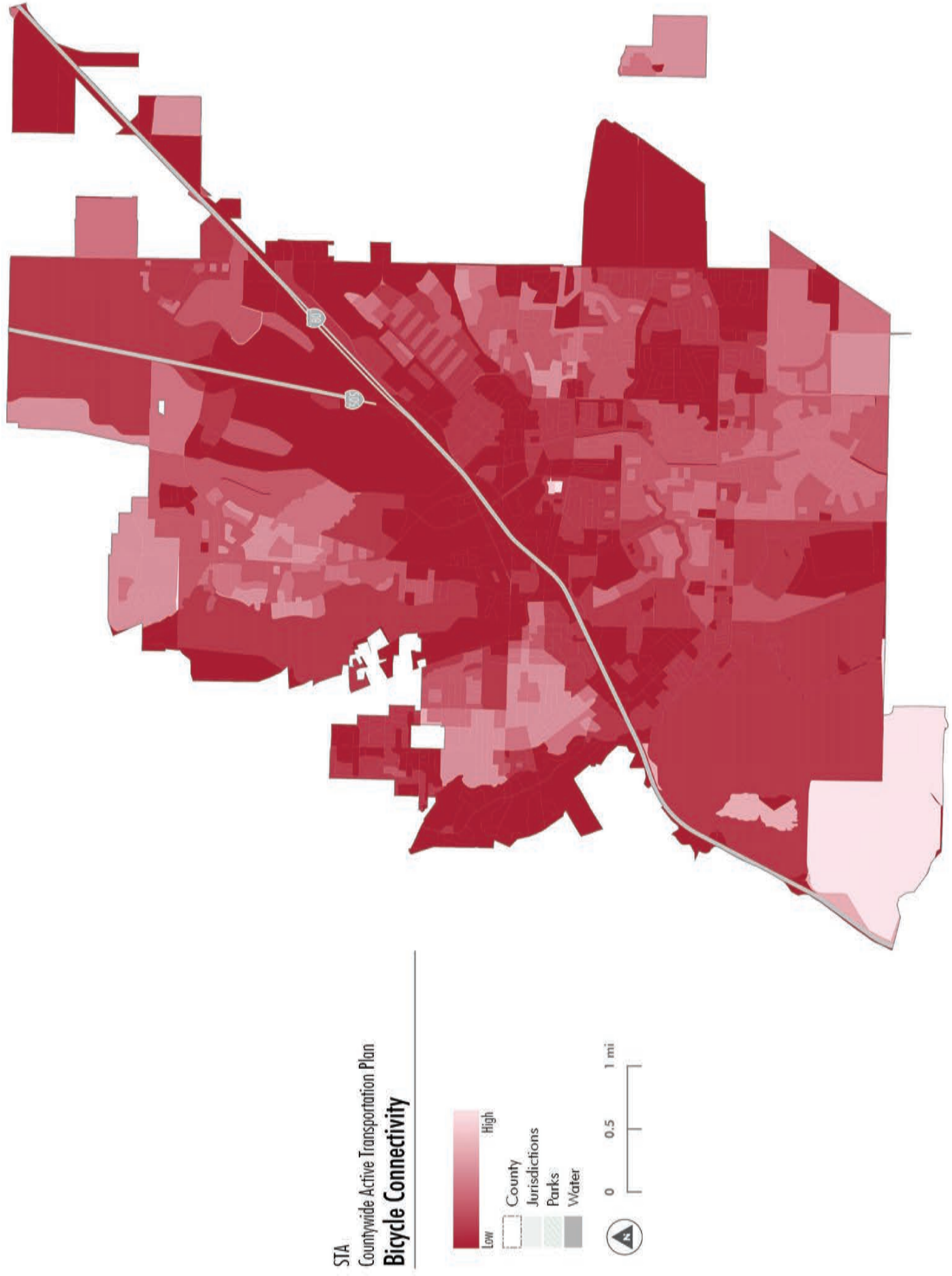


Figure VC-8: Vacaville Bicycle Network Connectivity Map



Safety Corridors

Real and perceived safety can strongly influence a person's decision to walk or bike. Collision analyses are one way to assess traffic safety in a community and can help identify key areas for infrastructure or programmatic improvements that improve safety and comfort for people walking and bicycling. This section summarizes the pedestrian- and bicycle- involved collision trends and high-risk locations in Vacaville. The raw collision data was retrieved from the Statewide Integrated Traffic Records System (SWITRS) for the most recent five years (7/1/2012 - 06/30/2017) for which collision data was available.

The collision analysis followed a systemic safety approach and used the Equivalent Property Damage Only (EPDO) method to assess crashes. The EPDO method weights crashes by severity so that when EPDO scores are calculated, they reflect both frequency *and* severity of collisions. Collisions resulting in a greater injury severity (e.g., fatal or severe) are weighted much heavier than collisions resulting in a minor injury, or no injury at all. For more information about the collision analysis methodology and a more detailed discussion of the results, refer to *Appendix B: Technical Analysis and Summary Memorandums*. When interpreting the results presented below, note that no volume data was used in this analysis, so it is unclear how the numbers of people walking, bicycling, and driving are influencing collision trends.

Summary of Results

During the five-year analysis period there were 2,477 traffic collisions in Vacaville, which is the third highest among all jurisdictions in the county. Of these collisions, three percent (69) were pedestrian collisions and four percent (96) were bicycle collisions. Vacaville was the only jurisdiction in the county to have more bicycle collisions than pedestrian collisions.

In Vacaville, the EPDO scores for intersections were slightly higher than for segments among pedestrian collisions, whereas the scores were very similar between the two locations for bicycle collisions. Among pedestrian collisions, the EPDO score was highest for collisions during daylight, however, there is a notable EPDO score for collisions occurring under dark conditions with street lights. For bicycle collisions, the majority of collisions occurred in daylight.

The Project Team analyzed the geographic distribution of EPDO scores and identified priority safety corridors and intersections for pedestrian and bicycle collisions in Vacaville (see Figure VC-9 and Figure VC-10). The street segments below were identified as warranting further investigation and improvements.

Pedestrian collision hotspots:

- Monte Vista Avenue from Orchard Avenue to Allison Drive
- Peabody Road from Elmira Road to Alamo Drive
- Alamo Drive from Butcher Road to Nut Tree Road
- Nut Tree Road from Keith Way to Arcadia Drive

Bicycle collision hotspots:

- Alamo Drive from Tulane Drive to Bedford Way
- Nut Tree Road from Keith Way to Nut Tree Parkway
- Peabody Road from Elmira Road to Marshall Road

There were no safety projects identified from the 2018 Solano Travel Safety Plan that overlap with the identified hotspots.

Figure VC-9: Vacaville Bicycle Collision Hot Spot Analysis

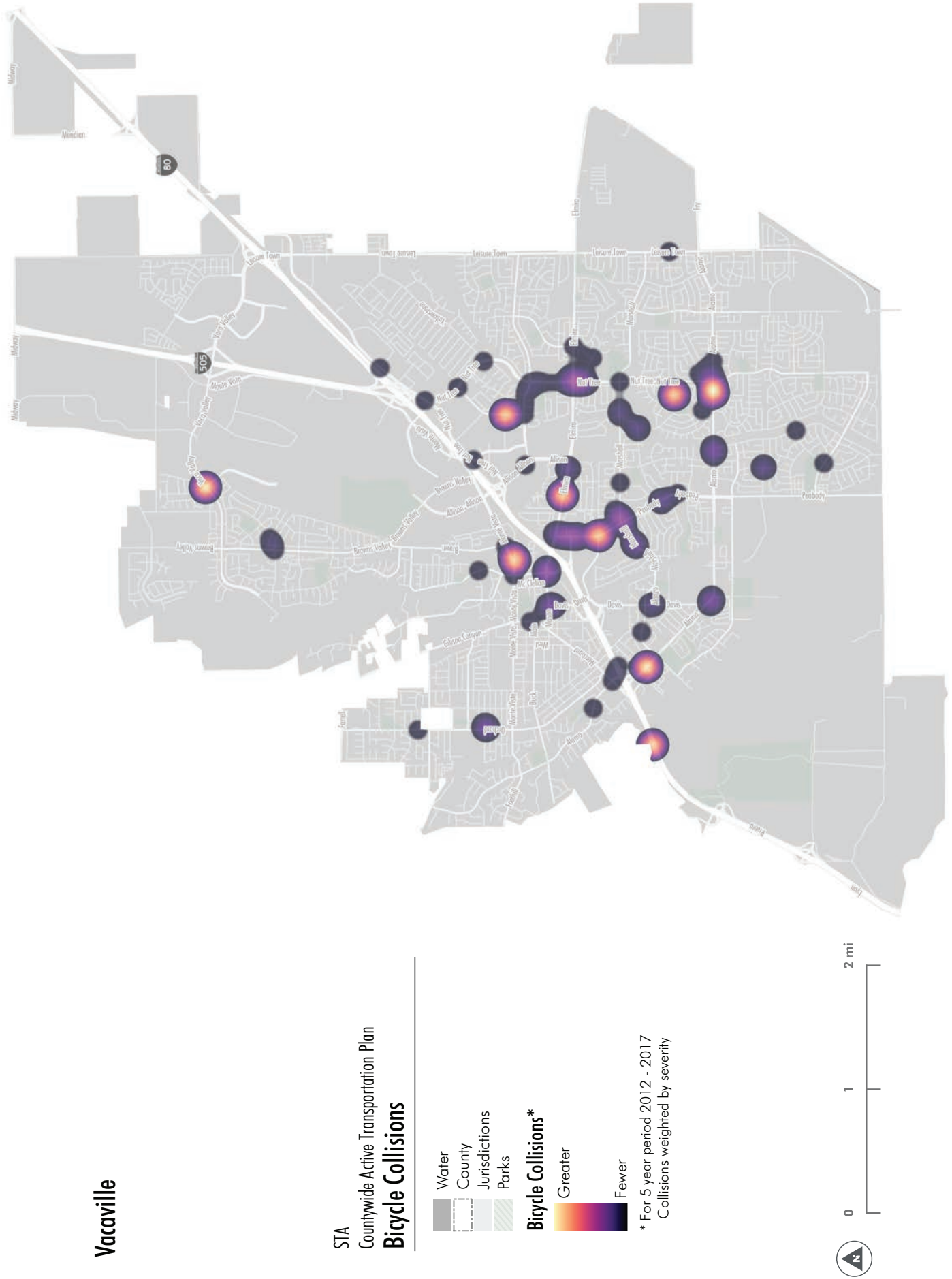


Figure VC-10: Vacaville Pedestrian Collision Hot Spot Analysis

Vacaville

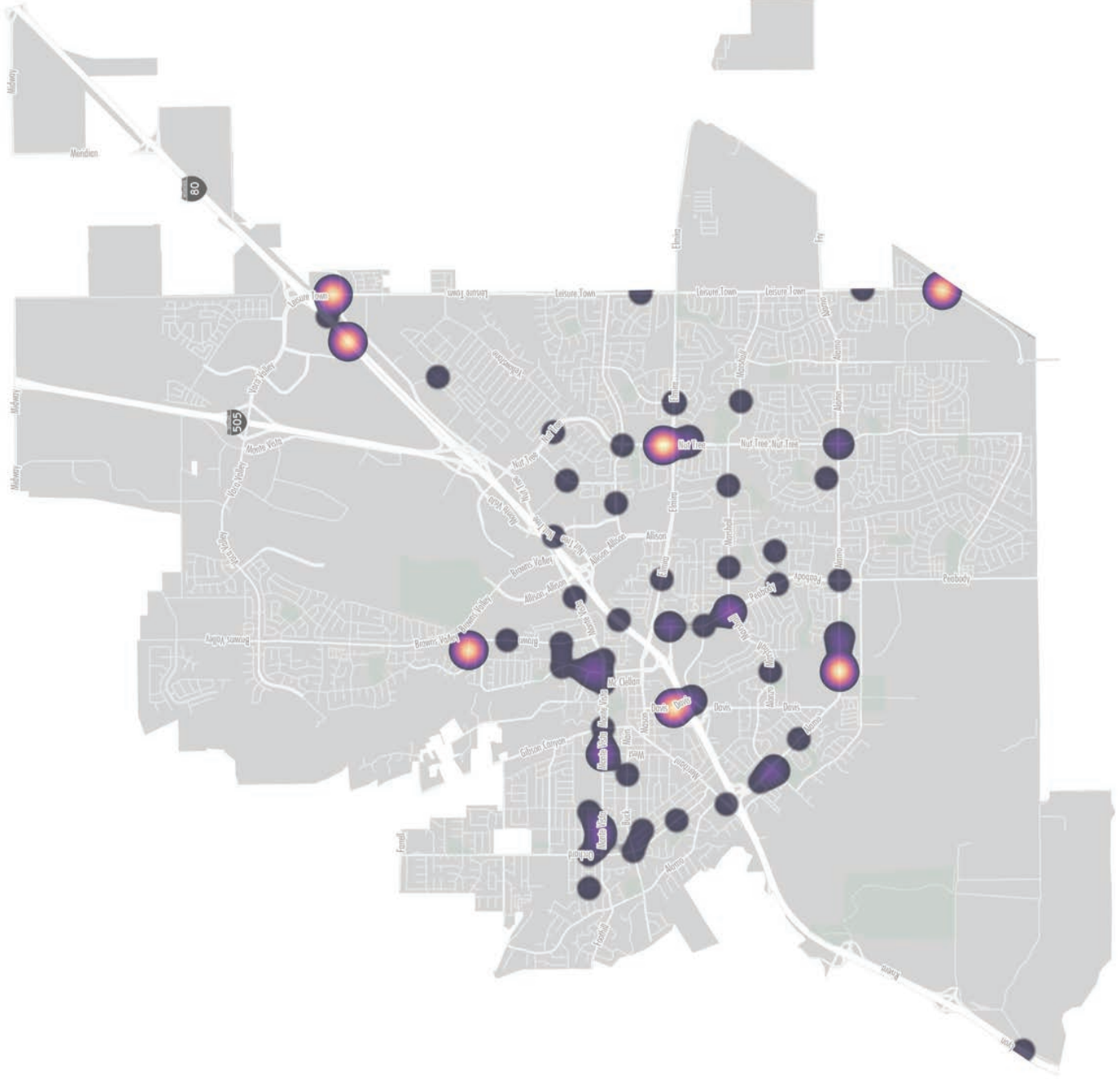
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Pedestrian Collisions

-  Water
-  County Jurisdictions
-  Parks

Pedestrian Collisions*



* For 5 year period 2012 - 2017
 Collisions weighted by severity



Community Engagement

Throughout each stage of the Plan development, residents and stakeholders from Vacaville were asked to provide insights on where improvements to walking, biking, and access to transit could be improved and prioritized. A City of Vacaville staff member was part of the Plan Development Team and in-person and online outreach efforts to Vacaville residents occurred over four phases during the 18-month project.

Phase I: Data Collection and Initial Outreach

The goal of the first phase of public outreach was to increase awareness about the Plan and find out where people feel comfortable and uncomfortable walking and bicycling. As part of the first phase of public outreach

both online and in-person events were held to try to reach people throughout the county. The in-person pop-up event in Vacaville was the Merriment on Main event on November 27, 2018. The online and in-person feedback was combined to highlight where all participants had positive or negative input about existing infrastructure throughout Vacaville. Positive comments generally encapsulate where people currently like to walk or bicycle and identify experiences to be highlighted. Negative comments mostly highlight areas where people feel it is dangerous or uncomfortable to walk or bike. In total, 1,080 individual line and point comments were collected across Solano County, with 483 comments from in-person events and 597 comments from the project website. Figure VC-11 shows the positive and negative comments about walking and bicycling in Vacaville from the online map.

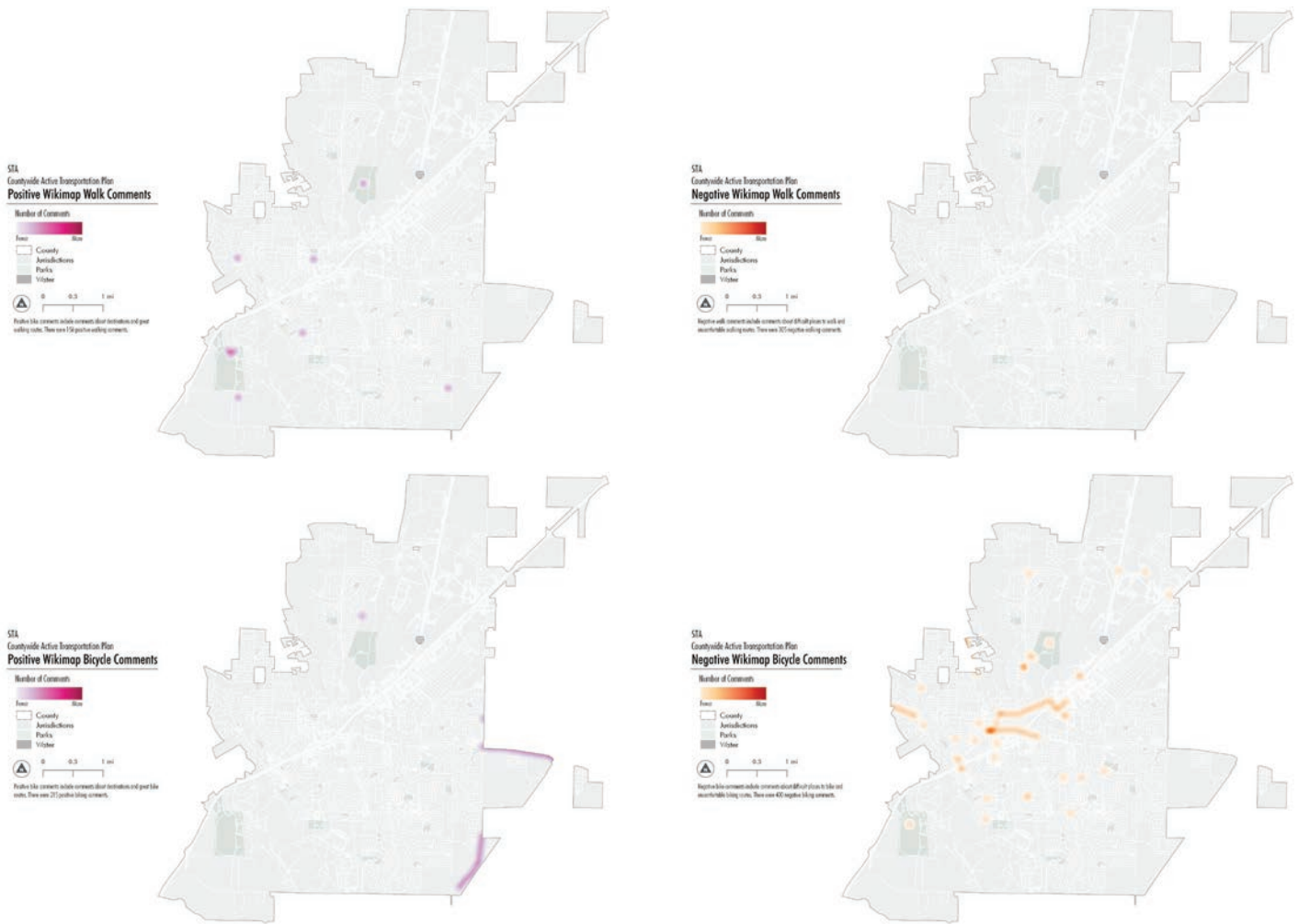


Figure VC-11: Online Map Positive and Negative Walking and Bicycling Comments for Vacaville

Phase II: Countywide Needs and Recommendations

The goal of Phase 2 was to develop the priority countywide backbone network projects which would create a countywide all ages and abilities network. This phase consisted primarily of technical analysis conducted by the consultant team and review of major deliverables by the

Plan Development Team including representatives from the City of Vacaville. The outcomes of this phase included a regional priority bikeway network, regional priority pedestrian project recommendations, and regional trails network.

Phase III: Jurisdiction Needs and Recommendations

The third phase of outreach occurred in the Late Summer/ Early Fall of 2019. The Project Team met with each jurisdiction individually to hold a coordination meeting with internal jurisdiction staff. These working meetings were intended to share what the Project Team learned during Phase 1 outreach and subsequent analyses in Phase II. Vacaville held a biking tour and coordination meeting on August 5, 2019 starting at the Vacaville City Hall to review initial proposed recommendations and visit key sites to refine or develop additional recommendations. The outcome of this meeting and walking tour resulted in updated project lists and maps that would be presented to the larger public during Phase IV.



Figure VC-12: Walking Audit in Vacaville

Phase IV: Implementation Strategy and Draft Plan

The fourth phase of outreach occurred in late Fall of 2019 and focused on educating the public about different types of bicycle and pedestrian infrastructure and obtaining input on the best recommendations to prioritize. Members of the public and interested stakeholders were invited to participate in a presentation and workshop at the Vacaville City Staff Meeting at City Hall on November 13, 2019. Participants were asked to identify their top five bikeway facilities that should be prioritized in the next five years in an activity called “5 in 5” as shown in Figure VC-13. This activity is intended to help Vacaville focus on which facilities the public is most likely to use in the near-term to build out a connected network of all ages and abilities facilities. Pedestrian recommendations were also reviewed and augmented as necessary.

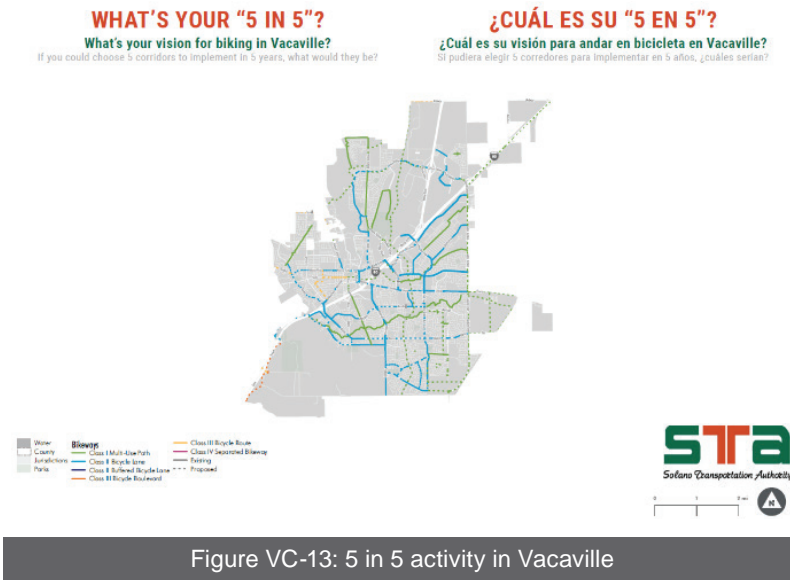


Figure VC-13: 5 in 5 activity in Vacaville

Network Development

The Vacaville Active Transportation Backbone Network is a network of facilities suitable for people of all ages and abilities. The network was developed by conducting a series of analyses to identify areas which have the highest propensity to produce walking and bicycling trips and assessing whether all ages and abilities pedestrian and bicycle facilities already exist along the network. The results of these analyses were used to develop the countywide and local active transportation backbone networks. Vacaville's backbone network is shown in Figure VC-15.

Backbone Network Development

The primary analysis technique used to develop the backbone network was an attractors and generators analysis which is explained in greater detail in the follow section.

Two levels of backbone networks were developed:

- A countywide backbone network that links the top 25 highest composite demand areas throughout Solano (except for Dixon and Rio Vista), which include some routes identified in Vacaville; and,
- A local backbone networks that link the top 10 highest composite demand areas within each City.

Within each jurisdiction, the countywide backbone network routes were overlapped with the local backbone network routes where feasible. For more information on the analyses used to develop the backbone network refer to *Appendix B: Technical Analysis and Summary*.

Complete Networks and Citywide Recommendations

Once the backbone network routes were identified, the complete citywide networks were assessed using both technical analysis from the Existing Conditions and public input from the first phase of outreach. Recommendations were developed to promote cross-town connectivity to priority destinations and to maximize available curb to curb right-of-way to keep costs as low as possible. Where feasible, all ages and abilities facility recommendations were proposed. Recommendations that did not meet that criteria are still important and play a large connectivity role in closing gaps or addressing safety. Figure VC-14 below shows the network development steps and how analyses or public input was included during the process.

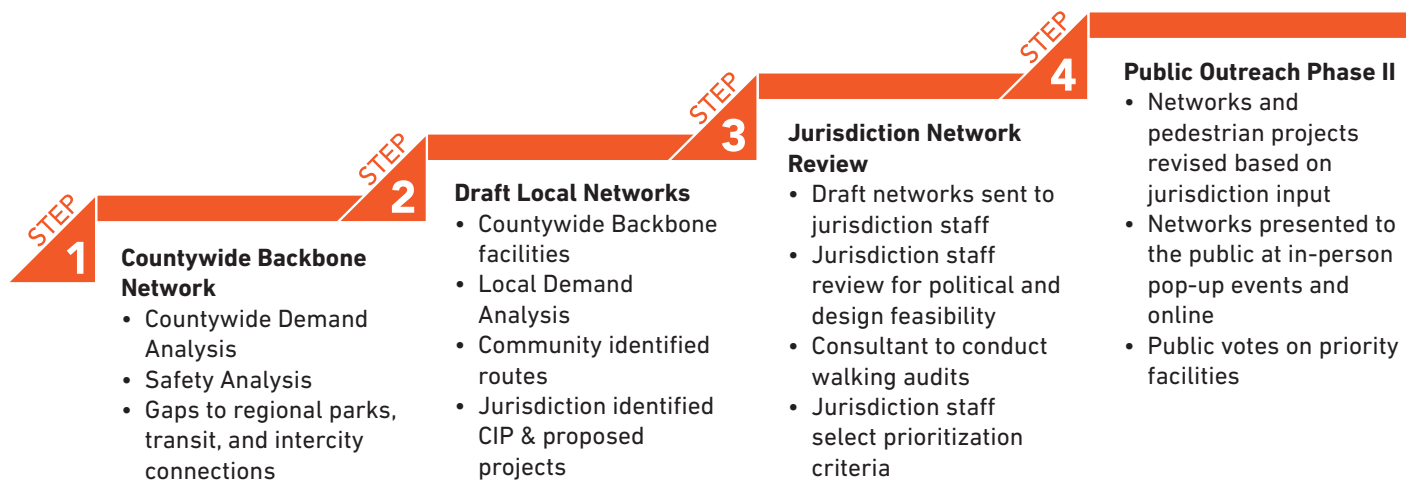


Figure VC-14: Active Transportation Network and Project Development Process

Vacaville Attractors/Generators Analysis

Overview:

The goal of an attractors/generators analysis is to develop an understanding of the most likely network of bicycling and walking activity. The result is a conceptual network linking regional activity centers.



Process:

- 1 Generators**
 Generator factors are demographic indicators that represent where the population or people more likely to walk or bicycle are located. Factors are measured at the census block or block group level.
- 2 Attractors**
 Attractor factors are trip destinations and consist of factors that attract demand. Factors are scored on how many trips they are likely to attract based on ITE guidelines for trip rates.
- 3 Attractor Generator Pairs and Composite Trip Demand**
 The composite trip demand between the activity centers is determined by adding the attractor trips and generator score, and multiplying the demand of each activity center by the distance decay factor between the zones. This total represents the number of trips that will occur between the two areas.
- 4 High Demand Routes**
 The high demand routes are developed between the top 10 pairs. These pairs are identified below, including a generalized land use category.

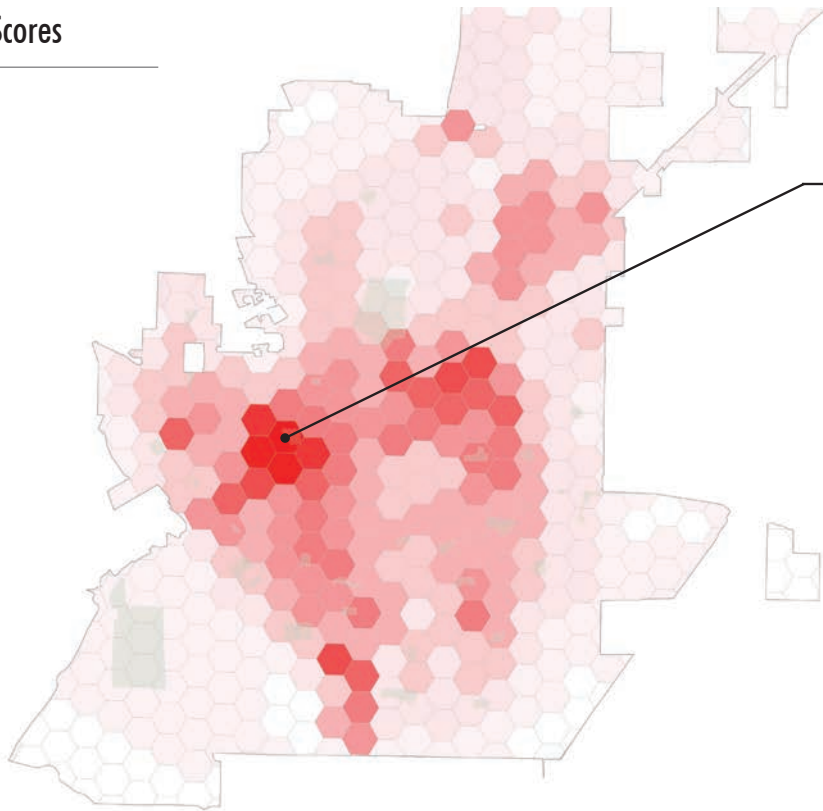
Factors

| | | | | |
|--|---|--|---|--|
|  total population |  low-income population |  zero-car population |  population over 65 |  population under 18 |
|  transit centers |  bus stops |  employment density |  higher education |  schools |
|  parks |  neighborhood commercial |  downtown |  major retail |  services |
|  libraries |  entertainment |  public input points | | |

Top 10 Composite Demand Areas

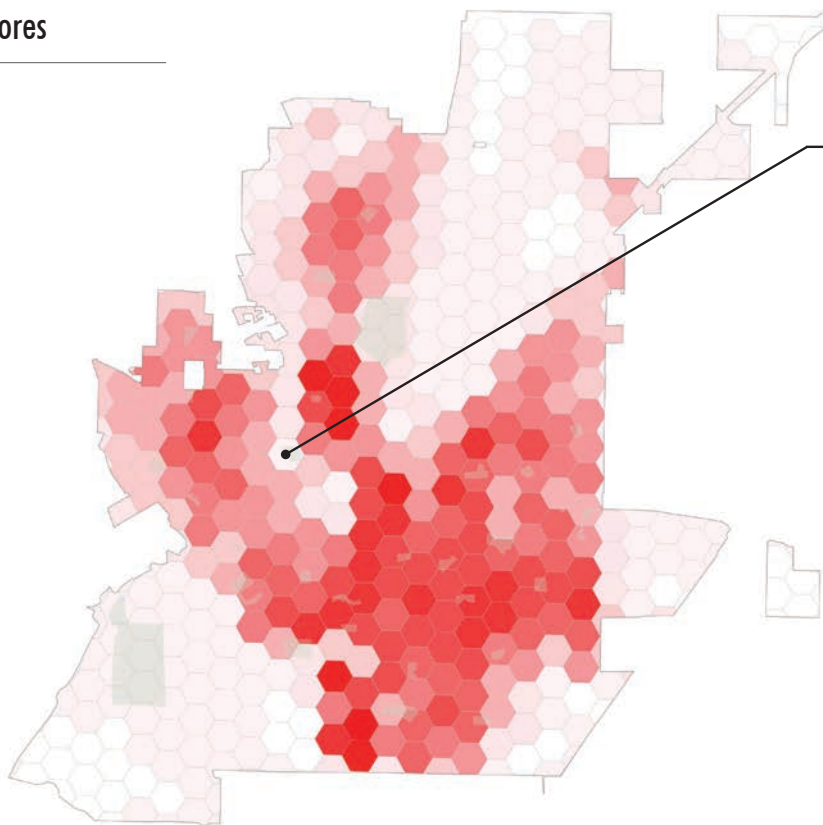
| Ref | Activity Center 1 | Activity Center 2 | Composite Trip Demand | Description |
|-----|---------------------|----------------------|-----------------------|---|
| 1 | Downtown | Downtown/residential | 27,335,919 | Downtown near Main Street and Dobbins Street to Cernon Street and Mason Street |
| 2 | Downtown | Downtown | 22,679,326 | Downtown near Main Street and Dobbins Street to Mason Street and Davis Street |
| 3 | Downtown | Downtown/residential | 17,834,958 | Downtown near Mason Street and Davis Street to Cernon Street and Mason Street |
| 4 | Downtown | School | 12,257,845 | Downtown near Main Street and Dobbins Street to Vacaville High School |
| 5 | School | Downtown/residential | 9,639,535 | Cernon Street and Mason Street to Vacaville High School |
| 6 | Downtown | School | 7,666,499 | Vacaville High School to Mason Street and Davis Street |
| 7 | School/ downtown | Downtown | 7,555,749 | Downtown near Main Street and Dobbins Street to Depot Street and Elmire Road |
| 8 | Residential | Downtown | 6,425,332 | Downtown near Main Street and Dobbins Street to Brown Street and Hazel Street |
| 9 | Medical | Downtown | 6,330,863 | Downtown near Main Street and Dobbins to California Medical Facility |
| 10 | Residential/ school | Downtown | 6,063,105 | Downtown near Main Street and Dobbins Street to Markham Avenue and Brown Street |

1 Generator Scores



| Generator | People |
|-------------------------------|-----------|
| Total Population | 27 |
| Over 65 Population | 2 |
| Under 18 Population | 8 |
| Low Income Population | 6 |
| Zero Car Population | 3 |
| TOTAL GENERATORS TRIPS | 45 |

2 Attractor Scores



| Attractor | Trips |
|-------------------------------|--------------|
| Transit | 2 |
| Bus Stops | 149 |
| Employment Density | 510 |
| Higher Education | 0 |
| Schools | 180 |
| Parks | 7 |
| Neighborhood Commercial | 0 |
| Downtown | 7,140 |
| Major Retail | 0 |
| Services | 0 |
| Libraries | 104 |
| Entertainment | 88 |
| Public Input Destinations | 5 |
| TOTAL ATTRACTORS TRIPS | 8,185 |

3 Attractor Generator Pairs and Composite Trip Demand

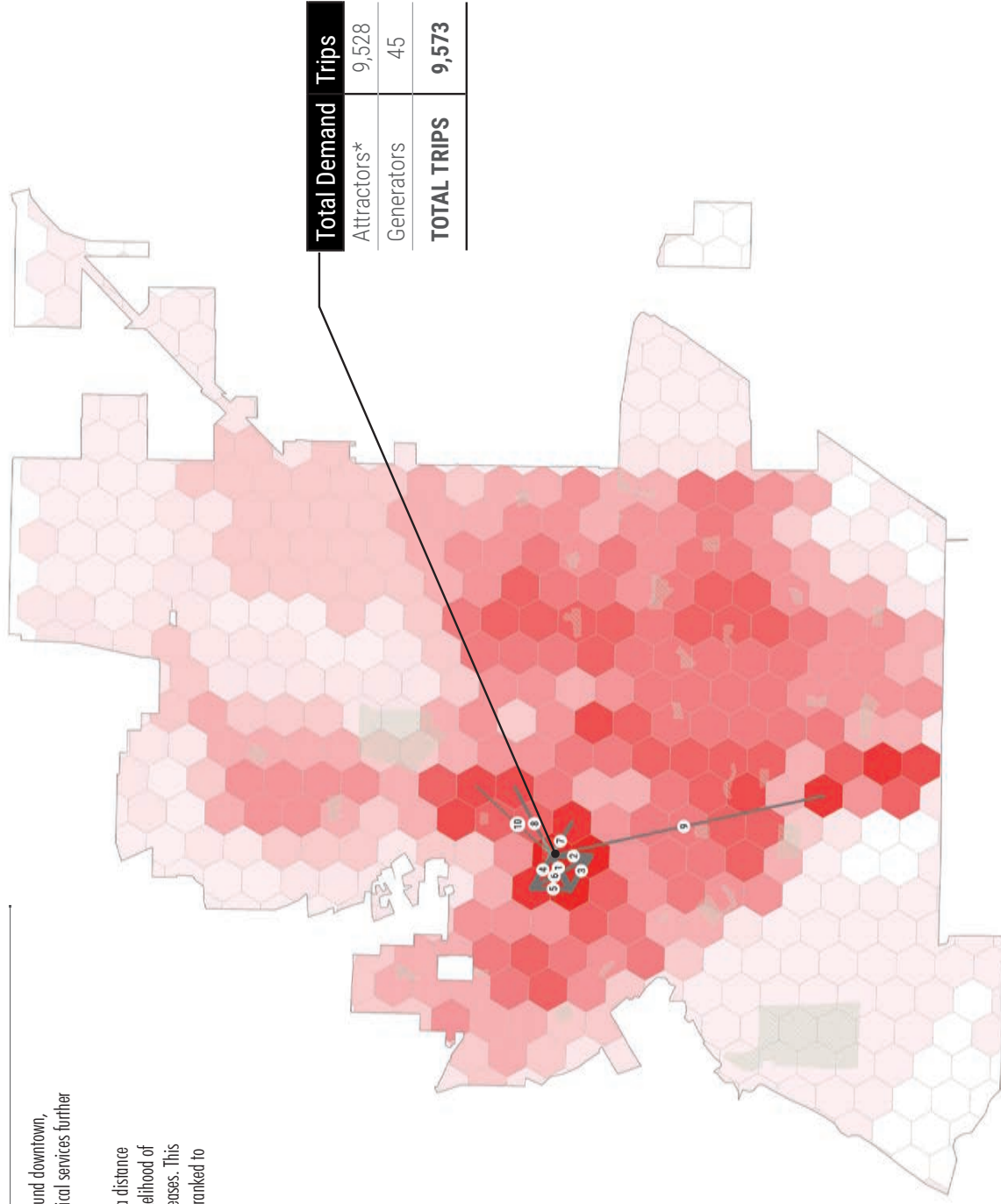
Most of the activity center pairs are congregated around downtown, with some connections to residential areas and medical services further away from downtown.

The total demand in each hexagon is multiplied by a distance decay function, which takes into account that the likelihood of traveling to a destination decreases as distance increases. This composite score between each hexagon pair is then ranked to determine the top ten pairs.

Low



High



| Total Demand | | Trips | |
|--------------------|-------|-------|--------------|
| Attractors* | 9,528 | | |
| Generators | 45 | | |
| TOTAL TRIPS | | | 9,573 |

* Attractors score was adjusted based on public outreach. The public was asked to rank which types of destinations they wanted to bike or walk to. The trip totals for the top three destinations were increased by 20%, and the trip totals for the bottom three destinations were reduced by 20%. The remaining destinations were not changed.

Figure VC-15: Active Transportation Backbone Network in Vacaville

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 Countywide Active Transportation Plan
4 High Demand Routes

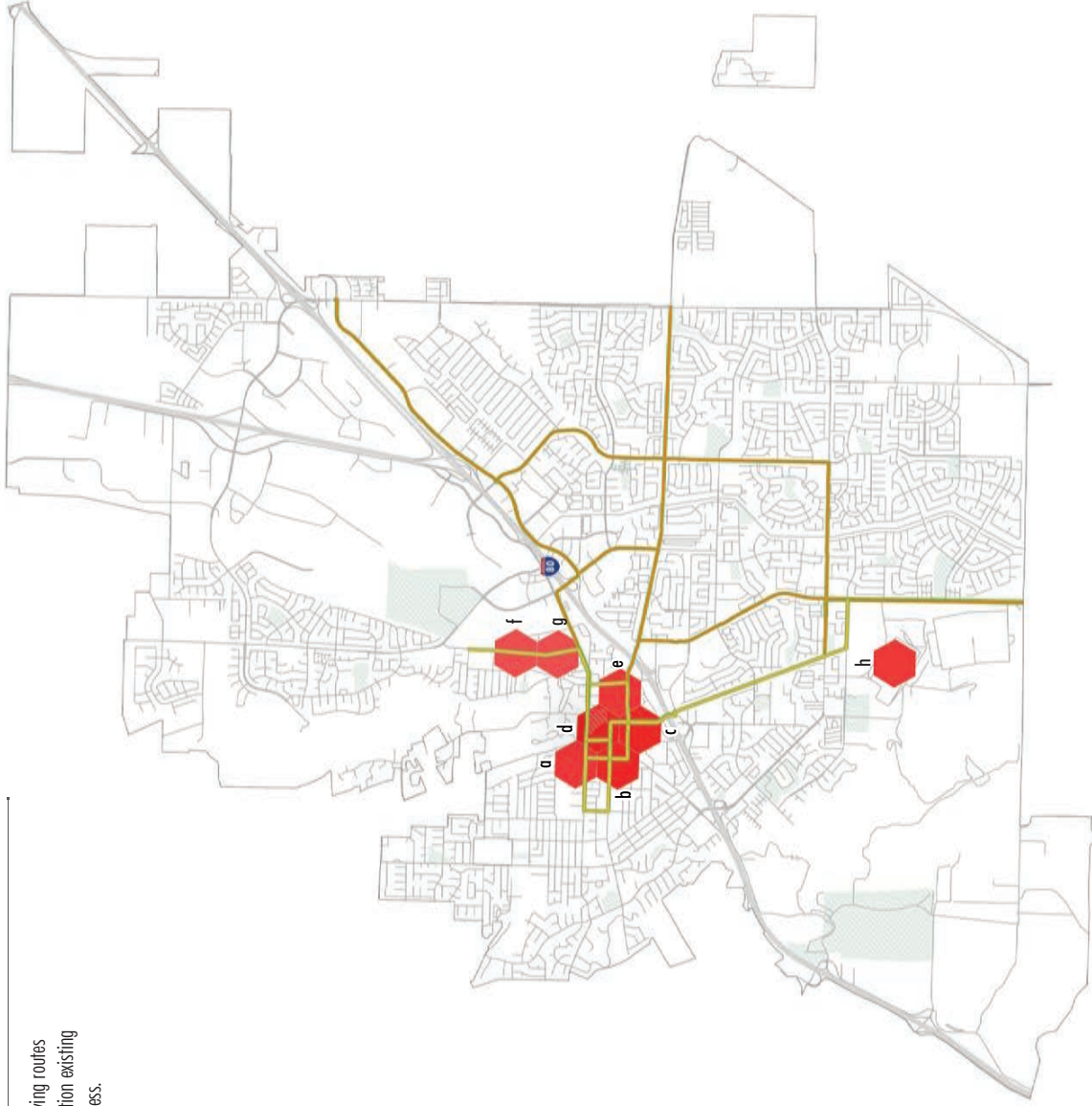
The high demand routes are created by identifying routes along the street network, taking into consideration existing facilities, street classification, and route directness.



- Local Routes
- Countywide Routes

PRIMARY LAND USE

| | |
|----|--------------------------|
| a. | Downtown |
| b. | Downtown/ Residential |
| c. | School |
| d. | Downtown |
| e. | School/Downtown |
| f. | Residential |
| g. | Medical |
| h. | School/Residential |



Recommended Vision Bike Network

After developing the countywide and local backbone networks and conducting outreach with key stakeholders, a series of bicycle projects were identified to help build Vacaville’s full built out vision bicycle network into one that is more comfortable for people of all ages and abilities. The vision bicycle network represents an unconstrained project list that the Solano Transportation Authority will continue to partner with the City of Vacaville to identify relevant funding sources to build out projects over time. This Plan proposes adding or updating a total of 57 miles of bikeways to Vacaville’s existing bikeway network. Table VC-1 presents the existing and proposed bikeway mileage by facility type,

along with the costs associated with installing each facility type. Facility installation costs will vary depending on the materials used; for more information about the assumptions included in the cost estimates see *Appendix B: Technical Analyses and Summary Memorandums*. Figure VC-17 shows the recommended bike network, with existing and proposed projects shown with solid and dotted lines, respectively. Figure VC-18 depicts which facilities meet the AASHTO all ages and abilities bikeway selection criteria. Table VC-2 lists THE details for all of the recommended bikeway projects in Vacaville.

Table VC-1: Existing and Proposed Bicycle Network Mileage

| Facility Type | Existing Mileage (approximate) | Proposed Mileage (approximate) | Estimated Cost per mile | Total Estimated Cost |
|--------------------------------|--------------------------------|--------------------------------|-------------------------|----------------------|
| Class I Multi-use Path | 19.4 | 21.6 | \$1,610,000 | \$34,776,000 |
| Class II Bicycle Lane | 30.3 | 12.5 | \$270,000 | \$3,375,000 |
| Class II Buffered Bicycle Lane | - | - | \$310,000 | - |
| Class III Bicycle Route | 0.35 | 2.5 | \$1,390,000 | \$3,475,000 |
| Class III Bicycle Boulevard | 0.89 | 1.8 | \$220,000 | \$396,000 |
| Class IV Separated Bikeway | - | - | \$370,000 | - |
| Feasibility Study Needed | - | 18.2 | - | - |
| Total | 51.0 | 56.6 | - | \$42,022,000 |

*Costs presented in 2020 dollars

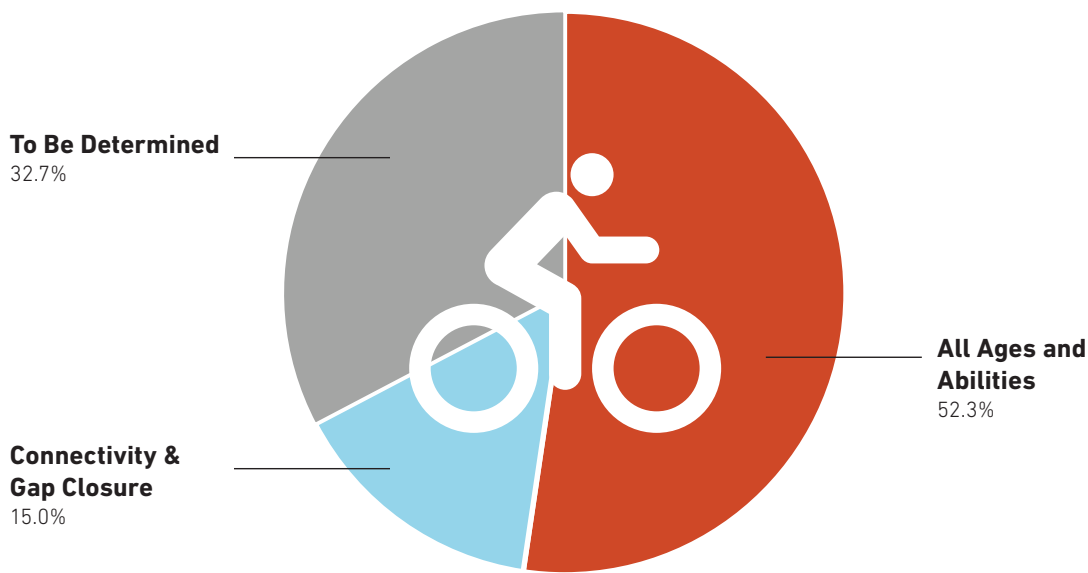


Figure VC-16: Share of Recommended Bikeways by Network Type

Figure VC-17: Proposed Bicycle Network for Vacaville

Vacaville

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 Countywide Active Transportation Plan
Bicycle Network

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class II Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway
 - Feasibility Study
 - Existing
 - Proposed
 - County
 - Jurisdictions
 - Parks
 - Water

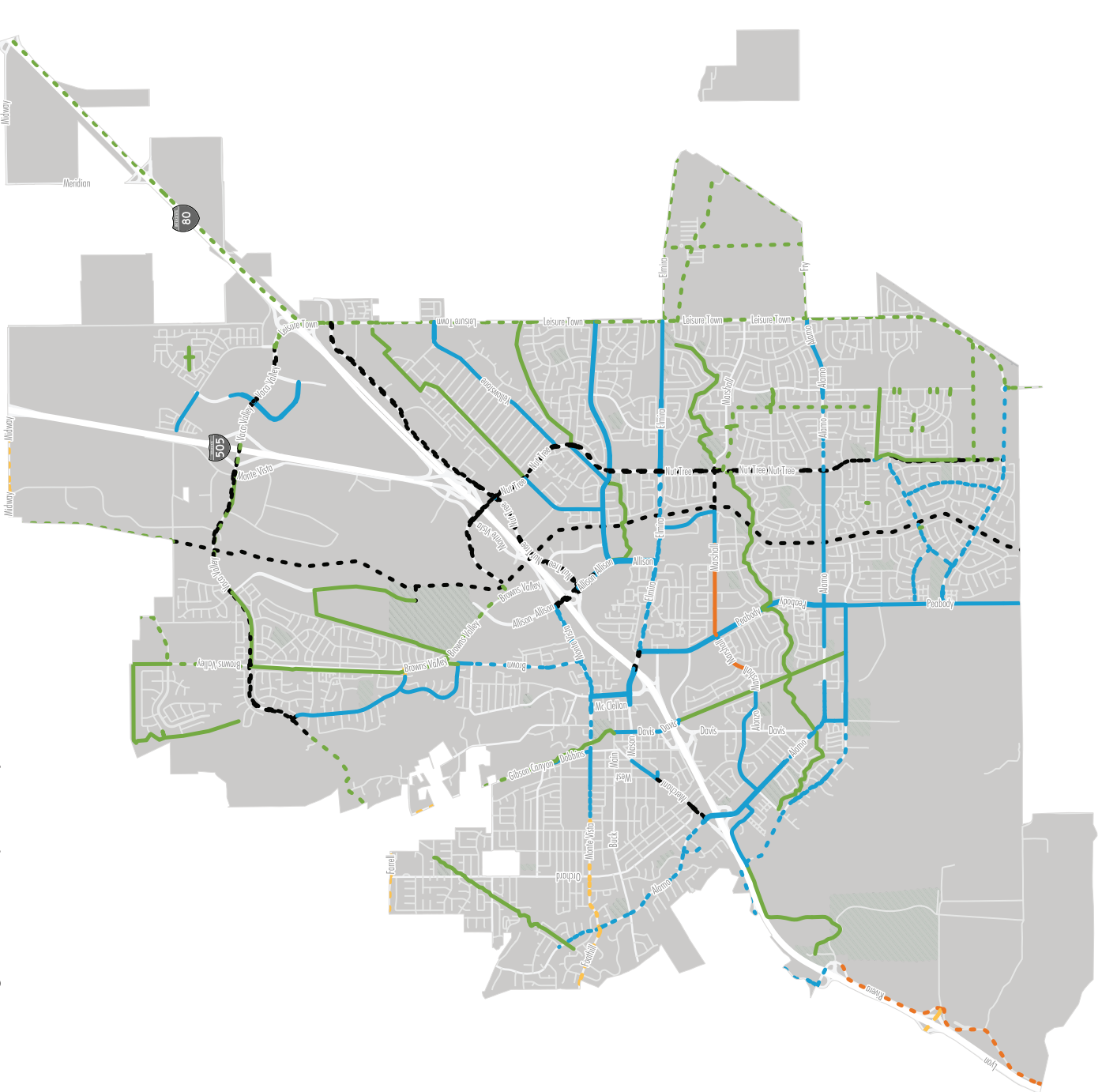


Figure VC-18: Recommended All Ages and Abilities Bikeway Network in Vacaville

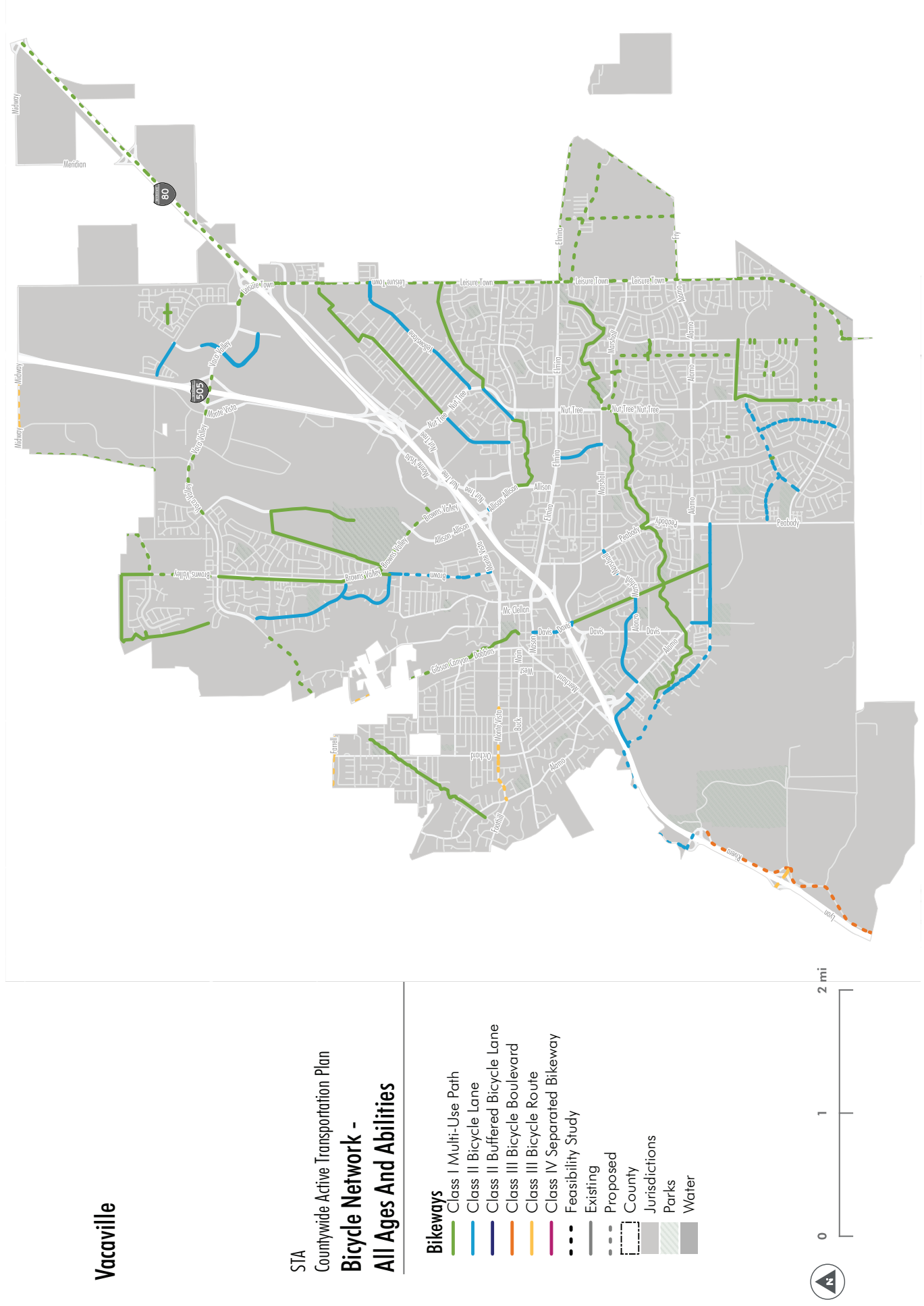


Table VC-2: Vacaville Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length (mi) | Cost | Prioritization Rank |
|------|---|----------------------------------|-----------------------------------|--------------------------------------|----------------------------|-------------|-------------|---------------------|
| 613C | Mason St/ Elmira Rd | I-80 | Peabody Rd | Feasibility Study | To Be Determined | 0.38 | N/A | High |
| 613D | Mason St/ Elmira Rd | Peabody Rd | Allison Dr | Class II Bicycle Lane | Connectivity & Gap Closure | 0.61 | \$164,700 | High |
| 613E | Mason St/ Elmira Rd | Allison Dr | Nut Tree Rd | Class II Bicycle Lane | Connectivity & Gap Closure | 0.61 | \$164,700 | High |
| 610A | E Monte Vista | Dobbins St | Allison Dr | Class II Bicycle Lane | Connectivity & Gap Closure | 1.06 | \$286,200 | High |
| 624A | Nut Tree Rd | Foxboro Pkwy | Newcastle Dr | Feasibility Study | To Be Determined | 0.78 | N/A | High |
| 624B | Nut Tree Rd | Somerville Dr | Alamo Dr | Feasibility Study | To Be Determined | 0.37 | N/A | High |
| 624C | Nut Tree Rd | Alamo Dr | End of road | Feasibility Study | To Be Determined | 3.11 | N/A | High |
| 603C | Marshall Rd | Will C Wood High School Driveway | Peabody Rd | Class III Bicycle Route (North Side) | Connectivity & Gap Closure | 0.22 | \$58,604 | High |
| 603F | Marshall Rd | Beelard Dr | Royal Oaks Dr | Feasibility Study | To Be Determined | 0.07 | N/A | High |
| 603G | Marshall Rd | Royal Oaks Dr | Nut Tree Rd | Feasibility Study | To Be Determined | 0.23 | N/A | High |
| 641A | Youngsdale Dr | Foxboro Pkwy | Nut Tree Rd | Class II Bicycle Lane | All Ages & Abilities | 0.91 | \$244,679 | High |
| 615A | Brown St | E Monte Vista Ave | Markham Ave | Class II Bicycle Lane | All Ages & Abilities | 0.75 | \$203,836 | High |
| 601A | Alamo Dr | Path North of Cheyenne Dr | Merchant St | Class II Bicycle Lane | Connectivity & Gap Closure | 1.43 | \$385,432 | High |
| 601D | Alamo Dr | La Cruz Ln (South) | Alamo Ln | Class II Bicycle Lane | Connectivity & Gap Closure | 0.43 | \$116,100 | High |
| 601I | Alamo Dr | Nut Tree Rd | Snowy Owl Dr | Class III Bicycle Route | Connectivity & Gap Closure | 0.75 | \$202,534 | High |
| 626A | Meadowlands Bike Path (along Putah South Canal) | Nut Tree Rd | Casa Verde Ct | Feasibility Study | All Ages & Abilities | 1.46 | \$2,349,517 | High |
| 632A | Alamo Creek Trail Connector | Alamo Creek Bike Trail | Marshall Rd | Feasibility Study | All Ages & Abilities | 0.22 | \$357,863 | High |
| 634A | Leisure Town Rd/Foxboro Pkwy | I-80 | Vanden Rd / Foxboro Pkwy | Class I Multi-Use Path | All Ages & Abilities | 5.37 | \$8,646,105 | High |
| 630A | Browns Valley Pkwy Path | Browns Valley Rd Path | Putah South Canal Path (Proposed) | Class I Multi-Use Path | All Ages & Abilities | 0.73 | \$1,181,499 | Medium |

Table VC-2: Vacaville Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length (mi) | Cost | Prioritization Rank |
|------|--|-------------------|--------------------------------|-------------------------|----------------------------|-------------|--------------|---------------------|
| 642A | Morning Glory Dr | Peabody Rd | Youngsdale Dr | Class II Bicycle Lane | All Ages & Abilities | 0.42 | \$114,454 | Medium |
| 600A | Vacaville Bike Path Extension | Dennis Dr | Farrell Rd | Class I Multi-Use Path | All Ages & Abilities | 0.36 | \$571,568 | Medium |
| 600B | Vacaville Bike Path Extension | Farrell Rd | 1000' west of Wrentham | Class I Multi-Use Path | All Ages & Abilities | 0.92 | \$1,484,370 | Medium |
| 604A | Foothill Dr | West of Wykoff Dr | Alamo Dr | Class III Bicycle Route | Connectivity & Gap Closure | 0.44 | \$616,771 | Medium |
| 604B | W Monte Vista Dr | Alamo Dr | Chestnut St | Class III Bicycle Route | Connectivity & Gap Closure | 0.76 | \$1,061,664 | Medium |
| 604C | W Monte Vista Dr | Chestnut St | Chandler St | Class II Bicycle Lane | Connectivity & Gap Closure | 0.24 | \$65,491 | Medium |
| 643A | Ruby Dr | Youngsdale Dr | Foxboro Pkwy | Class II Bicycle Lane | All Ages & Abilities | 0.66 | \$179,050 | Medium |
| 644A | California Dr | Alamo Ln | Rivera Rd | Class II Bicycle Lane | All Ages & Abilities | 2.59 | \$699,911 | Medium |
| 635A | Foxboro Pkwy | Peabody Rd | Leisure Town Rd / Vanden Rd | Class II Bicycle Lane | Connectivity & Gap Closure | 1.58 | \$425,438 | Medium |
| 635B | Foxboro Pkwy | Nut Tree Rd | | Class II Bicycle Lane | Connectivity & Gap Closure | 0.50 | \$134,811 | Medium |
| 605A | Gibson Canyon Dr/ Dobbins St | E Hemlock St | Farrell Rd | Class I Multi-Use Path | All Ages & Abilities | 0.45 | \$722,945 | Low |
| 629A | Browns Valley Road Path | Vaca Valley Pkwy | Whispering Ridge Dr | Class I Multi-Use Path | All Ages & Abilities | 0.58 | \$930,199 | Low |
| 629B | Browns Valley Road Path | Shelton Ln | Craig Ln | Class I Multi-Use Path | All Ages & Abilities | 0.47 | \$764,426 | Low |
| 637A | Vaca Valley Pkwy Side Path | Allison Pkwy | Cessna Dr | Class I Multi-Use Path | All Ages & Abilities | 0.62 | \$1,001,336 | Low |
| 637B | Vaca Valley Pkwy Side Path | E Monte Vista Ave | I-505 NB Off-Ramp | Class I Multi-Use Path | All Ages & Abilities | 0.31 | \$500,118 | Low |
| 639A | Nut Tree Rd Side Path | Opal Way | Foxboro Pkwy | Class I Multi-Use Path | All Ages & Abilities | 0.36 | \$574,098 | Low |
| 640A | New Development Trails (East of Leisure Town Rd) | - | - | Class I Multi-Use Path | All Ages & Abilities | 10.17 | \$16,373,506 | Low |
| 625A | Vanden Rd | Leisure Town Rd | 1372' South of Leisure Town RD | Class I Multi-Use Path | All Ages & Abilities | 0.27 | \$433,324 | Low |

Table VC-2: Vacaville Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length (mi) | Cost | Prioritization Rank |
|------|------------------------------|---------------------|----------------------------|------------------------|----------------------|-------------|-------------|---------------------|
| 621A | Putah South Canal Path | | | Feasibility Study | To Be Determined | 6.32 | N/A | Low |
| 623A | Allison Dr | E Monte Vista Ave | Travis Way | Feasibility Study | To Be Determined | 0.34 | N/A | Low |
| 618A | Ulatis Creek Trail Extension | Vaca Valley Rd | East Main and Davis St | Remove Rec | All Ages & Abilities | 0.24 | \$388,009 | Low |
| 618B | Ulatis Creek Trail Extension | I-80 Underpass | Approx. Camden Apartments | Class I Multi-Use Path | All Ages & Abilities | 0.81 | \$1,299,270 | Low |
| 618C | Ulatis Creek Trail Extension | Ulatis Dr | Nut Tree Rd | Feasibility Study | To Be Determined | 0.07 | N/A | Low |
| 606B | Merchant St | Alamo Dr | E Walnut Ave | Feasibility Study | To Be Determined | 0.43 | N/A | Low |
| 627A | Orange Dr / Nut Tree Pkwy | Leisure Town Rd | Allison Dr | Feasibility Study | To Be Determined | 2.59 | N/A | Low |
| 620A | Vaca Valley Pkwy | 1000' west Wrentham | Crocker Dr | Feasibility Study | To Be Determined | 2.00 | N/A | Low |
| 620B | Vaca Valley Pkwy | Crocker Dr | New Horizons Wy | Feasibility Study | To Be Determined | 0.54 | N/A | Low |
| 620C | Vaca Valley Pkwy | New Horizons Wy | Crescent Dr | Feasibility Study | To Be Determined | 0.42 | N/A | Low |
| 622A | Putah South Canal Connection | Putah South Canal | Horse Creek Soccer Complex | Feasibility Study | To Be Determined | 0.10 | N/A | Low |

Implementation Note: All recommended proposed projects may need further evaluation at the local level including potential parking, traffic operations, design, and/or feasibility studies. Additionally, projects that may require multiple studies could be assessed with a Complete Streets Corridor Study and include additional public engagement.

Near-Term Implementation Bike Network Action Plan

During the fourth phase of outreach, the City of Vacaville decided to host an internal staff meeting and did not participate in the 5 in 5 activity. Therefore, no near-term action plan is presented and Vacaville should use the prioritization results to guide near-term investments accordingly.

Recommended Pedestrian Projects

Two types of analyses were completed to identify pedestrian network recommendations. The first assessment identified sidewalk gaps along the local and countywide backbone networks that play a regionally significant role in the pedestrian realm. This analysis identified four miles of sidewalk gaps in Vacaville along the backbone networks. Table VC-3 presents the sidewalk gaps along the backbone networks along with a cost estimate for filling each gap. Figure VC-19 shows the sidewalk network gaps and the backbone network.

The second assessment identified pedestrian projects highlighted through the safety analysis, walk audits, community outreach, or previous transportation plans; or sidewalk gaps located in high-demand areas, such as along arterials in close proximity to transit stops or schools (see Table VC-4). Note that there is some overlap in projects identified in each process for sidewalk gap closure projects as local priorities were evaluated. Figure VC-20 shows the list of pedestrian projects identified using this second assessment. All of the projects identified through these two analysis will help improve Vacaville's pedestrian network so that it is more comfortable for people of all ages and abilities.

Table VC-3: Vacaville Sidewalk Gaps along the Active Transportation Backbone Network

| Street / Facility Name | Extents | North or West Side of Street Distance (mi) | South or East Side of Street Distance (mi) | Total Distance (mi) | Cost |
|------------------------|------------------------------------|--|--|---------------------|--------------------|
| Peabody Rd | City Limit to Alamo Dr | 1.2 | 0 | 1.2 | \$1,188,000 |
| California Dr | South Side Bikeway to Peabody Rd | 0 | 0.17 | 0.17 | \$168,300 |
| Nut Tree Pkwy | Allison Dr to Nut Tree Rd | 0.25 | 0 | 0.25 | \$247,500 |
| Orange Dr | Nut Tree Rd to Leisure Town Rd | 0.67 | 0.35 | 1.01 | \$999,900 |
| Allison Dr | E Monte Vista Ave to Nut Tree Pkwy | 0.2 | 0 | 0.2 | \$198,000 |
| Allison Dr | Nut Tree Pkwy to Elmira Rd | 0 | 0.1 | 0.1 | \$99,000 |
| Elmira Rd | Leisure Town Rd to Edwin Dr | 0.46 | 0 | 0.46 | \$455,400 |
| Buck Ave | Chestnut St to Kentucky St | 0 | 0.13 | 0.13 | \$128,700 |
| Chestnut St | Buck Ave to Neil St | 0.06 | 0 | 0.06 | \$59,400 |
| Brown St | Bennett Hill Dr to Markham Ave | 0 | 0.08 | 0.08 | \$79,200 |
| Total | - | 2.84 | 0.83 | 3.67 | \$3,633,300 |

Figure VC-19: Vacaville Sidewalk Gaps Along the Backbone Network

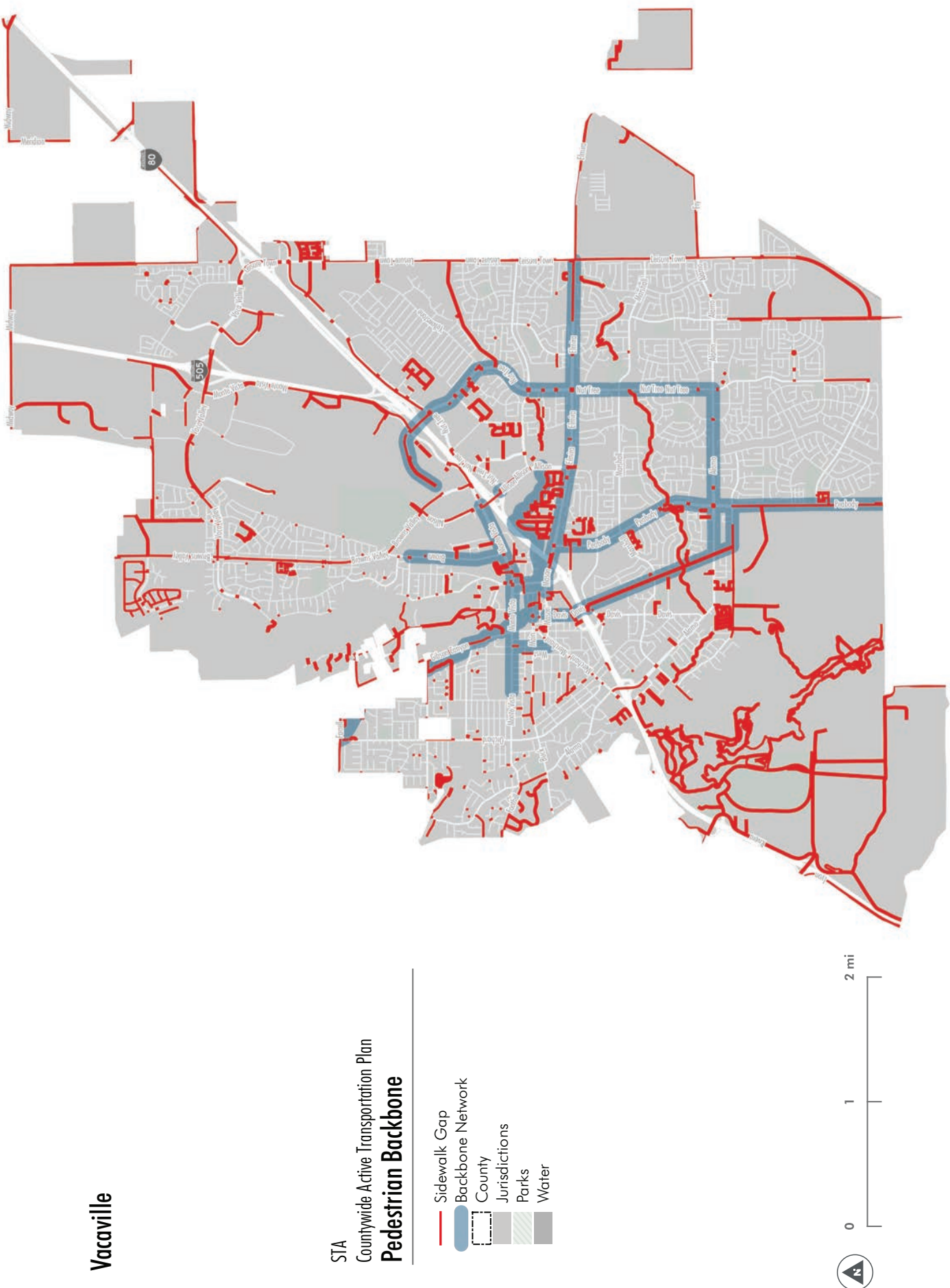
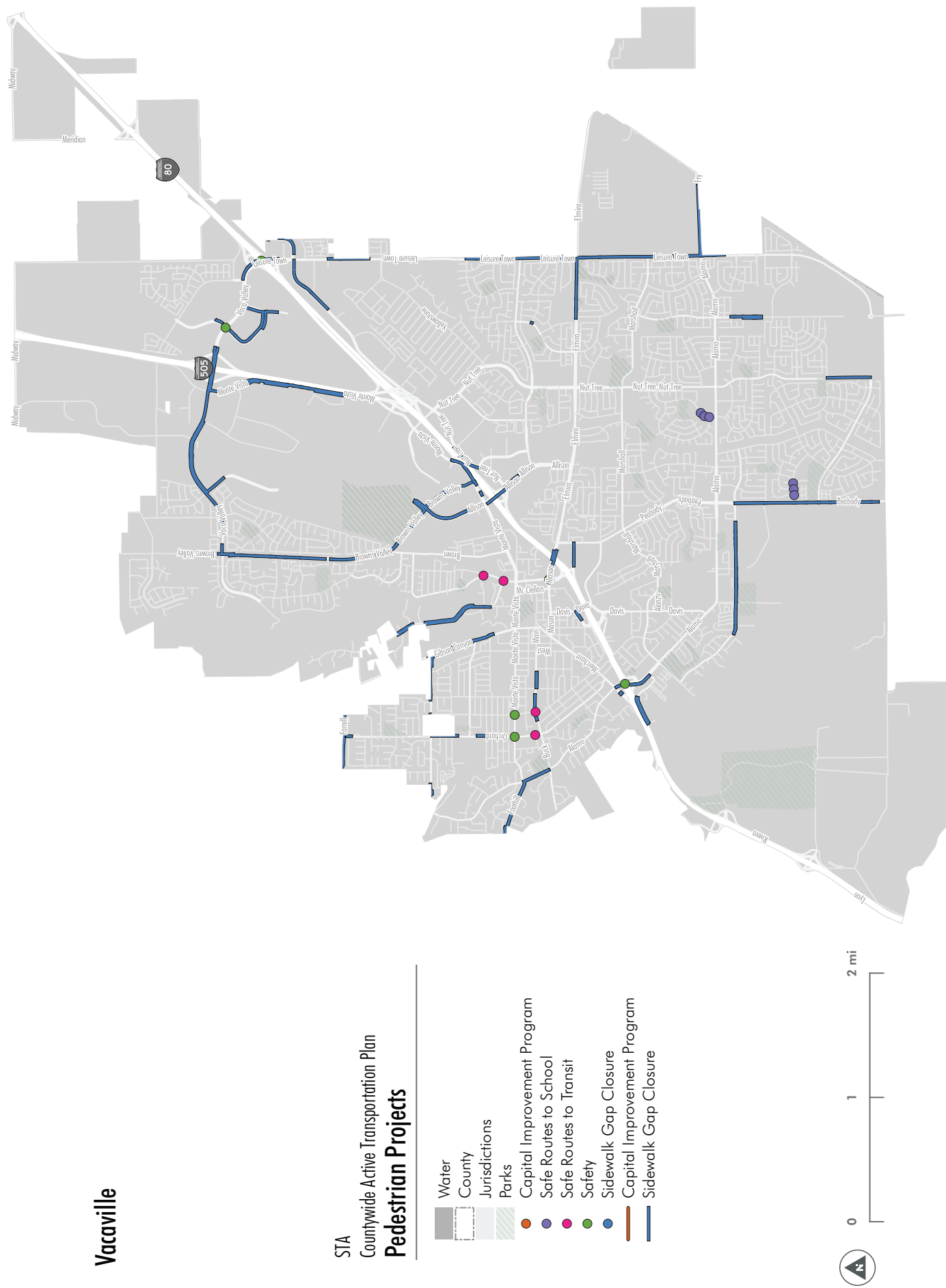


Table VC-4: Proposed Pedestrian Projects

| Project ID | Location | Description | Project Type | Length (mi) | Estimated Cost* |
|------------|--|---------------------------------------|------------------------|-------------|-----------------|
| VC.SG.5 | Peabody Rd, Vanden Rd, Elmira Rd, Leisure Town Rd | School Access | Sidewalk Gap Closure | 2.10 | \$2,076,563 |
| VC.SG.4 | Elmira Rd, Alamo Dr, Butcher Rd, California Dr, Peabody Rd, Nut Tree Rd | School Access and Transit Access | Sidewalk Gap Closure | 3.36 | \$3,322,125 |
| VC.SG.6 | Leisure Town Rd, Elmira Rd, Fry Rd | School Access | Sidewalk Gap Closure | 3.54 | \$3,500,438 |
| VC.SG.1 | Vaca Valley Pkwy, E Monte Vista Ave, Leisure Town Rd, Orange Dr | School Access and Transit Access | Sidewalk Gap Closure | 6.25 | \$6,184,875 |
| VC.SG.2 | Vaca Valley Pkwy, Browns Valley Rd, Allison Dr, Dobbins St | School Access and Transit Access | Sidewalk Gap Closure | 6.27 | \$6,209,438 |
| VC.SG.3 | Buck Ave, Foothill Dr, N Orchard Ave, Gibson Canyon Rd, Farrell Rd, Fruitvale Rd | School Access and Transit Access | Sidewalk Gap Closure | 6.41 | \$6,350,438 |
| VC.SA.1 | Monte Vista & Eldridge | Third Pedestrian Crossing | Safety | - | - |
| VC.SA.2 | Monte Vist & N Orchard | ADA Ramps | Safety | - | - |
| VC.SR2S.1 | Bel Air Dr | Improved Crossing | Safe Routes to School | - | - |
| VC.SR2S.2 | Bel Air Dr | Improved Crossing | Safe Routes to School | - | - |
| VC.SR2S.3 | Bel Air Dr | Improved Crossing | Safe Routes to School | - | - |
| VC.SR2S.4 | Morning Glory Dr | Improved Crossing | Safe Routes to School | - | - |
| VC.SR2S.5 | Morning Glory Dr | Improved Crossing | Safe Routes to School | - | - |
| VC.SR2S.6 | Morning Glory Dr | Improved Crossing | Safe Routes to School | - | - |
| VC.SRTS.1 | Markham Ave | Improved Crossing | Safe Routes to Transit | - | - |
| VC.SRTS.2 | Markham Ave | Improved Crossing | Safe Routes to Transit | - | - |
| VC.SRTS.3 | Buck & Eldridge | Improved Crossing | Safe Routes to Transit | - | - |
| VC.SRTS.4 | Anita & S Orchard | Improved Crossing | Safe Routes to Transit | - | - |
| VC.WA.1 | Solano County Library | Pedestrian Comfort and Accessibility | Walk Audit | - | - |
| VC.SA.3 | I-80/Alamo Dr Interchange Ramp Ped Safety Improvements | Improved Crossings & ADA Enhancements | Safety | - | - |
| VC.SA.4 | I-80 Depot Rd Intersection Ped Safety Improvements | Improved Crossings & ADA Enhancements | Safety | - | - |
| VC.SA.5 | I-80/Leisure Town Rd Interchange Ramp Ped Safety Improvements | Improved Crossings & ADA Enhancements | Safety | - | - |
| VC.SA.6 | I-505/Vacaville Pkwy Interchange Ramp Ped Safety Improvements | Improved Crossings & ADA Enhancements | Safety | - | - |

*Additional analysis is needed to determine costs associated with projects other than sidewalk gap closure projects.

Figure VC-20: Proposed Pedestrian Projects in Vacaville



Vacaville

STA Countywide Active Transportation Plan Pedestrian Projects

- Water
- County Jurisdictions
- Parks
- Capital Improvement Program
- Safe Routes to School
- Safe Routes to Transit
- Safety
- Sidewalk Gap Closure
- Capital Improvement Program
- Sidewalk Gap Closure





Vallejo

Vallejo

Overview

Vallejo is located along the southern coast of Solano County. Vallejo is located at the junction of many of the major roadways in Solano County with the I-80 corridor providing connections south to the East Bay and north to Fairfield, CA-37 and CA-29 providing connections west to Napa, and I-780 connecting east to I-680 and Vallejo. Interstates I-80 and I-780 along with CA-37 divide the city into several portions. Vallejo has a variety of environments, including a waterfront, historic maritime industry, and Mare Island. There is a dense grid of residential land use on the central and north portion of the city. Further to the south, the residential land use is lower density with cul-de-sacs. Commercial land use is located along Lincoln Highway/Broadway Street and east of the I-80/CA-37 interchange at the Gateway Plaza. Six Flags Discovery Kingdom is located south of CA-37. Across the Napa River lies Mare Island where the majority of industrial land use is located along with the Mare Island Golf Club and Shoreline Heritage Preserve. Additional industrial use is

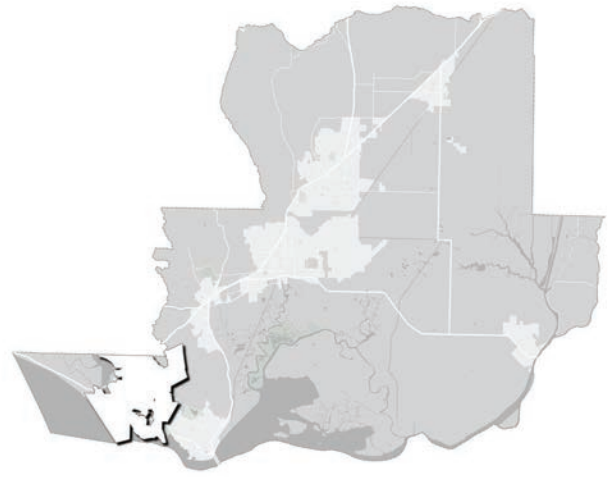


Figure VL-1: Vallejo

located on the mainland coast of the Napa River and at the interchange of I-80 and I-780 to the southwest. Vallejo is the largest city in Solano County, with a population of 122,1205 people as of 2017.

Existing Conditions

This section provides a high-level summary of the existing conditions related to active transportation in Vallejo. For more details on the demographic composition and travel patterns of people walking and bicycling and the existing active transportation network in Vallejo, refer to *Appendix B. Technical Analysis and Summary Memorandums*.

Active Transportation Profile

This section evaluates demographic characteristics of the population who currently walk or ride a bicycle in Vallejo using data from the United States Census American Community Survey (2017, 5-year estimates) and the California Household Travel Survey (2012). While these surveys are useful, this data should not be taken at face value given the small sample sizes associated with this data in smaller communities. It is presented here because this data can provide general information on walking and bicycling trends that may be present in Vallejo.

Demographic Characteristics

According to the United States Census American Community Survey, the population of Vallejo increased by five percent from 2010 to 2017. Vallejo is also of the more racially and ethnically diverse cities in Solano County. The share of vulnerable populations (people under 18 and 65 or older), who may be more likely to rely on walking, bicycling, and transit, increased by three percent. Vallejo's population has slightly more women than men. The American Community Survey data suggests that men may be more likely to walk, bike, or ride public transit to work than women.

Travel Characteristics

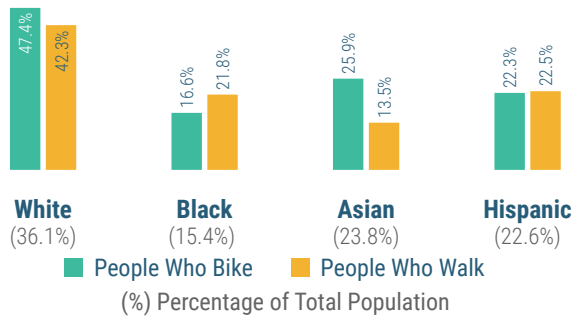
In 2017, the share of employed people ages 16 or older who walked, bicycled, or rode transit to work was nearly seven percent. Based on data from the California Household Travel Survey, a majority of all trips taken in Vallejo by any mode of transportation are less than three miles in length (58%), which is considered a reasonable biking distance. Almost a quarter of all trips (23%) are less than one mile, which is considered a reasonable walking distance for most trips. This indicates that almost two-thirds of all trips made within Vallejo could be converted to walking or biking trips. Additional travel patterns for Vallejo are depicted in Figure VL-2.

Vallejo Active Transportation Profile

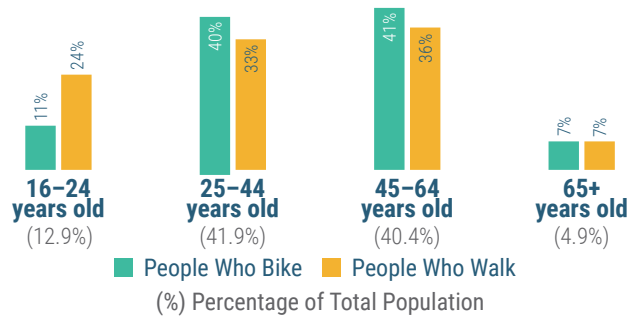
Characteristics of residents who walk or bike to work:

Source: US Census, ACS 5-Year Estimates 2016. Sample size = 764 people who walk and 239 people who bike

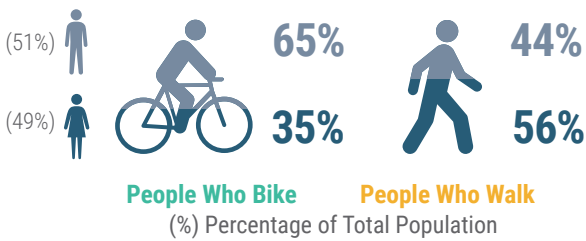
Race



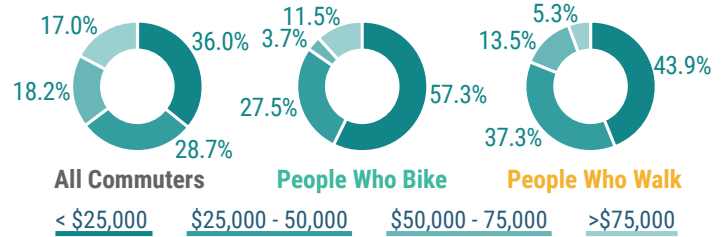
Age



Gender



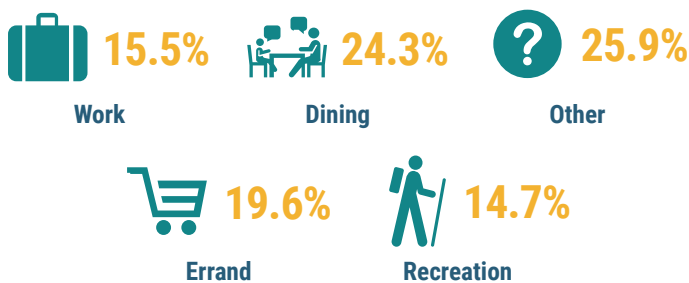
Income



General travel characteristics (all modes):

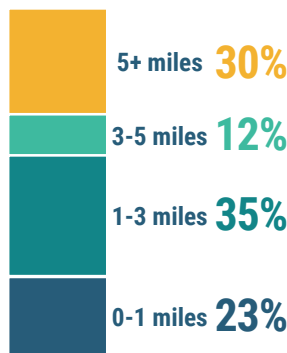
Trip Purposes

Sample size = 1,720 trips (all modes)



Trip Distances

Sample size = 969 trips (all modes)



Mode Share

Sample size = 51,585 people (commute trips)

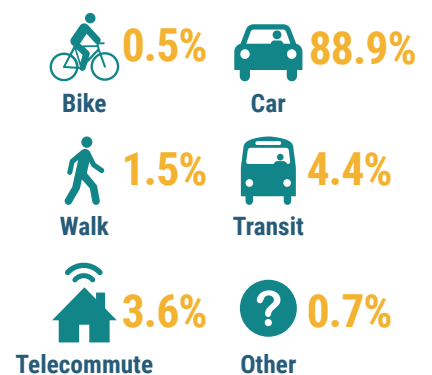


Figure VL-2: Vallejo Active Transportation Profile

Existing Active Transportation Network

The active transportation network consists of both pedestrian and bicycle infrastructure that work together to provide mobility options for all those that live, work, study, play, visit, pray, or shop in Vallejo. Whether we're aware of it or not, everyone in Vallejo uses active transportation infrastructure, such as sidewalks, at some point in their day even if just for short distances to reach their desired destinations.

Existing Pedestrian Network

The pedestrian network within Vallejo consists largely of sidewalk infrastructure supported by crossing treatments, multi-use paved trails, and unpaved recreational trails. Vallejo currently has an overall Walk Score of 42 out of 100 according to the real-estate website www.WalkScore.com, indicating that most errands require a car. The city currently has a total of 515 miles of existing sidewalk infrastructure, which includes measurements of sidewalks on both sides of the street independently. There are approximately 727 miles of maximum sidewalk coverage (total roadway mileage multiplied by two to account for both sides of the street), as shown in Figure VL-4 and the map in Figure VL-5. Depending on land use context, there may be areas of the city with rural characteristics where typical sidewalk infrastructure may not be compatible. However, it was not possible to exclude these areas from the overall sidewalk inventory evaluation.

Existing Bicycle Network

This section summarizes the bicycle facilities in Vallejo's existing bike network. It also presents the results of the bicyclist comfort and connectivity analyses – that is, level of traffic stress (LTS) and bicycle network connectivity analysis (BNA), respectively – for the existing network. Additional information on the LTS and BNA methodologies can be found in the existing conditions section of the Solano Countywide Active Transportation Plan. Vallejo has a 364-mile roadway network, 46 lane miles of which currently have bicycle facilities. This includes 6 lane miles of shared-use paths, 22 lane miles of bike lanes, and 18 lane miles of bike routes, as summarized in Figure VL-4 and shown in the map in Figure VL-6. Figure VL-7 and Figure VL-8 present the LTS and BNA results for Benicia's existing bicycle network, respectively.



Figure VL-3: Class I Multi-use path on the Waterfront in Vallejo

Sidewalk Network Inventory

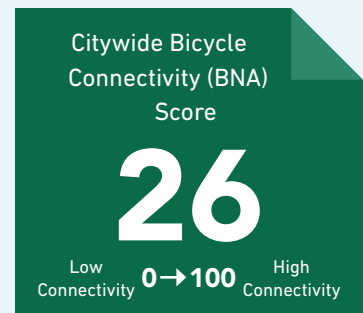


| | Existing Sidewalk Lane Miles | Full Sidewalk Buildout Lane Miles |
|----------------------------|------------------------------|-----------------------------------|
| Vallejo | 515 | 727 |
| Priority Development Areas | 9 | 13 |
| Communities of Concern | 236 | 296 |
| Disadvantaged Communities | 65 | 136 |

Bicycle Network Inventory

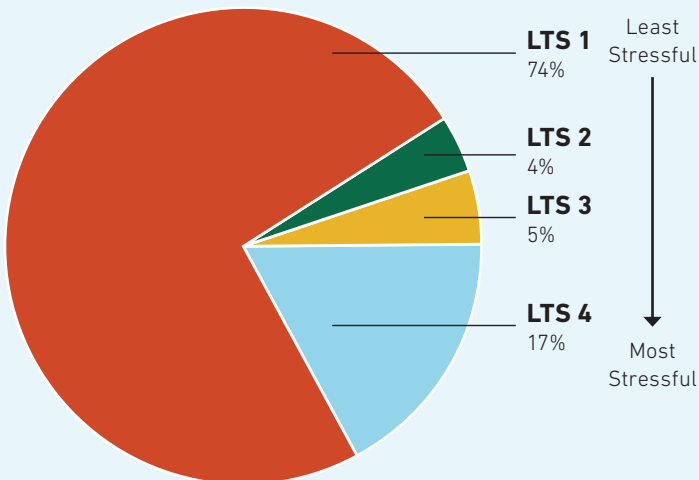


| Bike Facilities | Lane Miles |
|---------------------------|------------|
| Multi-Use Paths (Class I) | 6 |
| Bike Lanes (Class II) | 22 |
| Bike Routes (Class III) | 18 |
| No Designated Facility | 341 |
| All Roadways | 364 |



Percent of Roadway Mileage

Level of Traffic Stress (LTS)



Bicycle Inventory

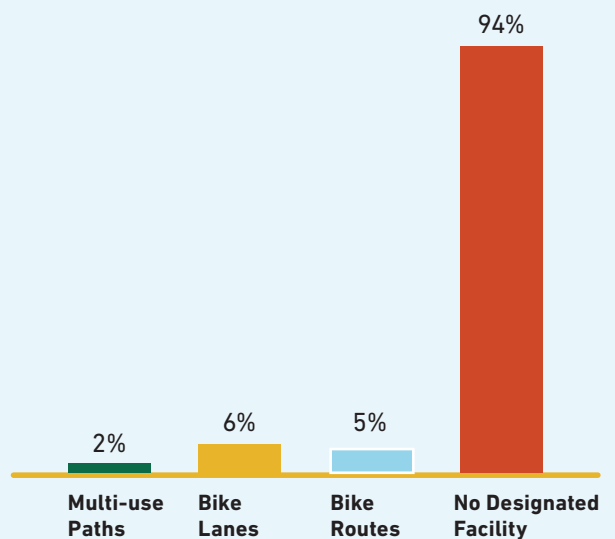


Figure VL-4: Vallejo Active Transportation Network Infographic

Figure VL-5: Vallejo Sidewalk Coverage Map

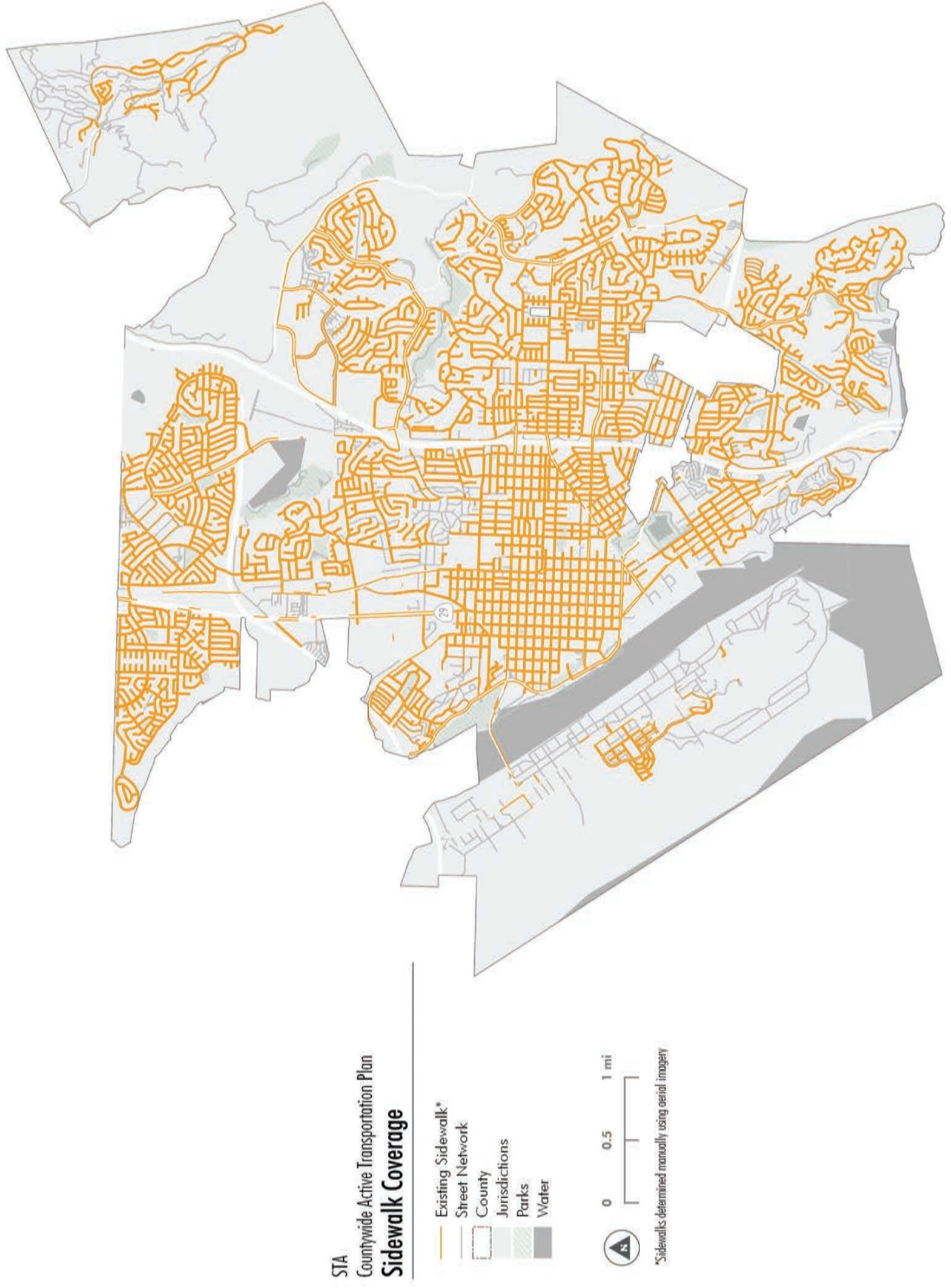


Figure VL-6: Vallejo Existing Bike Network Map

Vallejo

STA Countywide Active Transportation Plan Bicycle Network

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class III Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway
- County
Jurisdictions
Parks
Water

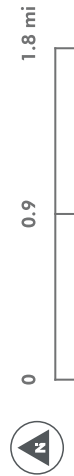


Figure VL-7: Vallejo Bicycle LTS Map

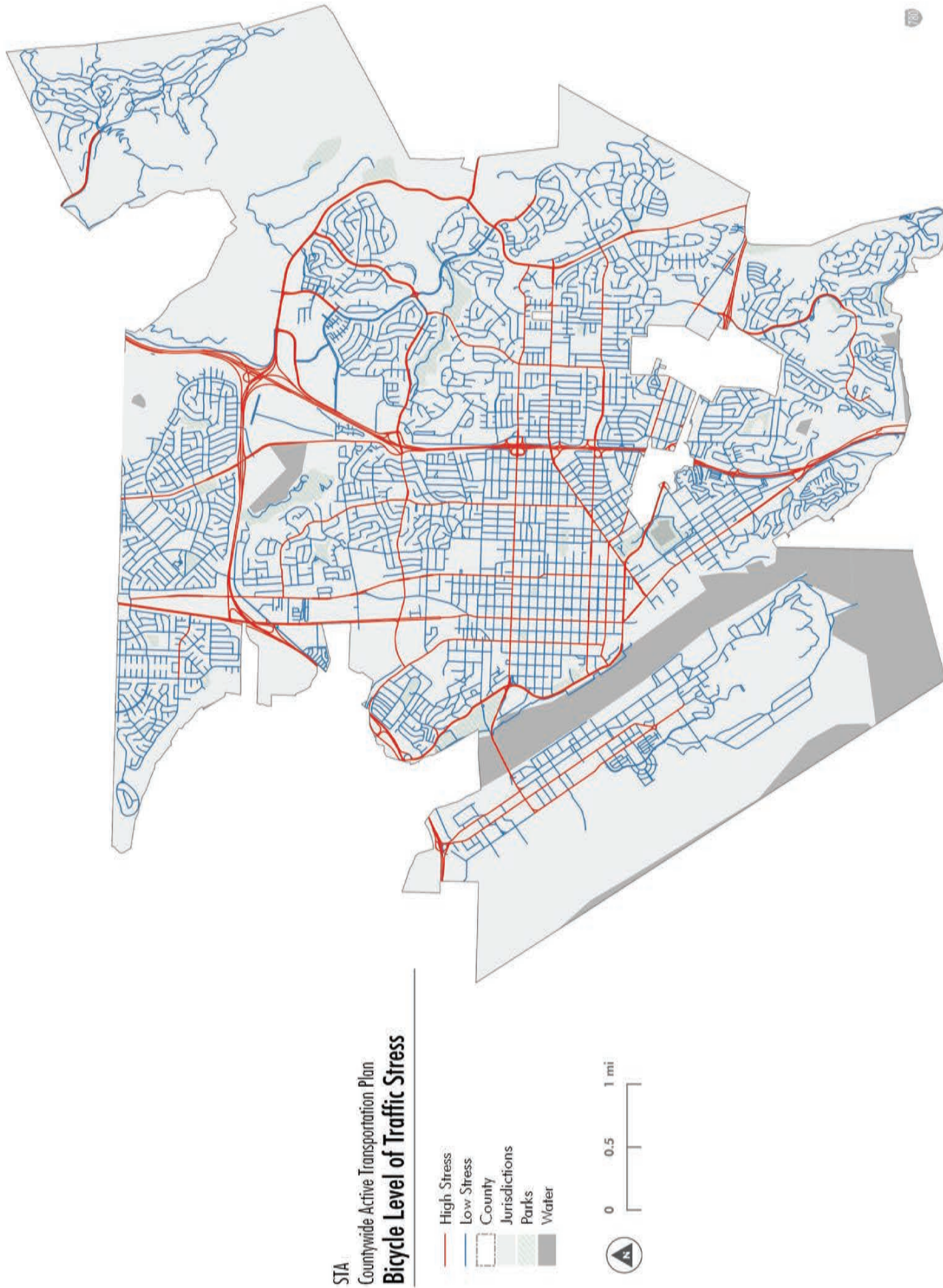


Figure VL-8: Vallejo Bicycle Network Connectivity Map



Safety Corridors

Real and perceived safety can strongly influence a person’s decision to walk or bike. Collision analyses are one way to assess traffic safety in a community and can help identify key areas for infrastructure or programmatic improvements that improve safety and comfort for people walking and bicycling. This section summarizes the pedestrian- and bicycle- involved collision trends and high-risk locations in Vallejo. The raw collision data was retrieved from the Statewide Integrated Traffic Records System (SWITRS) for the most recent five years (7/1/2012 - 06/30/2017) for which collision data was available.

The collision analysis followed a systemic safety approach and used the Equivalent Property Damage Only (EPDO) method to assess crashes. The EPDO method weights crashes by severity so that when EPDO scores are calculated, they reflect both frequency and severity of collisions. Collisions resulting in a greater injury severity (e.g., fatal or severe) are weighted much heavier than collisions resulting in a minor injury, or no injury at all. For more information about the collision analysis methodology and a more detailed discussion of the results, refer to *Appendix B: Technical Analysis and Summary Memorandums*. When interpreting the results presented below, note that no volume data was used in this analysis, so it is unclear how the numbers of people walking, bicycling, and driving are influencing collision trends.

Summary of Results

During the five-year analysis period there were 3,452 traffic collisions in Vallejo. Of these collisions, six percent (215) were pedestrian collisions and three percent (92) were bicycle collisions. Vallejo has the highest number of pedestrian collisions and the third highest number of bicycle collisions among all of the incorporated jurisdictions in Solano County.

In Vallejo, the EPDO scores for segments and intersections are nearly equal for both pedestrian collisions and bicycle collisions. Among pedestrian collisions, the EPDO score is highest for collisions during dark hours on streets with lights, however, there is a notable EPDO score for collisions occurring in the daylight. The EPDO score for bicycle collisions was highest during daylight hours, with a notable score for dark streets with street lights.

The Project Team analyzed the geographic distribution of EPDO scores and identified priority safety corridors and intersections for pedestrian and bicycle collisions in Vallejo (see Figure VL-9 and Figure VL-10). The street segments below were identified as warranting further investigation and improvements.

Pedestrian collision hotspots:

- Spring Road from Columbus Parkway to Amador Street
- Tennessee Street from Lassen Street to Marin Street
- Highway 29 from Highway 37 to Curtola Parkway

Bicycle collision hotspots:

- Highway 29 from Highway 37 to I-80 Interchange

Table VL-1 presents a list of identified safety projects from the 2018 Solano Travel Safety Plan that overlap with the identified hotspots.

Table VL-1: Identified Safety Projects in Vallejo

| Location | Project |
|--|--|
| Springs and Tregaskis | Install HAWK |
| Springs and Heartwood | Install HAWK |
| Springs and Lassen/Hilton | Install HAWK |
| Springs Rd from Miller Ave to Rollingwood Dr | Install curb extensions; Provide school route improvements |

Figure VL-9: Vallejo Bicycle Collision Hot Spot Analysis

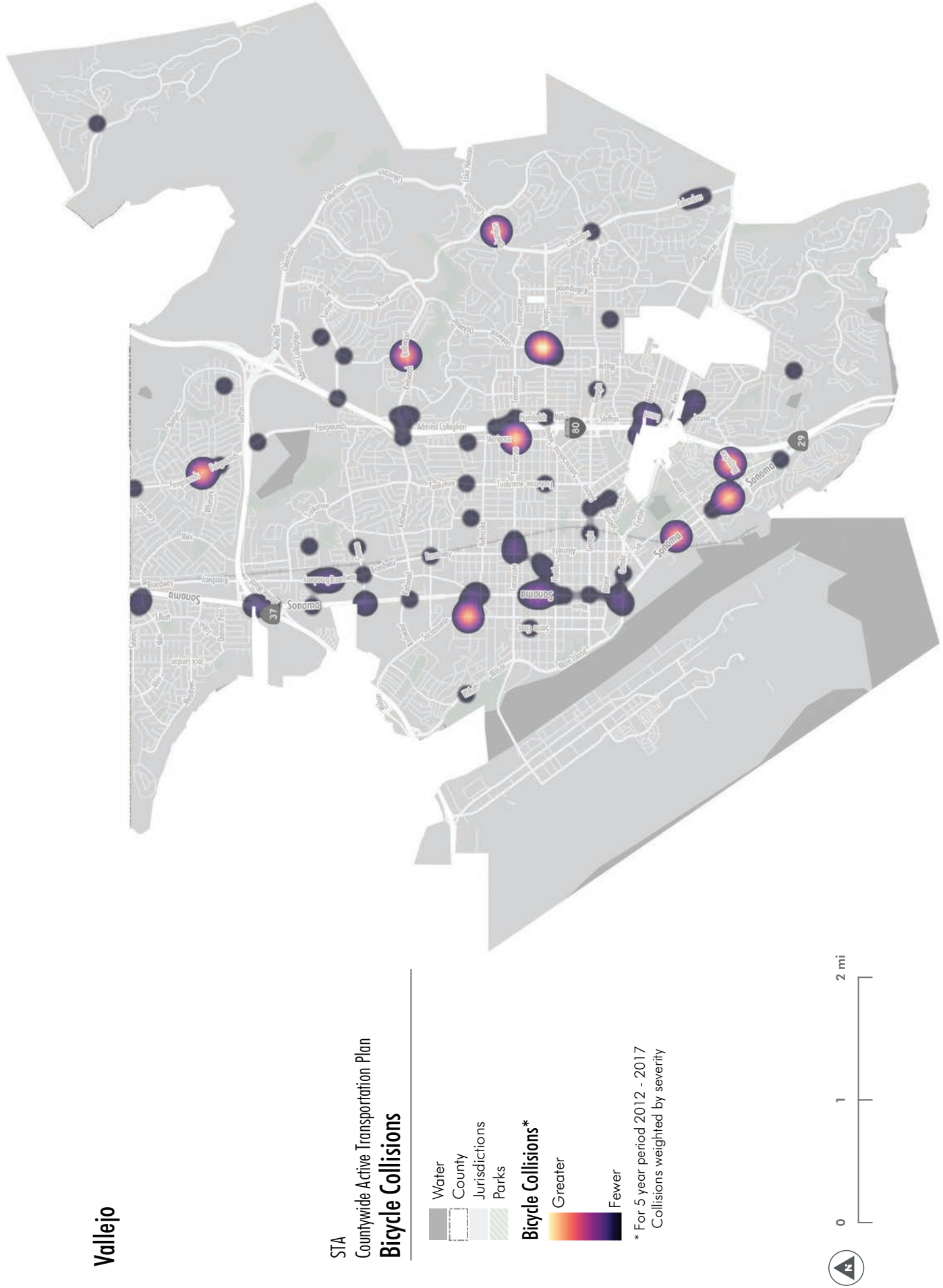


Figure VL-10: Vallejo Pedestrian Collision Hot Spot Analysis



Community Engagement

Throughout each stage of the Plan development, residents and stakeholders from Vallejo were asked to provide insights on where improvements to walking, biking, and access to transit could be improved and prioritized. A City of Vallejo staff member was part of the Plan Development Team and in-person and online outreach efforts to Vallejo residents occurred over four phases during the 18-month project.

Phase I: Data Collection and Initial Outreach

The goal of the first phase of public outreach was to increase awareness about the Plan and find out where people feel comfortable and uncomfortable walking and bicycling in each jurisdiction. As part of the first phase of

public outreach both online and in-person events were held to try to reach people throughout the county. The in-person pop-up event in Vallejo was the Farmers Market on November 3, 2018. The online and in-person feedback was combined to highlight where all participants had positive or negative input about existing infrastructure throughout Vallejo. Positive comments generally encapsulate where people currently like to walk or bicycle and identify experiences to be highlighted. Negative comments mostly highlight areas where people feel it is dangerous or uncomfortable to walk or bike. In total, 1,080 individual line and point comments were collected across Solano County, with 483 comments from in-person events and 597 comments from the project website. Figure VL-11 shows the positive and negative comments about walking and bicycling in Vallejo from the online map.

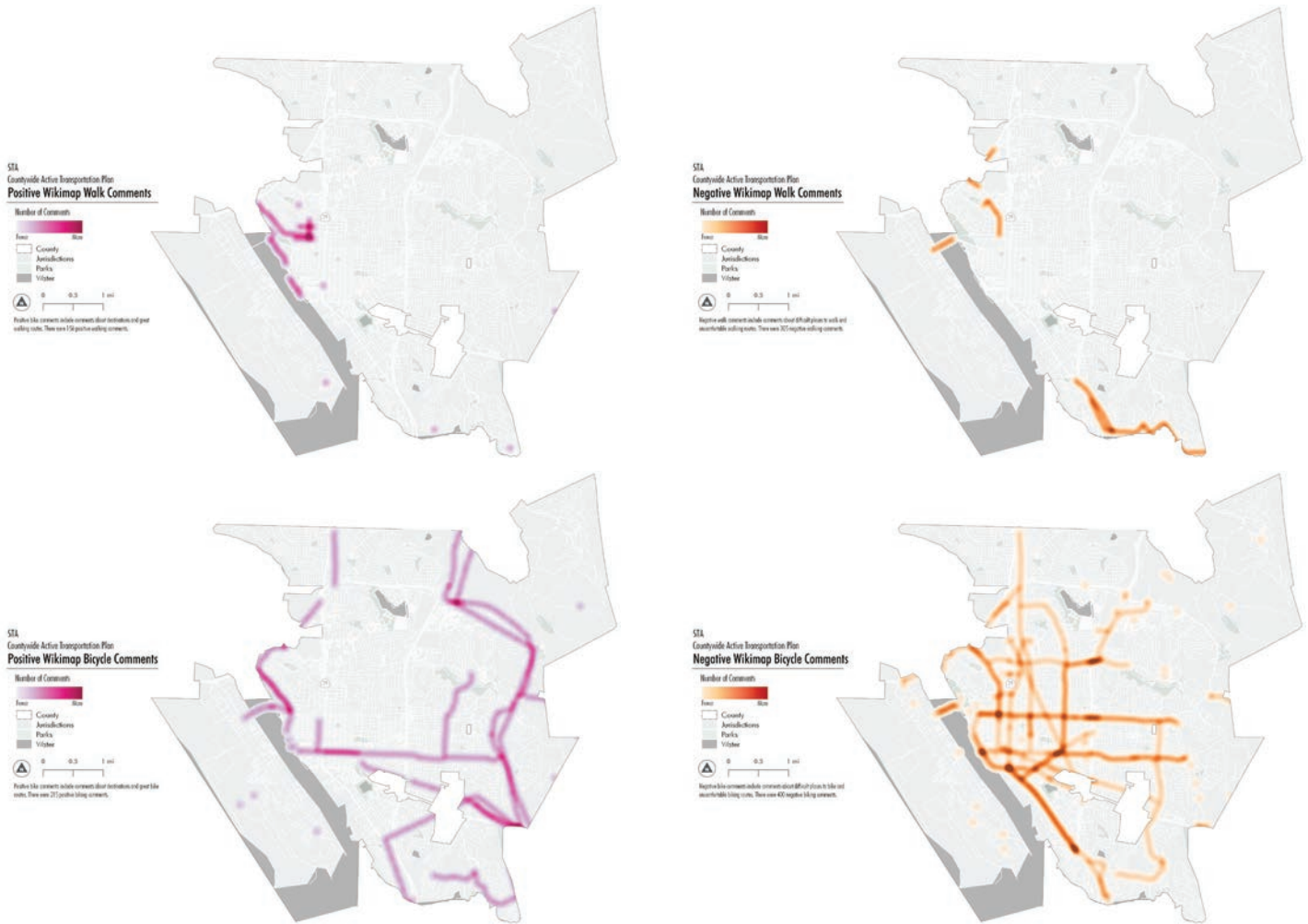


Figure VL-11: Online Map Positive and Negative Walking and Bicycling Comments for Vallejo

Phase II: Countywide Needs and Recommendations

The goal of Phase 2 was to develop the priority countywide backbone network projects which would create a countywide all ages and abilities network. This phase consisted primarily of technical analysis conducted by the consultant team and review of major deliverables by the

Plan Development Team including representatives from the City of Vallejo. The outcomes of this phase included a regional priority bikeway network, regional priority pedestrian project recommendations, and regional trails network.

Phase III: Jurisdiction Needs and Recommendations

The third phase of outreach occurred in the Late Summer/ Early Fall of 2019. The Project Team met with each jurisdiction individually to hold a coordination meeting with internal jurisdiction staff. These working meetings were intended to share what the Project Team learned during Phase 1 outreach and subsequent analyses in Phase II. Vallejo held a biking tour and coordination meeting on September 20, 2019 starting at the Vallejo City Hall to review initial proposed recommendations and visit key sites to refine or develop additional recommendations. The outcome of this meeting and walking tour resulted in updated project lists and maps that would be presented to the larger public during Phase IV.



Figure VL-12: The bicycling and walking audit in Vallejo

Phase IV: Implementation Strategy and Draft Plan

The fourth phase of outreach occurred in late Fall of 2019 and focused on educating the public about different types of bicycle and pedestrian infrastructure and obtaining input on the best recommendations to prioritize. Members of the public and interested stakeholders were invited to participate in a presentation and workshop at the Vallejo Active Transportation Plan Community meeting at the North Vallejo Community Center on November 19, 2019. Participants were asked to identify their top five bikeway facilities that should be prioritized in the next five years in an activity called “5 in 5” as shown in Figure VL-13. This activity is intended to help Vallejo focus on which facilities the public is most likely to use in the near-term to build out a connected network of all ages and abilities facilities. Pedestrian recommendations were also reviewed and augmented as necessary.

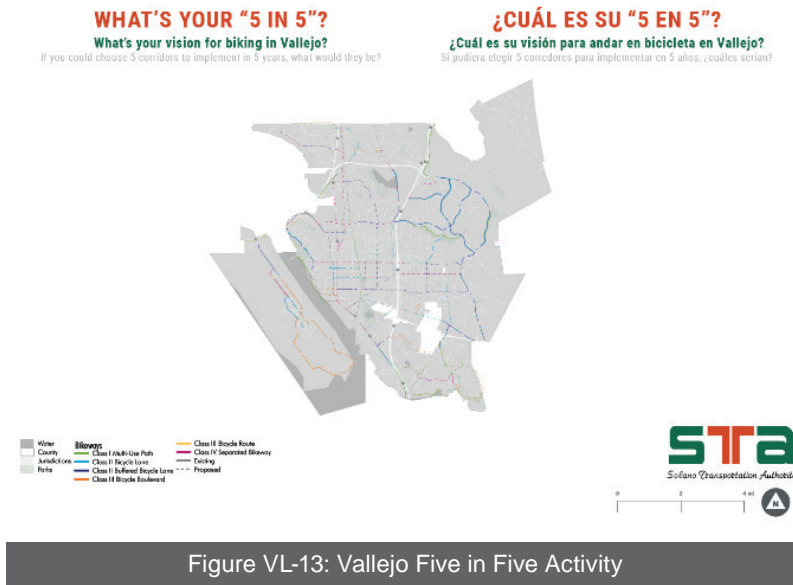


Figure VL-13: Vallejo Five in Five Activity

Network Development

The Vallejo Active Transportation Backbone Network is a network of facilities suitable for people of all ages and abilities. The network was developed by conducting a series of analyses to identify areas which have the highest propensity to produce walking and bicycling trips and assessing whether all ages and abilities pedestrian and bicycle facilities already exist along the network. The results of these analyses were used to develop the countywide and local active transportation backbone networks. Vallejo's backbone network is shown in Figure VL-15.

The local backbone network was developed as an advisory tool. The final authority for all roadway operations, uses, and design lies with the City of Vallejo's City Council, as represented in the City's adopted General Plan.

Backbone Network Development

The primary analysis technique used to develop the backbone network was an attractors and generators analysis which is explained in greater detail in the follow section.

Two levels of backbone networks were developed:

- A countywide backbone network that links the top 25 highest composite demand areas throughout Solano (except for Dixon and Rio Vista), which include some routes identified in Vallejo; and,

- A local backbone networks that link the top 10 highest composite demand areas within each City.

Within each jurisdiction, the countywide backbone network routes were overlapped with the local backbone network routes where feasible. For more information on the analyses used to develop the backbone network refer to Appendix B: Technical Analysis and Summary.

Complete Networks and Citywide Recommendations

Once the backbone network routes were identified, the complete citywide networks were assessed using both technical analysis from the Existing Conditions Report and public input from the first phase of outreach. Recommendations were developed to promote cross-town connectivity to priority destinations and to maximize available curb to curb right-of-way to keep costs as low as possible. Where feasible, all ages and abilities facility recommendations were proposed. Recommendations that did not meet that criteria are still important and play a large role in improving connectivity by closing gaps or addressing safety. Figure VL-14 below shows the network development steps and how analyses or public input was integrated into the process.

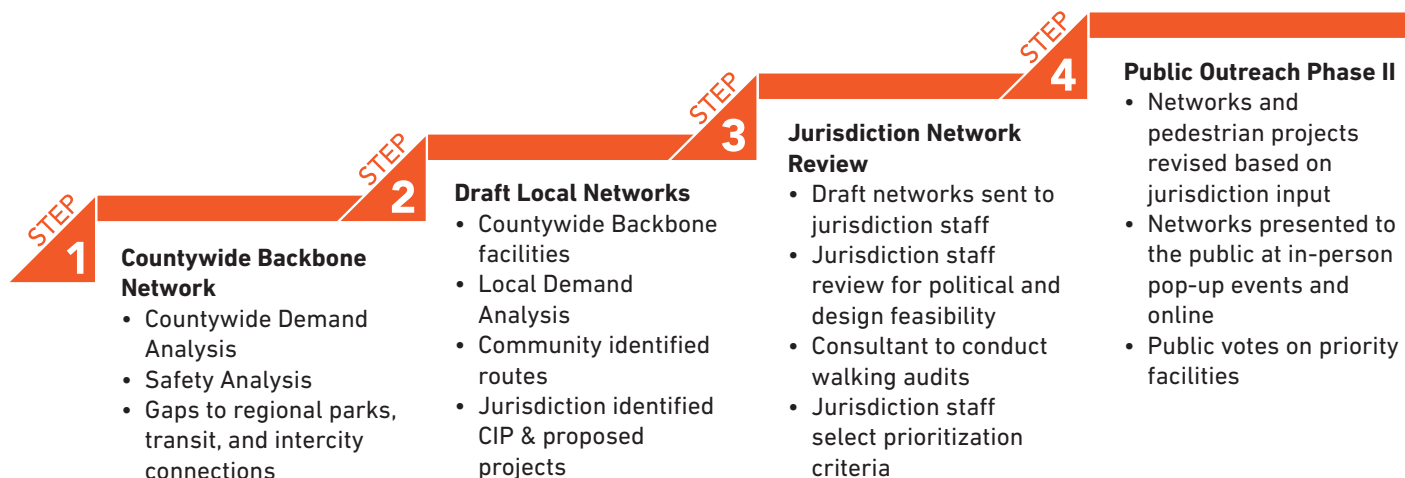


Figure VL-14: Active Transportation Network and Project Development Process

Vallejo Attractors/Generators Analysis

Overview:

The goal of an attractors/generators analysis is to develop an understanding of the most likely network of bicycling and walking activity. The result is a conceptual network linking regional activity centers.



Process:

- 1 Generators**
 Generator factors are demographic indicators that represent where the population or people more likely to walk or bicycle are located. Factors are measured at the census block or block group level.
- 2 Attractors**
 Attractor factors are trip destinations and consist of factors that attract demand. Factors are scored on how many trips they are likely to attract based on ITE guidelines for trip rates.
- 3 Attractor Generator Pairs and Composite Trip Demand**
 The composite trip demand between the activity centers is determined by adding the attractor trips and generator score, and multiplying the demand of each activity center by the distance decay factor between the zones. This total represents the number of trips that will occur between the two areas.
- 4 High Demand Routes**
 The high demand routes are developed between the top 10 pairs. These pairs are identified below, including a generalized land use category.

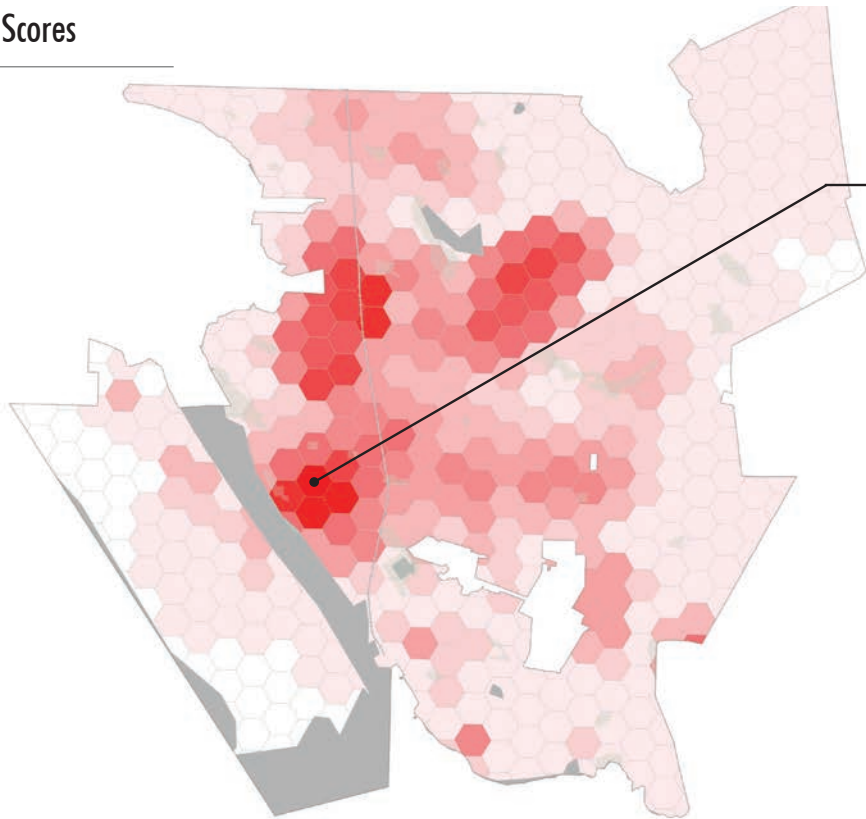
Factors

| | | | | |
|------------------|-------------------------|---------------------|--------------------|---------------------|
| | | | | |
| total population | low-income population | zero-car population | population over 65 | population under 18 |
| | | | | |
| transit centers | bus stops | employment density | higher education | schools |
| | | | | |
| parks | neighborhood commercial | downtown | major retail | services |
| | | | | |
| libraries | entertainment | public input points | | |

Top 10 Composite Demand Areas

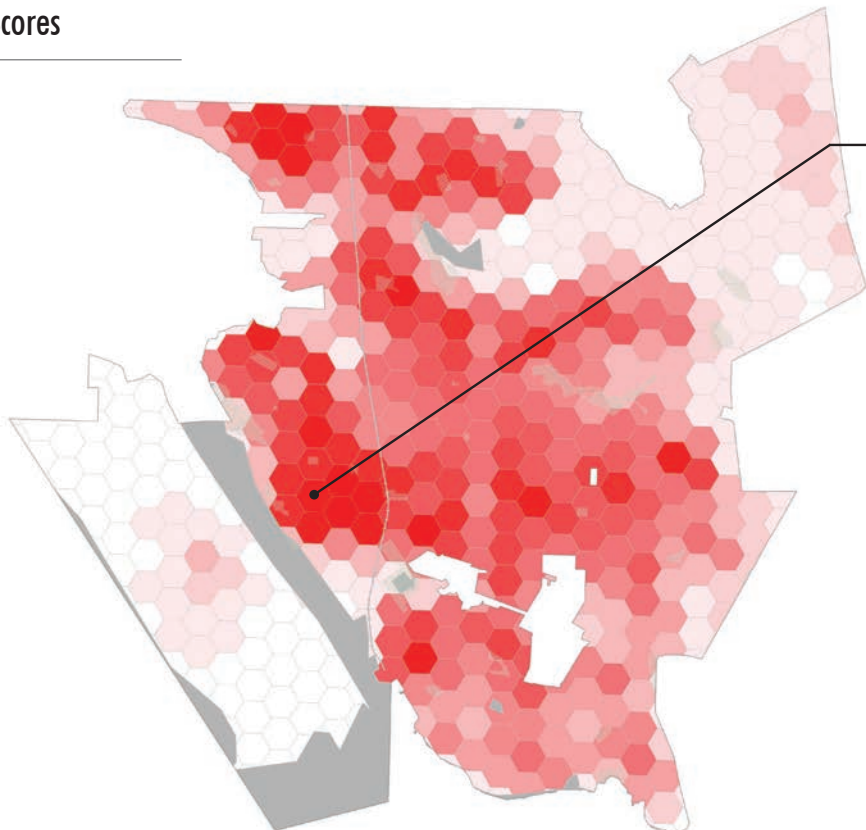
| Ref | Activity Center 1 | Activity Center 2 | Composite Trip Demand | Description |
|-----|----------------------|-------------------|-----------------------|---|
| 1 | Downtown | Downtown | 43,437,544 | Downtown near Carolina Street and Sacramento Street to downtown near York Street and Maine Street |
| 2 | Downtown/residential | Downtown | 34,546,758 | Downtown near Carolina Street and Sacramento Street to Napa Street and Virginia Street |
| 3 | Downtown/residential | Downtown | 29,926,252 | Downtown near York Street and Maine Street to Napa Street and Virginia Street |
| 4 | Downtown | Transportation | 27,534,762 | Downtown near Carolina Street and Sacramento Street to Marina Vista park |
| 5 | Downtown | Transportation | 23,852,086 | Downtown near York Street and Maine Street to Marina Vista Park |
| 6 | Downtown/residential | Transportation | 18,184,996 | Napa Street and Virginia Street to Marina Vista Park |
| 7 | Residential | Downtown | 15,613,775 | Downtown near Carolina Street and Sacramento Street to Sacramento Street and Nebraska Street |
| 8 | Residential/medical | Downtown | 14,366,426 | Downtown near Carolina Street and Sacramento Street to Serano Drive and North Camino Alto |
| 9 | Residential | Downtown | 13,704,681 | Downtown near Carolina Street and Sacramento Street to Redwood Street and North Camino Alto |
| 10 | Residential | Downtown | 12,766,719 | Downtown near York Street and Maine Street to Sacramento Street and Nebraska Street |

1 Generator Scores



| Generator | People |
|-------------------------------|--------------|
| Total Population | 754 |
| Over 65 Population | 36 |
| Under 18 Population | 94 |
| Low Income Population | 118 |
| Zero Car Population | 103 |
| TOTAL GENERATORS TRIPS | 1,105 |

2 Attractor Scores



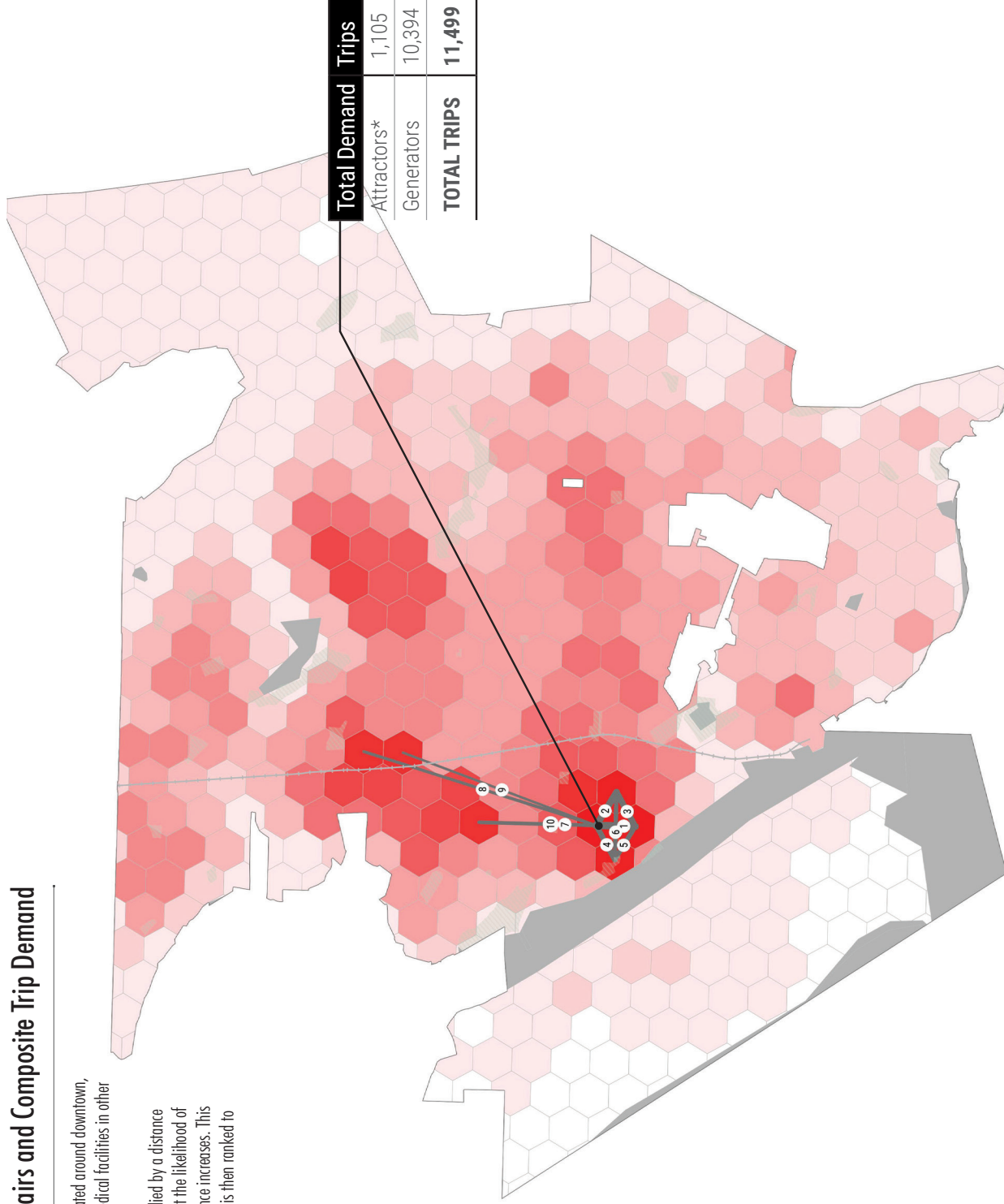
| Attractor | Trips |
|-------------------------------|--------------|
| Transit | 61 |
| Bus Stops | 307 |
| Employment Density | 154 |
| Higher Education | 0 |
| Schools | 106 |
| Parks | 6 |
| Neighborhood Commercial | 1,256 |
| Downtown | 6,885 |
| Major Retail | 0 |
| Services | 22 |
| Libraries | 44 |
| Entertainment | 34 |
| Public Input Destinations | 1 |
| TOTAL ATTRACTORS TRIPS | 8,876 |

3 Attractor Generator Pairs and Composite Trip Demand

Most of the activity center pairs are congregated around downtown, with some connections to residential and medical facilities in other locations in the city.

The total demand in each hexagon is multiplied by a distance decay function, which takes into account that the likelihood of traveling to a destination decreases as distance increases. This composite score between each hexagon pair is then ranked to determine the top ten pairs.

Low High

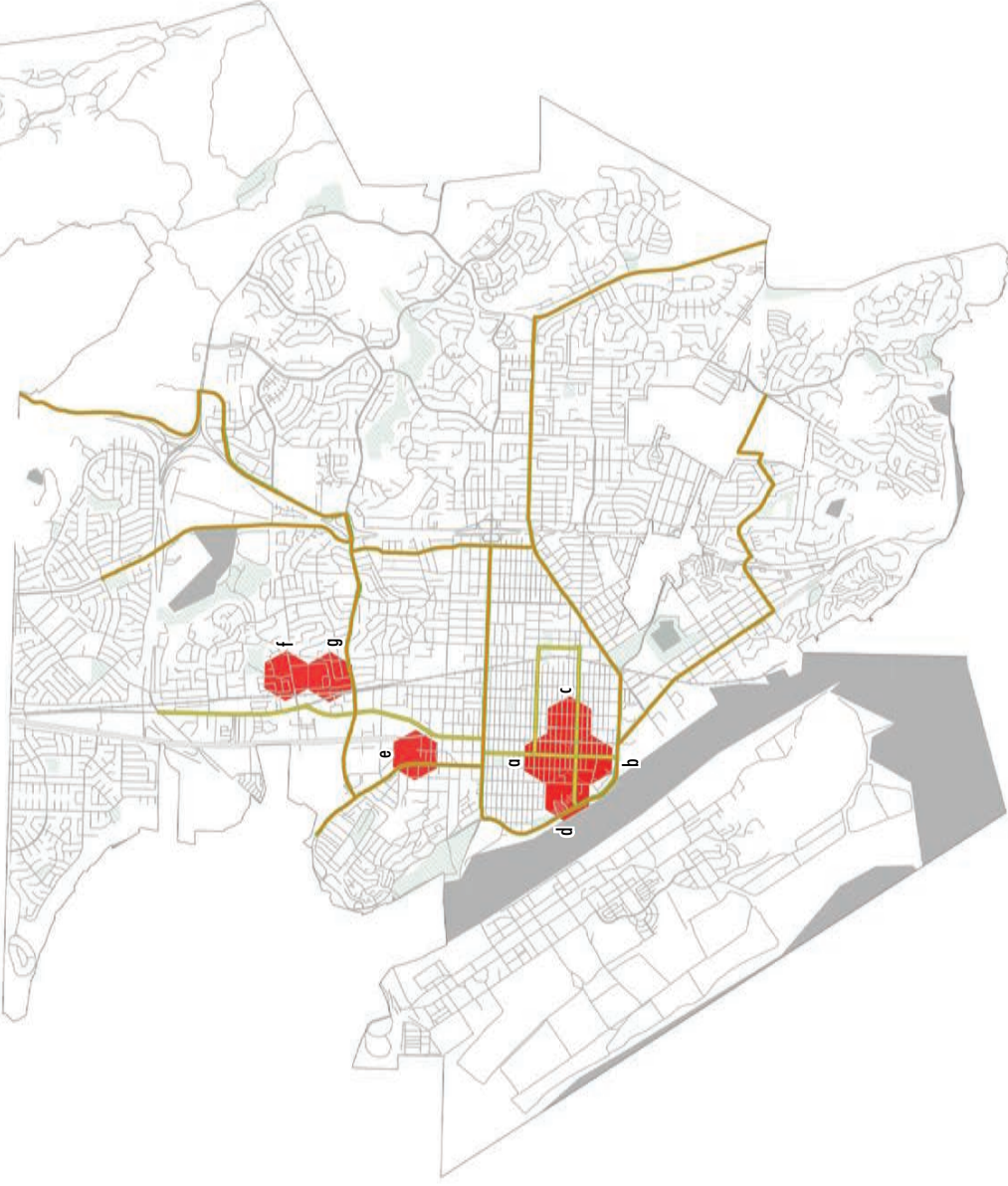


* Attractors score was adjusted based on public outreach. The public was asked to rank which types of destinations they wanted to bike or walk to. The trip totals for the top three destinations were increased by 20%, and the trip totals for the bottom three destinations were reduced by 20%. The remaining destinations were not changed.

Figure VL-15: Analysis of attractors and generators of trips in Dixon

STA
 Countywide Active Transportation Plan
4 High Demand Routes

The high demand routes are created by identifying routes along the street network, taking into consideration existing facilities, street classification, and route directness.



Low High

Local Routes
 Countywide Routes

PRIMARY LAND USE

| | |
|----|--------------------------|
| a. | Downtown |
| b. | Downtown |
| c. | Downtown/ Residential |
| d. | Transportation |
| e. | Residential |
| f. | Residential/ Medical |
| g. | Residential |

Recommended Vision Bike Network

After developing the countywide and local backbone networks and conducting outreach with key stakeholders, a series of bicycle projects were identified to help build Vallejo’s full built-out vision bicycle network into one that is more comfortable for people of all ages and abilities. The vision bicycle network represents an unconstrained project list that the Solano Transportation Authority will continue to partner with the City of Vallejo to identify relevant funding sources to build out projects over time. This Plan proposes adding or updating a total of 79 miles of bikeways to Vallejo’s existing bikeway network. Table VL-2 presents the existing and proposed bikeway mileage by facility type, along with the costs associated with installing each facility type. Facility installation costs will vary depending on the materials used; for more information about the assumptions

included in the cost estimates see *Appendix B: Technical Analyses and Summary Memorandums*. Figure VL-17 shows the recommended bike network, with existing and proposed projects shown with solid and dotted lines, respectively. Figure VL-18 depicts the facilities which meet the AASHTO all ages and abilities bikeway selection criteria. Table VL-3 lists the details for all of the recommended bikeway projects in Vallejo. The projects presented represent an unconstrained list of projects that follow a strategic vision and were developed based on priorities set forth by STA; Table VL-3 is not a list of planned projects. Many of the projects presented in this plan are unfunded, however, STA should continue to work with local jurisdictions to identify relevant funding sources.

Table VL-2: Existing and Proposed Bicycle Network Mileage

| Facility Type | Existing Mileage (approximate) | Proposed Mileage (approximate) | Estimated Cost per mile | Total Estimated Cost |
|--------------------------------|--------------------------------|--------------------------------|-------------------------|----------------------|
| Class I Multi-use Path | 5.8 | 15.0 | \$1,610,000 | \$24,150,000 |
| Class II Bicycle Lane | 21.6 | 7.8 | \$270,000 | \$2,106,000 |
| Class II Buffered Bicycle Lane | - | 10.9 | \$310,000 | \$3,379,000 |
| Class III Bicycle Route | 17.9 | 2.43 | \$1,390,000 | \$3,377,700 |
| Class III Bicycle Boulevard | - | 11.7 | \$220,000 | \$2,574,000 |
| Class IV Separated Bikeway | - | 31.4 | \$370,000 | \$11,633,616 |
| Total | 45.3 | 79.2 | - | \$47,220,316 |

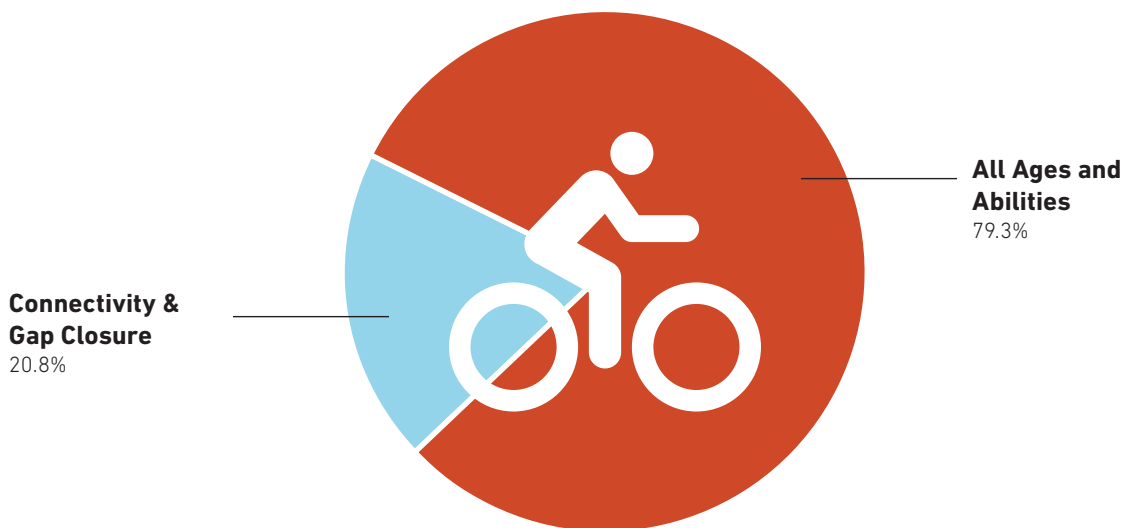
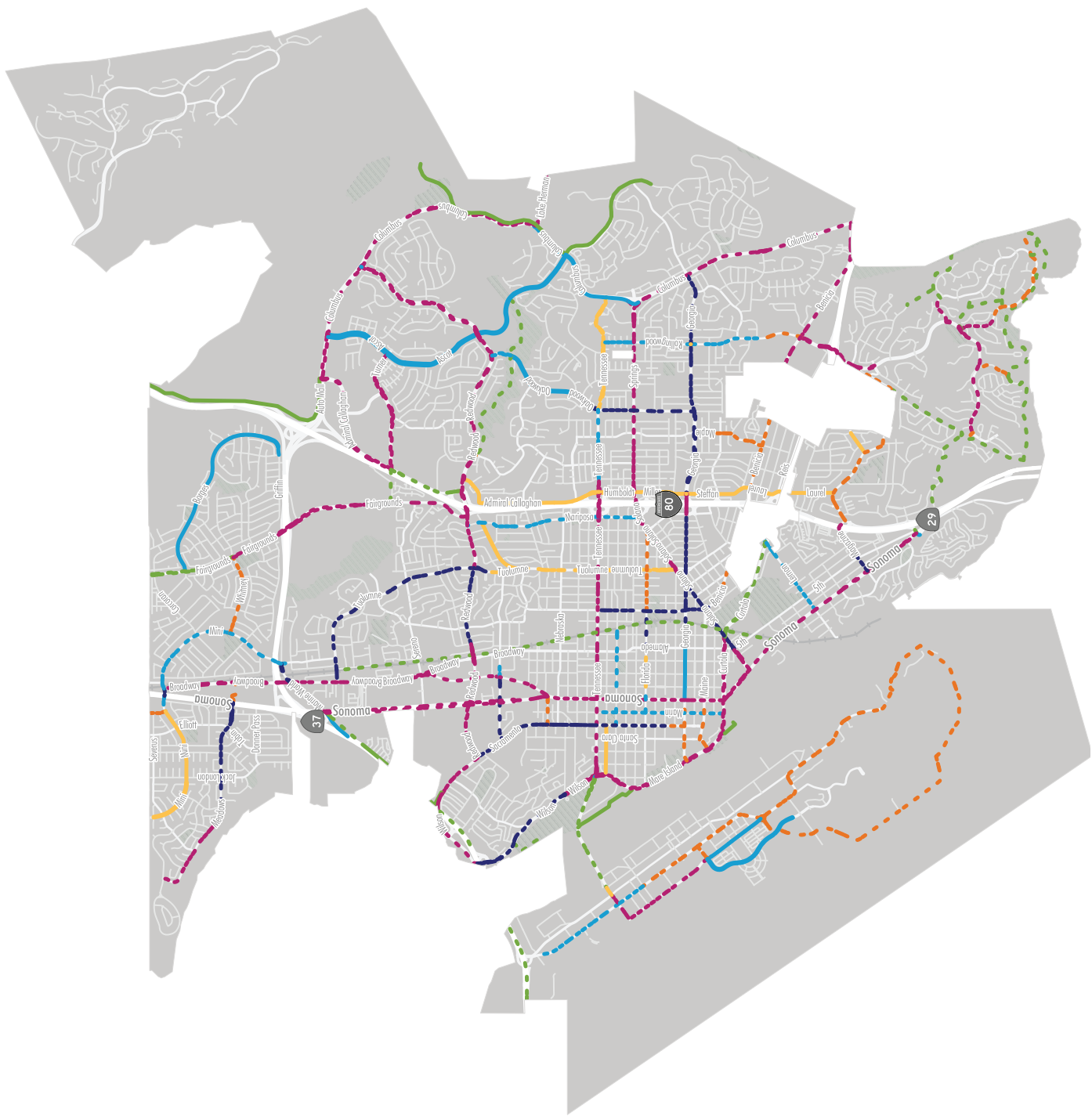


Figure VL-16: Share of Recommended Bikeways by Network Type

Figure VL-17: Proposed Bicycle Network for Vallejo



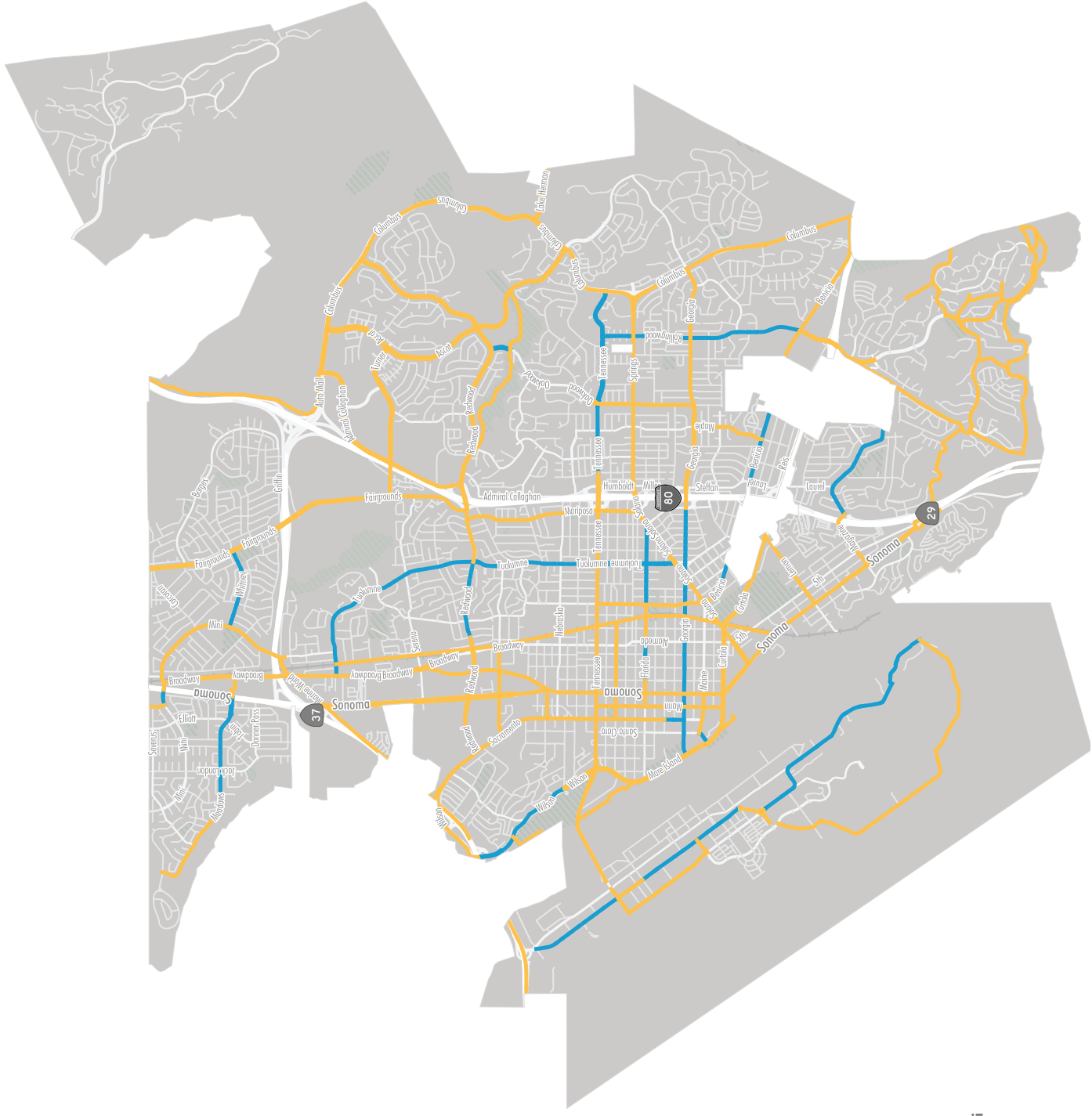
Vallejo

STA Countywide Active Transportation Plan Bicycle Network

- Bikeways**
- Class I Multi-Use Path
 - Class II Bicycle Lane
 - Class III Buffered Bicycle Lane
 - Class III Bicycle Boulevard
 - Class III Bicycle Route
 - Class IV Separated Bikeway
 - Feasibility Study
- Existing
- Proposed
- County
- Jurisdictions
- Parks
- Water



Figure VL-18: Recommended All Ages and Abilities Bikeways in Vallejo



Vallejo

STA
 Countywide Active Transportation Plan
All Ages and Abilities Network

- All Ages and Abilities**
- All Ages & Abilities
 - Connectivity & Gap Closure
 - County
 - Jurisdictions
 - Parks
 - Water



Table VL-3. Vallejo Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization |
|------|---------------------------------|---------------------|----------------|--------------------------------|----------------------------|--------|-------------|----------------|
| 724A | Midtown Rails to Trails Project | Tuolumne St | Sonoma Blvd | Class I Multi-Use Path | All Ages & Abilities | 3.10 | \$4,987,774 | High |
| 728A | Sonoma Blvd | Maritime Academy Dr | Magazine St | Class IV Separated Bikeway | All Ages & Abilities | 0.43 | \$159,421 | High |
| 728B | Sonoma Blvd | Magazine ST | Curtola Pkwy | Class IV Separated Bikeway | All Ages & Abilities | 1.36 | \$503,992 | High |
| 735A | Glen Cove Path | Glen Cove Pkwy | S Regatta Dr | Class I Multi-Use Path | All Ages & Abilities | 0.60 | \$963,797 | High |
| 738A | N Regatta Dr | Glen Cove Pkwy | Proposed Trail | Class IV Separated Bikeway | All Ages & Abilities | 0.19 | \$70,519 | High |
| 709A | Sacramento St | Georgia St | Capitol St | Class III Bicycle Boulevard | Connectivity & Gap Closure | 0.14 | \$30,132 | High |
| 709B | Sacramento St | Capitol St | Tennessee St | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.48 | \$147,845 | High |
| 709C | Sacramento St | Tennessee St | Frisbie St | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.49 | \$152,520 | High |
| 709D | Sacramento St | Frisbie St | Redwood St | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.41 | \$126,710 | High |
| 709E | Sacramento St | Redwood St | Baldwin St | Class IV Separated Bikeway | All Ages & Abilities | 0.35 | \$131,314 | High |
| 719A | Whitney Ave | Mini Dr | Fairgrounds Dr | Class III Bicycle Boulevard | Connectivity & Gap Closure | 0.56 | \$122,717 | High |
| 757A | Amador St | Tennessee St | Solano Ave | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.75 | \$233,331 | High |
| 710A | Sonoma Blvd | Curtola Pkwy | Tennessee St | Class IV Separated Bikeway | All Ages & Abilities | 0.88 | \$326,394 | High |
| 710B | Sonoma Blvd | Tennessee St | Mississippi St | Class IV Separated Bikeway | All Ages & Abilities | 0.35 | \$128,204 | High |
| 710C | Sonoma Blvd | Mississippi St | Lewis Brown Dr | Class IV Separated Bikeway | All Ages & Abilities | 1.56 | \$577,429 | High |
| 756A | Marin St | Curtola Pkwy | York St | Class II Bicycle Lane | All Ages & Abilities | 0.20 | \$54,198 | High |
| 756B | Marin St | York St | Capitol St | Class II Bicycle Lane | All Ages & Abilities | 0.20 | \$55,163 | High |
| 756C | Marin St | Capitol St | Tennessee St | Class II Bicycle Lane | All Ages & Abilities | 0.48 | \$128,961 | High |
| 744B | Georgia St | Mare Island Way | Sonoma Blvd | Class III Bicycle Boulevard | Connectivity & Gap Closure | 0.43 | \$93,974 | High |
| 744C | Georgia St | Sonoma Blvd | Monterey St | Class II Bicycle Lane | Connectivity & Gap Closure | 0.45 | \$122,314 | High |
| 744D | Georgia St | Monterey St | Solano Ave | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.36 | \$110,205 | High |
| 744E | Georgia St | Solano Ave | 14th St | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.49 | \$152,305 | High |

Table VL-3. Vallejo Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization |
|------|----------------------|---|---|--------------------------------|----------------------------|--------|-------------|----------------|
| 744F | Georgia St | 14th St | Steffan St | Class IV Separated Bikeway | All Ages & Abilities | 0.14 | \$52,850 | High |
| 744G | Georgia St | Steffan St | Oakwood Ave | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.59 | \$181,623 | High |
| 744H | Georgia St | Oakwood Ave | Hazelwood St | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.23 | \$71,369 | High |
| 744I | Georgia St | Hazelwood St | Columbus Pkwy | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.75 | \$231,311 | High |
| 753A | Oakwood Ave | Georgia St | Bridge Ct | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.72 | \$222,529 | High |
| 753C | Oakwood Ave | Blue Rock Springs Creek | Redwood Pkwy | Class II Bicycle Lane | Connectivity & Gap Closure | 0.13 | \$36,436 | High |
| 758A | Magazine St | Sonoma Blvd | I-80 Overpass | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.36 | \$110,963 | High |
| 758B | Magazine St | I-80 Overpass | Lincoln Rd East | Class IV Separated Bikeway | All Ages & Abilities | 0.07 | \$27,654 | High |
| 758D | Magazine St | Lincoln Rd East | Old Glen Cove Rd | Class III Bicycle Boulevard | Connectivity & Gap Closure | 0.78 | \$171,522 | High |
| 717D | Broadway St | Couch St | Lewis Brown Dr | Class IV Separated Bikeway | All Ages & Abilities | 0.99 | \$366,387 | High |
| 717E | Broadway St | Lewis Brown Dr | 400' south of southern Meadows Plaza parking lot entrance | Class IV Separated Bikeway | All Ages & Abilities | 0.38 | \$141,251 | High |
| 717F | Broadway St | 700' north of northern Meadows Plaza parking lot entrance | Mini Dr | Class IV Separated Bikeway | All Ages & Abilities | 0.50 | \$185,463 | High |
| 745A | Tennessee St | Mare Island Way | Sonoma Blvd | Class IV Separated Bikeway | All Ages & Abilities | 0.53 | \$197,179 | High |
| 745D | Tennessee St | Sonoma Blvd | Mariposa St | Class IV Separated Bikeway | All Ages & Abilities | 1.27 | \$471,353 | High |
| 745E | Tennessee St | Mariposa St | Lassen St | Class IV Separated Bikeway | All Ages & Abilities | 0.40 | \$146,734 | High |
| 745F | Tennessee St | Lassen St | Oakwood Ave | Class II Bicycle Lane | Connectivity & Gap Closure | 0.49 | \$131,023 | High |
| 745G | Tennessee St | Oakwood Ave | Rollingwood Dr | Class III Bicycle Route | Connectivity & Gap Closure | 0.48 | \$662,626 | High |
| 745H | Tennessee St | Rollingwood Dr | Columbus Pkwy | Class III Bicycle Route | Connectivity & Gap Closure | 0.35 | \$483,410 | High |
| 706A | Mare Island Causeway | Nimitz Ave | Mare Island Way | Class III Bicycle Route | Connectivity & Gap Closure | 1.00 | \$1,392,304 | High |

Table VL-3. Vallejo Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization |
|------|-------------------------------------|----------------------|----------------------|--------------------------------|----------------------------|--------|-------------|----------------|
| 711A | Maine St | Mare Island Way | Santa Clara St | Class III Bicycle Boulevard | Connectivity & Gap Closure | 0.09 | \$20,289 | High |
| 711B | Maine St | Santa Clara St | Sonoma Blvd | Class III Bicycle Boulevard | All Ages & Abilities | 0.28 | \$60,862 | High |
| 708A | Mare Island Way | Mare Island Causeway | Hichborn St | Class IV Separated Bikeway | All Ages & Abilities | 0.25 | \$91,650 | High |
| 708B | Wilson Ave | Hichborn St | Highway 37 | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.83 | \$256,137 | High |
| 708C | Wilson Ave | Highway 37 | Sacramento St | Class IV Separated Bikeway | All Ages & Abilities | 0.30 | \$109,247 | High |
| 708D | Sacramento St | Wilson Ave | Bay Trail | Class IV Separated Bikeway | All Ages & Abilities | 0.32 | \$118,206 | High |
| 740A | Benicia Rd | Solano Ave | Rice St | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.09 | \$27,980 | High |
| 740B | Benicia Rd | Rice St | C/L (Beach St) | Class III Bicycle Boulevard | Connectivity & Gap Closure | 0.22 | \$48,917 | High |
| 740C | Benicia Rd | C/L (Beach St) | Lincoln Rd West | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.43 | \$133,590 | High |
| 740D | Benicia Rd | Lincoln Rd West | Laurel St | Class III Bicycle Boulevard | Connectivity & Gap Closure | 0.18 | \$40,227 | High |
| 707A | Existing/ Proposed Vine Trail | Wilson Ave | Mare Island Causeway | Class I Multi-Use Path | All Ages & Abilities | 0.52 | \$830,456 | High |
| 714A | Catalina Way | Meadows Dr | Meadow Bay Dr | Class I Multi-Use Path | All Ages & Abilities | 0.80 | \$1,283,832 | High |
| 722A | Couch St | Sonoma Blvd | Broadway St | Class IV Separated Bikeway | All Ages & Abilities | 0.89 | \$327,491 | High |
| 736A | Glen Cove Hills Path | Fairhaven Way | Dillon Point Rd | Class I Multi-Use Path | All Ages & Abilities | 0.65 | \$1,053,574 | High |
| 734A | S Regatta Dr | Glen Cove Pkwy | Paddlewheel Ln | Class IV Separated Bikeway | All Ages & Abilities | 0.29 | \$107,615 | High |
| 734B | S Regatta Dr | Paddlewheel Ln | Substation Access Rd | Class III Bicycle Boulevard | All Ages & Abilities | 1.57 | \$345,194 | High |
| 746A | Florida St | Marin St | Sutter St | Class II Bicycle Lane | All Ages & Abilities | 0.18 | \$48,960 | High |
| 746B | Florida St | Sutter St | Alameda St | Class II Bicycle Lane | All Ages & Abilities | 0.27 | \$73,315 | High |
| 746C | Florida St | Alameda St | Amador St | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.26 | \$79,772 | High |
| 746D | Florida St | Amador St | Tuolumne St | Class III Bicycle Boulevard | Connectivity & Gap Closure | 0.28 | \$62,671 | High |
| 746F | Florida St | Tuolumne St | Solano Ave | Class III Bicycle Boulevard | Connectivity & Gap Closure | 0.28 | \$60,879 | High |
| 704A | Kansas St | Azuar Dr | Walnut Ave | Class III Bicycle Boulevard | All Ages & Abilities | 0.11 | \$24,930 | High |

Table VL-3. Vallejo Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization |
|------|-------------------------|---|---|--------------------------------|----------------------------|--------|-------------|----------------|
| 726A | Lemon St | Sonoma Blvd | Benicia Rd | Class II Bicycle Lane | All Ages & Abilities | 0.59 | \$159,149 | High |
| 727A | Curtola Pkwy | Lemon St | Solano Ave | Class I Multi-Use Path | All Ages & Abilities | 0.73 | \$1,181,080 | High |
| 727B | Curtola Pkwy | Solano Ave | Marin St | Class IV Separated Bikeway | All Ages & Abilities | 0.54 | \$199,670 | High |
| 727C | Mare Island Way | Marin St | Georgia St | Class IV Separated Bikeway | All Ages & Abilities | 0.46 | \$169,370 | High |
| 727D | Mare Island Way | Georgia St | Florida St | Class IV Separated Bikeway | All Ages & Abilities | 0.33 | \$122,179 | High |
| 727E | Mare Island Way | Florida St | Tennessee St | Class IV Separated Bikeway | All Ages & Abilities | 0.36 | \$133,271 | High |
| 718A | Fairgrounds Dr | Redwood St | Six Flags southern parking lot entrance | Class IV Separated Bikeway | All Ages & Abilities | 0.57 | \$209,205 | High |
| 718C | Fairgrounds Dr | Six Flags southern parking lot entrance | Sage St | Class IV Separated Bikeway | All Ages & Abilities | 0.68 | \$251,864 | High |
| 718D | Fairgrounds Dr | Sage St | Whitney Ave | Class IV Separated Bikeway | All Ages & Abilities | 0.52 | \$192,697 | High |
| 718E | Fairgrounds Dr | Whitney Ave | C/L | Class I Multi-Use Path | All Ages & Abilities | 0.59 | \$947,240 | High |
| 759A | Mariposa St | Springs Rd | Tennessee St | Class II Bicycle Lane | All Ages & Abilities | 0.28 | \$74,284 | High |
| 759B | Mariposa St/Moorland St | Tennessee St | Moorland St | Class II Bicycle Lane | All Ages & Abilities | 0.94 | \$253,354 | High |
| 716A | Danrose Dr | Mini Dr | Meadow Bay Drive | Class III Bicycle Boulevard | All Ages & Abilities | 0.56 | \$123,315 | High |
| 721A | Mississippi St | Sacramento St | Sonoma Blvd | Class III Bicycle Boulevard | All Ages & Abilities | 0.20 | \$43,194 | High |
| 737A | Glen Cove Marina Rd | Glen Cove Pkwy | Glen Cove Marina Rd | Class III Bicycle Boulevard | All Ages & Abilities | 0.25 | \$54,219 | High |
| 741A | Benicia Rd | Laurel St | West of Glove Cove Rd | Class III Bicycle Boulevard | Connectivity & Gap Closure | 0.51 | \$113,298 | High |
| 743A | Maple Ave | Benicia Rd | Georgia St | Class III Bicycle Boulevard | All Ages & Abilities | 0.49 | \$107,677 | High |
| 715A | Mini Dr | Lewis Brown Dr | Broadway St | Class II Bicycle Lane | All Ages & Abilities | 1.16 | \$314,305 | High |
| 715B | Mini Dr | Broadway St | Sonoma Blvd | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.05 | \$16,217 | High |
| 715C | Mini Dr | Sonoma Blvd | Danrose Dr | Class II Bicycle Lane | Connectivity & Gap Closure | 0.11 | \$29,500 | High |
| 752A | Tuolumne St | Solano Ave | Illinois St | Class III Bicycle Route | Connectivity & Gap Closure | 0.69 | \$961,335 | High |

Table VL-3. Vallejo Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization |
|------|-----------------|----------------------|----------------------|--------------------------------|----------------------------|--------|-----------|----------------|
| 752B | Tuolumne St | Illinois St | Los Santos Ct | Class III Bicycle Route | Connectivity & Gap Closure | 0.65 | \$903,885 | High |
| 752C | Tuolumne St | Los Santos Ct | Broadway St | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 1.60 | \$494,522 | High |
| 702A | Azuar Dr | Sundance Ave | Tyler Rd | Class III Bicycle Boulevard | Connectivity & Gap Closure | 1.82 | \$399,414 | Medium |
| 702B | Azuar Dr | G St | Kansas St | Class IV Separated Bikeway | All Ages & Abilities | 0.69 | \$254,684 | Medium |
| 725A | Solano Ave | Sonoma Blvd | Alameda St | Class IV Separated Bikeway | All Ages & Abilities | 0.19 | \$69,043 | Medium |
| 725B | Solano Ave | Alameda St | Curtola Pkwy | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.11 | \$35,029 | Medium |
| 725C | Solano Ave | Curtola Pkwy | Georgia St | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.45 | \$140,615 | Medium |
| 725D | Solano Ave | Georgia St | Tuolumne St | Class IV Separated Bikeway | All Ages & Abilities | 0.12 | \$46,191 | Medium |
| 725E | Solano Ave | Tuolumne St | Florida St | Class IV Separated Bikeway | All Ages & Abilities | 0.33 | \$123,128 | Medium |
| 725F | Solano Ave | Florida St | Miller Ave | Class IV Separated Bikeway | All Ages & Abilities | 0.29 | \$108,020 | Medium |
| 725G | Springs Rd | Miller Ave | Columbus Pkwy | Class IV Separated Bikeway | All Ages & Abilities | 1.41 | \$520,485 | Medium |
| 712A | Meadows Dr | Broadway St | Sonoma Blvd | Class III Bicycle Boulevard | All Ages & Abilities | 0.16 | \$34,782 | Medium |
| 712B | Meadows Dr | Sonoma Blvd | Sandpiper Dr | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.76 | \$235,673 | Medium |
| 712C | Meadows Dr | Sandpiper Dr | Catalina Way | Class IV Separated Bikeway | All Ages & Abilities | 0.71 | \$264,509 | Medium |
| 723A | Valle Vista Ave | Sacramento St | Couch St | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.44 | \$135,752 | Medium |
| 723C | Valle Vista Ave | Couch St | Broadway St | Class II Bicycle Lane | All Ages & Abilities | 0.16 | \$44,294 | Medium |
| 754A | Redwood St | Sacramento St | Couch St | Class IV Separated Bikeway | All Ages & Abilities | 0.58 | \$216,291 | Medium |
| 754B | Redwood St | Couch St | Hermosa Ave | Class IV Separated Bikeway | All Ages & Abilities | 0.24 | \$90,059 | Medium |
| 754C | Redwood St | Hermosa Ave | Tuolumne St | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.54 | \$166,978 | Medium |
| 754D | Redwood St | Tuolumne St | Fairgrounds Dr | Class IV Separated Bikeway | All Ages & Abilities | 0.38 | \$139,772 | Medium |
| 754E | Redwood St | Fairgrounds Dr | Admiral Callaghan Ln | Class IV Separated Bikeway | All Ages & Abilities | 0.18 | \$66,112 | Medium |
| 754F | Redwood Pkwy | Admiral Callaghan Ln | Columbus Pkwy | Class IV Separated Bikeway | All Ages & Abilities | 2.17 | \$802,192 | Medium |

Table VL-3. Vallejo Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization |
|------|------------------------------|------------------------------|---------------------------------|-----------------------------|----------------------------|--------|-------------|----------------|
| 739A | Lookout Dr | Old Glen Cove Road | Glen Cove Pkwy | Class III Bicycle Boulevard | All Ages & Abilities | 0.05 | \$11,876 | Medium |
| 739B | Glen Cove Pkwy | Lookout Dr | Clearview Dr | Class IV Separated Bikeway | All Ages & Abilities | 0.22 | \$80,660 | Medium |
| 739C | Glen Cove Pkwy | Clearview Dr | Drake Ct | Class IV Separated Bikeway | All Ages & Abilities | 0.60 | \$221,849 | Medium |
| 739D | Glen Cove Pkwy | Drake Ct | S Regatta Dr | Class IV Separated Bikeway | All Ages & Abilities | 0.12 | \$43,859 | Medium |
| 739F | Glen Cove Pkwy | New Bedford Dr | Benicia Rd | Class IV Separated Bikeway | All Ages & Abilities | 0.60 | \$223,519 | Medium |
| 739G | Rollingwood Dr | Benicia Rd | Pope Dr | Class III Bicycle Boulevard | Connectivity & Gap Closure | 0.31 | \$68,731 | Medium |
| 739H | Rollingwood Dr | Pope Dr | Tennessee St | Class II Bicycle Lane | Connectivity & Gap Closure | 1.08 | \$291,057 | Medium |
| 749A | Skyline Dr | Redwood Pkwy | Hanns Park Trail | Class III Bicycle Boulevard | All Ages & Abilities | 0.03 | \$5,829 | Medium |
| 749B | Blue Rock Springs Creek Path | Skyline Dr | Ascot Pkwy | Class I Multi-Use Path | All Ages & Abilities | 1.29 | \$2,069,775 | Medium |
| 713A | Louisiana St | Sacramento St | Midtown Rails to Trails Project | Class II Bicycle Lane | All Ages & Abilities | 0.68 | \$182,770 | Medium |
| 729B | Maritime Academy Dr | Bay Trail (Carquinez Bridge) | Sonoma Blvd | Class II Bicycle Lane | All Ages & Abilities | 0.22 | \$58,878 | Medium |
| 701A | Walnut Ave/ Railroad Ave | Q St | G St | Class II Bicycle Lane | Connectivity & Gap Closure | 0.85 | \$229,508 | Medium |
| 701B | Walnut Ave | G St | Pintado St | Class II Bicycle Lane | All Ages & Abilities | 0.21 | \$57,208 | Medium |
| 701C | Walnut Ave | Pintado St | 10th St | Class III Bicycle Boulevard | Connectivity & Gap Closure | 0.84 | \$185,891 | Medium |
| 701D | Walnut Ave | 10th St | Sundance Ave | Class III Bicycle Boulevard | All Ages & Abilities | 0.23 | \$51,447 | Medium |
| 732A | SF Bay Trail | Sonoma Blvd | Old Glen Cove Rd Path | Class I Multi-Use Path | All Ages & Abilities | 0.93 | \$1,491,652 | Medium |
| 732B | SF Bay Trail | Old Glen Cove Rd Path | Glen Cove Marina Rd | Class I Multi-Use Path | All Ages & Abilities | 0.72 | \$1,154,654 | Medium |
| 732C | SF Bay Trail | Glen Cove Marina Rd | Glen Cove Waterfront Park | Class I Multi-Use Path | All Ages & Abilities | 0.40 | \$645,595 | Medium |
| 732D | SF Bay Trail | Glen Cove Waterfront Park | Dillon Point Rd | Class I Multi-Use Path | All Ages & Abilities | 2.50 | \$4,028,661 | Medium |
| 700A | Sundance Ave | Flagship Dr | Azuar Dr | Class III Bicycle Boulevard | All Ages & Abilities | 0.08 | \$18,659 | Medium |

Table VL-3. Vallejo Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length | Cost | Prioritization |
|------|-----------------------|-------------------------|-------------------------|--------------------------------|----------------------|--------|-------------|----------------|
| 720B | Enterprise St | San Francisco Bay Trail | Sonoma Blvd | Class I Multi-Use Path | All Ages & Abilities | 0.36 | \$576,781 | Medium |
| 720C | Lewis Brown Dr | Sonoma Blvd | Broadway St | Class IV Separated Bikeway | All Ages & Abilities | 0.33 | \$122,206 | Medium |
| 720D | Lewis Brown Dr | Broadway St | Mini Dr | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.16 | \$50,204 | Medium |
| 730A | Old Glen Cove Rd Path | Magazine St | Bay Trail | Class I Multi-Use Path | All Ages & Abilities | 1.09 | \$1,755,211 | Low |
| 742A | Benicia Rd | C/L | Lands End Ct | Class IV Separated Bikeway | All Ages & Abilities | 0.85 | \$315,625 | Low |
| 742B | Benicia Rd | Lands End Ct | Columbus Pkwy | Class IV Separated Bikeway | All Ages & Abilities | 0.26 | \$95,063 | Low |
| 748A | Columbus Pkwy | Benicia Rd | Springs Rd | Class IV Separated Bikeway | All Ages & Abilities | 1.63 | \$602,968 | Low |
| 748C | Columbus Pkwy | Lake Herman Rd | Admiral Callaghan Ln | Class IV Separated Bikeway | All Ages & Abilities | 2.28 | \$842,003 | Low |
| 751B | I-80 Overcrossing | Fairgrounds Dr | Admiral Callaghan Ln | Class I Multi-Use Path | All Ages & Abilities | 0.23 | \$368,794 | Low |
| 751C | Turner Pkwy | Admiral Callaghan Ln | Ascot Pkwy | Class IV Separated Bikeway | All Ages & Abilities | 0.86 | \$318,625 | Low |
| 760A | Admiral Callaghan Ln | Redwood St | Blue Rock Springs Creek | Class I Multi-Use Path | All Ages & Abilities | 0.24 | \$384,600 | Low |
| 760B | Admiral Callaghan Ln | Blue Rock Springs Creek | Turner Pkwy | Class I Multi-Use Path | All Ages & Abilities | 0.29 | \$463,219 | Low |
| 760C | Admiral Callaghan Ln | Turner Pkwy | Columbus Pkwy | Class IV Separated Bikeway | All Ages & Abilities | 0.90 | \$333,143 | Low |
| 731A | Old Glen Cove Rd | Glen Cove Pkwy | Magazine St | Class III Bicycle Boulevard | All Ages & Abilities | 0.29 | \$63,889 | Low |
| 703A | Tyler Rd | Azuar Dr | Ribeiro Rd | Class III Bicycle Boulevard | All Ages & Abilities | 0.94 | \$206,622 | Low |
| 703B | Ribeiro Rd | Tyler Rd | Mesa Rd | Class III Bicycle Boulevard | All Ages & Abilities | 1.15 | \$254,038 | Low |
| 703C | Mesa Rd | Ribeiro Rd | Flagship Dr | Class III Bicycle Boulevard | All Ages & Abilities | 0.32 | \$71,139 | Low |
| 705A | G St | Azuar Dr | Railroad Ave | Class IV Separated Bikeway | All Ages & Abilities | 0.21 | \$77,486 | Low |
| 750A | Lake Herman Rd | Columbus Pkwy | C/L | Class IV Separated Bikeway | All Ages & Abilities | 0.37 | \$137,516 | Low |
| 733A | Dillon Point Rd | SF Bay Trail | SF Bay Trail | Class III Bicycle Boulevard | All Ages & Abilities | 0.50 | \$110,477 | Low |
| | | | | | | | | |

Implementation Note: All recommended proposed projects may need further evaluation at the local level including potential parking, traffic operations, design, and/or feasibility studies. Additionally, projects that may require multiple studies could be assessed with a Complete Streets Corridor Study and include additional public engagement.

Near-Term Implementation Bike Network Action Plan

During the fourth phase of outreach, participants at each workshop or meeting were asked to identify their top five projects that Vallejo should prioritize in the next five years. This activity is intended to help shed light on which recommended bikeway facilities would be most utilized as a complete, connected network. Research has shown that rapidly building out a connected, low-stress network provides the highest mode shift to bicycling. Given realistic funding constraints and staff capacity to implement all bikeway recommendations, the Solano Transportation authority identified a focused list of projects to build out

a simplified citywide network. The Solano Transportation Authority will partner with the City of Vallejo to identify funding sources to implement the facilities over the next five years. While some projects may score lower on the prioritization list, they represent critical connections within the overall network framework. Figure VL-19 shows the results from the 5 in 5 outreach activity. Figure VL-20 and Table VL-4 identify the top corridors from the “5 in 5” activity with their associated prioritization rankings that should be considered for near-term implementation to build out a connected network.

Table VL-3: Near-Term Implementation Bike Network Corridors

| Corridor Name | Segment IDs | Total Project Cost | Safe Routes to Transit | Safe Routes to School | Supports Equity Goals |
|--|--|--------------------|------------------------|-----------------------|-----------------------|
| Sonoma Boulevard/Highway 29 Separated Bikeway | 728A, 728B, 710A, 710B, 710C | \$1,695,440 | √ | √ | √ |
| East Vallejo Cross-town Connectivity Network | 745A, 745D, 745E, 745F, 745F, 745G, 745H, 744E, 744F, 744G, 744H, 744I, 753A | \$3,004,312 | √ | √ | √ |
| Mare Island Way/ Curtola Parkway Separated Bikeway | 727B, 727C, 727D, 727E | \$624,490 | √ | | √ |
| Solano Avenue Corridor Connectivity | 725A, 725B, 725C, 725D, 725E, 759A | \$488,290 | √ | √ | √ |
| North Vallejo Cross-town Separated Bikeway | 722A, 717D, 717E, 717F | \$1,020,592 | √ | √ | √ |
| Total Near-Term Cost | | \$6,833,123 | | | |

Action Plan Corridor Descriptions

The descriptions of the near-term action plan corridor below should be used to help identify funding sources and apply for potential grant applications. A concurrent planning effort for Mare Island will further evaluate bikeway opportunities and prioritize near-term investments. Some of the identified projects include multiple corridors that should be implemented concurrently.

1. Sonoma Boulevard/Highway 29 Separated Bikeway (728A, 728B, 710A, 710B, 710C) – In collaboration with Caltrans, implement Class IV Separated Bikeways along the entire length of Sonoma Boulevard. This route provides a critical gap closure between north, central, and south Vallejo. This project would connect multiple neighborhoods, high density residential areas, major retail and employment centers, and key destinations in Vallejo together with a continuous all ages and abilities bikeway. This facility establishes safe routes to school for John W. Finney High School, Caliber: ChangeMakers Academy, Vallejo High School, Lincoln Elementary School, Grant Elementary School, Grace Patterson Elementary, and California State University Maritime

Academy. This route closes a gap to transit for SolTrans Transit local routes 1, 2, 3, 4, 5, 7A, 7B, and 8 and regional route R to connect with Richmond and Fairfield. This route extends through four SB 535 Disadvantaged Communities, five MTC Communities of Concern, and two MTC Priority Development Areas.

2. East Vallejo Cross-town Connectivity Network – Vallejo communities on the east side of Interstate 80 lack bikeways that provide connections within local communities and outside to other citywide destinations. To enhance connectivity and improve safety, land reconfiguration studies should be conducted for Tennessee Street, Georgia Street, and Oakwood Avenue to implement low-cost bikeway facilities. Improvements

to the Interstate 80 overcrossings should also be evaluated to link east Vallejo residents to downtown, Vallejo Transit Center, and SF Bay Ferry Terminal. All included corridors would have pedestrian co-benefits by reducing the number of conflict points with vehicles at crossings.

- a. **Tennessee Street (745A, 745D, 745E, 745F, 745F, 745G, 745H)** – This route consists of low-cost Class IV Separated Bikeways in the western portions of the corridor and low-cost Class II Bicycle Lanes or Class III Bicycle Boulevard segments in the eastern portion. This corridor would establish safe routes to school for Vallejo Charter School, Elmer Cave Language Academy, Independent Study Academy, Vallejo High School Annex Campus, and Vallejo Educational Academy. This route closes a gap to transit for SolTrans Transit routes 1, 4, 6, 7B, and 38. Recreational opportunities are promoted by connecting near Vallejo City Park and providing direct access to River Park, Dolores Huerta Park, and the Vallejo waterfront. This route connects through three MTC Communities of Concern and through two MTC Priority Development Areas.
- b. **Georgia Street (744E, 744F, 744G, 744H, 744I)** – This route primarily includes the implementation of low-cost Class II Buffered Bicycle Lanes with a short segment of Class IV Separated Bikeways. This corridor would provide safe routes to school for Hogan Middle School, Annie Pennycook Elementary School, Steffan Manor Elementary School, and Franklin Jr. High School. Recreational opportunities would be promoted by connecting to Castlewood Park and the John F Cunningham Aquatic Complex. This route closes a gap to transit for SolTrans Transit routes 6, 8, and 38. This route connects through three MTC Communities of Concern.
- c. **Oakwood Avenue (753A)** – This route would implement low-cost Class II Buffered Bicycle Lanes. This corridor would provide safe routes to school for Hogan Middle School and Vallejo Charter School. Additionally, this facility provides access from the surrounding neighborhoods to local businesses on the active Springs Road, Solano County – Springstowne Library, and a senior living home. This route closes a gap to transit for SolTrans Transit routes 6, 8, and 38. This short corridor would provide a critical north/south route between the other two proposed east/west corridors in eastern Vallejo where no dedicated connection currently exists.

3. **Mare Island Way and Curtola Parkway Separated Bikeway (727B, 727C, 727D, 727E)** – Implement a low-cost, two-way Class IV Separated Bikeway along the western side of the street. A parking study and traffic operations study could be conducted to determine if either a travel lane or parking lane could be removed in the southbound direction. This corridor would close a high priority, critical gap to regional transit access for the SF Bay Ferry and to the Vallejo Transit Center which is serviced by Napa Vine Transit (routes 11 and 11X) and SolTrans Transit (routes 1, 2, 3, 4, 5, 6, 7A, 7B, 8, 11, 82, R, and Y). These transit facilities connect with San Francisco, Richmond BART, Fairfield, Napa, American Canyon, Benicia, and Walnut Creek BART. Recreational opportunities are promoted by connecting to River Park, Dolores Huerta Park, the Vallejo Waterfront, SF Bay Trail, Independence Park, Marina Vista Memorial Park and Wilson Park. This route connects through an SB 535 Disadvantaged Community, three MTC Communities of Concern, and two MTC Priority Development Areas.
4. **Solano Avenue Corridor Connectivity (725A, 725B, 725C, 725D, 725E, 759A)** – Implement a low-cost Class IV Separated Bikeway with striped buffers and soft-tipped posts and Class II Buffered Bicycle Lanes in limited segments where necessary due to driveway conflicts. This route connects with three near-term bikeways and is part of the countywide backbone bikeway network. This corridor provides access to industrial employment centers and local dining or retail businesses while connecting east Vallejo with downtown. Safe routes to school are established for Franklin Jr. High School and recreational opportunities are promoted by connecting with Wilson Park. The route closes gaps to transit for SolTrans Transit routes 3, 4, 8, and 7A. This route connects an SB 535 Disadvantaged Community, four MTC Communities of Concern, and one MTC Priority Development Area.
5. **North Vallejo Cross-town Separated Bikeway (722A, 717D, 717E, 717F)** – Implement a low-cost Class IV Separated Bikeway with striped buffers and soft-tipped posts or another vertical barrier treatment on both Couch Street and Broadway. Assess the potential for either one-way bikeways on each side of the roadway or a two-way facility on one-side. Protected intersection treatments should be included at the intersection of Coach Street/Broadway and Sonoma Boulevard/Coach Street. This route extends north of Highway 37 to connect North Vallejo into downtown and to major transit facilities. This corridor establishes safe routes to

Figure VL-19: 5 in 5 Public Input Activity Results for Vallejo

Vallejo

STA
 Countywide Active Transportation Plan
5 in 5 Activity Results

Public Input
 More

Fewer
 County
 Jurisdictions
 Parks
 Water

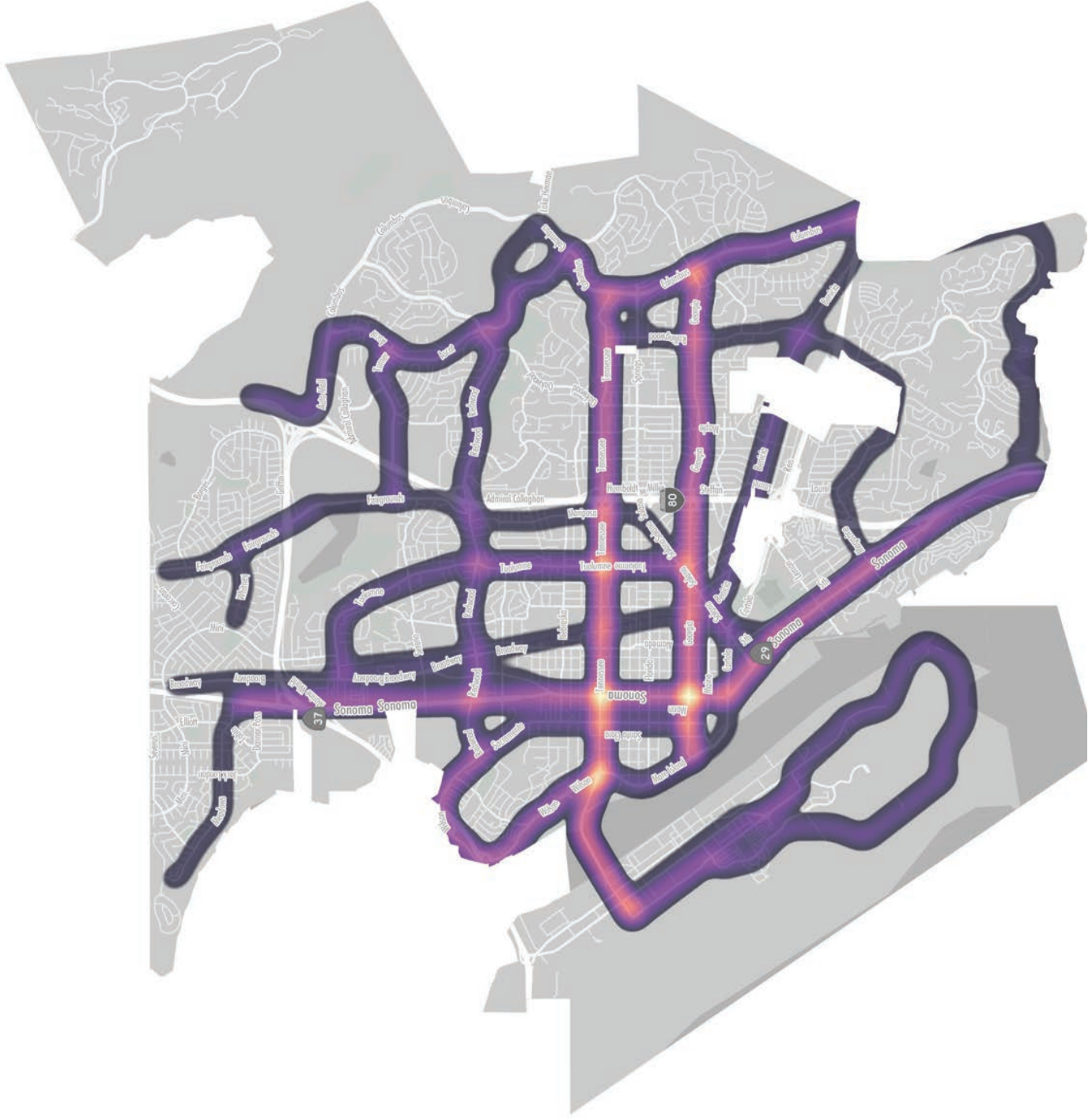
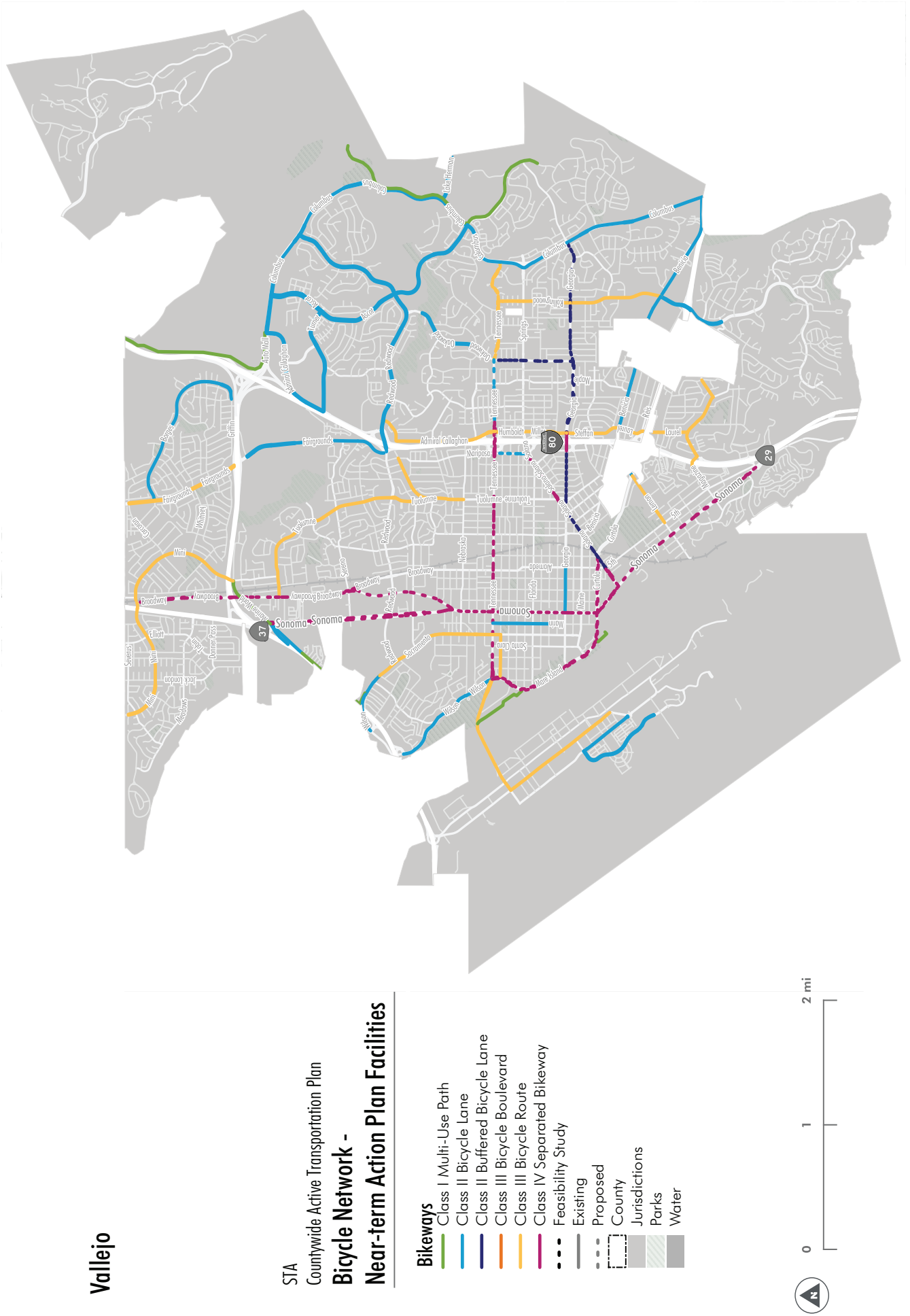


Figure VL-20: Vallejo Near-term Action Plan Bikeway Network



schools for Vallejo High School, Caliber: ChangeMakers Academy, Griffin Academy Middle School, and Dan Mini Elementary School. The route closes gaps to transit for SolTrans Transit routes 1, 2, 4, and 7A and Napa Vine Transit route 11. This route connects through one SB 535 Disadvantaged Community, four MTC Communities of Concern, and one MTC Priority Development Area.

Recommended Pedestrian Projects

Two types of analyses were completed to identify pedestrian network recommendations. The first assessment identified sidewalk gaps along the local and countywide backbone networks that play a regionally significant role in the pedestrian realm. This analysis identified 7.5 miles of sidewalk gaps in Vallejo along the backbone networks. Table VL-5 presents the sidewalk gaps along the backbone networks along with a cost estimate for filling each gap. Figure VL-21 shows the sidewalk network gaps and the backbone network.

The second assessment identified pedestrian projects highlighted through the safety analysis, walk audits, community outreach, or previous transportation plans; or sidewalk gaps located in high-demand areas, such as along arterials in close proximity to transit stops or schools (see Table VL-6). Note that there is some overlap in projects identified in each process for sidewalk gap closure projects as local priorities were evaluated. Figure VL-22 shows the list of pedestrian projects identified using this second assessment. All of the projects identified through these two analysis will help improve Vallejo’s pedestrian network so that it is more comfortable for people of all ages and abilities.

Table VL-4: Benicia Sidewalk Gaps along the Active Transportation Backbone Network

| Street / Facility Name | Extents | North or West Side of Street Distance (mi) | South or East Side of Street Distance (mi) | Total Distance (mi) | Cost |
|------------------------|--|--|--|---------------------|--------------------|
| Magazine St | Lincoln Rd to Pin St | 0.00 | 0.15 | 0.15 | \$148,500 |
| Sonoma Blvd | Magazine St to Cherry St | 0.00 | 0.13 | 0.13 | \$128,700 |
| Solano Ave | Curtola Pkwy to Maine St | 0.20 | 0.15 | 0.35 | \$346,500 |
| Solano Ave | Amador St to Georgia St | 0.09 | 0.11 | 0.19 | \$188,100 |
| Solano Ave | Georgia St to Virginia St | 0.03 | 0.00 | 0.03 | \$29,700 |
| Springs Rd | Avian Dr to Columbus Pkwy | 0.14 | 0.00 | 0.14 | \$138,600 |
| Columbus Pkwy | Springs Rd to Benicia Rd | 1.45 | 1.29 | 2.74 | \$2,712,600 |
| Sacramento St | Denio St to SF Bay Trail | 0.00 | 0.62 | 0.62 | \$613,800 |
| Couch St | Broadway St to Redwood St | 0.22 | 0.08 | 0.30 | \$297,000 |
| Broadway St | Couch St to Sereno Dr | 0.02 | 0.00 | 0.02 | \$19,800 |
| Broadway St | Sereno Dr to Lewis Brown Dr | 0.24 | 0.51 | 0.75 | \$742,500 |
| Mariposa St | Arkansas St to Nebraska St | 0.00 | 0.04 | 0.04 | \$39,600 |
| Mariposa St | Greenfield Ave to Claremont Ave | 0.00 | 0.06 | 0.06 | \$59,400 |
| Mariposa St | Redwood St to Greenfield Ave | 0.09 | 0.09 | 0.19 | \$188,100 |
| Fairgrounds Dr | Sereno Dr to Sage St | 0.43 | 0.00 | 0.43 | \$425,700 |
| Admiral Callaghan Ln | Redwood Pkwy to Plaza Dr | 0.89 | 0.26 | 1.15 | \$1,138,500 |
| Redwood St | Admiral Callaghan Ln to Fairgrounds Dr | 0.00 | 0.16 | 0.16 | \$158,400 |
| Redwood St | Fairgrounds Dr to Moorland St | 0.00 | 0.06 | 0.06 | \$59,400 |
| Total | | 3.80 | 3.72 | 7.52 | \$7,444,800 |

Figure VL-21: Vallejo Sidewalk Gaps Along the Active Transportation Backbone Network

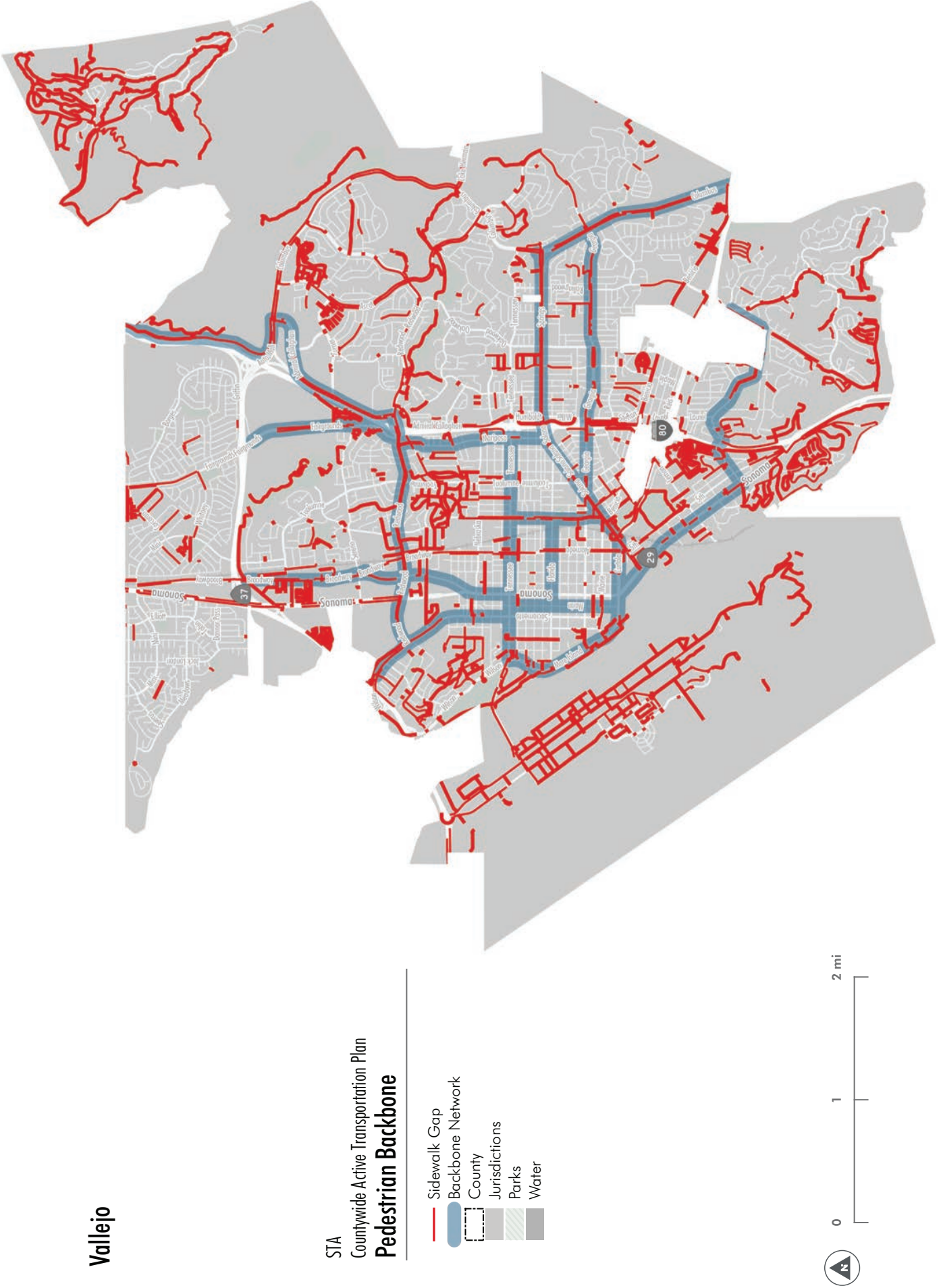


Table VL-5: Proposed Priority Pedestrian Projects in Vallejo

| Project ID | Location | Description | Project Type | Length | Estimated Cost* |
|------------|--|----------------------------------|------------------------|--------|-----------------|
| VL.SA.1 | Springs and Tregaskis | Install HAWK | Safety | - | - |
| VL.SA.2 | Springs and Heartwood | Install HAWK | Safety | - | - |
| VL.SA.3 | Springs and Lassen/Hilton | Install HAWK | Safety | - | - |
| VL.SR2S.1 | Georgia St and Mayo Ave | Improve Crossing | Safe Routes to School | - | - |
| VL.SR2S.2 | Georgia St and 12th St | Improve Crossing | Safe Routes to School | - | - |
| VL.SR2S.3 | Georgia St and Gleason Ave | Improve Crossing | Safe Routes to School | - | - |
| VL.SR2S.4 | Georgia St and Wallace Ave | Improve Crossing | Safe Routes to School | - | - |
| VL.SR2S.5 | Amador St and Indiana St | Improve Crossing | Safe Routes to School | - | - |
| VL.SR2S.6 | Nebraska St and El Dorado St | Improve Crossing | Safe Routes to School | - | - |
| VL.SR2S.7 | Nebraska St and Napa St | Improve Crossing | Safe Routes to School | - | - |
| VL.SR2S.8 | Tuolumne St and Panorama Dr | Improve Crossing | Safe Routes to School | - | - |
| VL.SR2S.9 | Florida @ St. Vincent | Improve Crossing | Safe Routes to School | - | - |
| VL.SRTS.1 | Maine Street | Improve Crossing | Safe Routes to Transit | - | - |
| VL.SRTS.2 | Maine Street | Improve Crossing | Safe Routes to Transit | - | - |
| VL.SRTS.3 | Alameda Street | Improve Crossing | Safe Routes to Transit | - | - |
| VL.SRTS.4 | Alameda Street and Carolina St | Improve Crossing | Safe Routes to Transit | - | - |
| VL.SRTS.5 | Tuolumne St and La Cadena St | Improve Crossing | Safe Routes to Transit | - | - |
| VL.SRTS.6 | Tuolumne St and Illinois St | Improve Crossing | Safe Routes to Transit | - | - |
| VL.SRTS.7 | Georgia St and Delwood St | Improve Crossing | Safe Routes to Transit | - | - |
| VL.SG.1 | Azuar Dr, Railroad Ave, Walnut Ave | School Access | Sidewalk Gap Closure | 7.22 | \$7,144,500 |
| VL.SG.10 | Benicia Rd, Rollingwood Dr | School Access and Transit Access | Sidewalk Gap Closure | 4.21 | \$4,168,688 |
| VL.SG.11 | Admiral Callaghan Ln, Fairgrounds Dr | Transit Access | Sidewalk Gap Closure | 0.62 | \$618,375 |
| VL.SG.12 | Mare Island Dr, Maine St, Georgia St | School Access and Transit Access | Sidewalk Gap Closure | 0.81 | \$800,063 |
| VL.SG.2 | Broadway St north of HWY 37, and Fairgrounds Dr north of Taper Ave | School Access and Transit Access | Sidewalk Gap Closure | 3.70 | \$3,666,188 |
| VL.SG.3 | Broadway St, Redwood St, Fairgrounds Dr | School Access and Transit Access | Sidewalk Gap Closure | 8.89 | \$8,799,750 |
| VL.SG.4 | Redwood St, Sacramento St, Valle Vista Ave | School Access and Transit Access | Sidewalk Gap Closure | 2.68 | \$2,649,188 |
| VL.SG.5 | Valle Vista St, Broadway St, Admiral Callaghan Ln, Camino Alto | School Access | Sidewalk Gap Closure | 10.48 | \$10,378,688 |
| VL.SG.6 | Alameda St, Solano Ave, Amador St, 5th St | School Access and Transit Access | Sidewalk Gap Closure | 7.93 | \$7,850,438 |
| VL.SG.7 | Solano Ave, Georgia St, Benicia Rd, Sprrings Rd, Maple Av | School Access and Transit Access | Sidewalk Gap Closure | 17.32 | \$17,150,250 |
| VL.SG.8 | Lake Herman Rd, Ascot Pkwy, Redwood Pkwy, Admiral Callaghan Ln | School Access and Transit Access | Sidewalk Gap Closure | 12.09 | \$11,972,250 |
| VL.SG.9 | Magazine St, Laurel St, Lincoln Rd, Porter St | School Access and Transit Access | Sidewalk Gap Closure | 4.51 | \$4,463,438 |

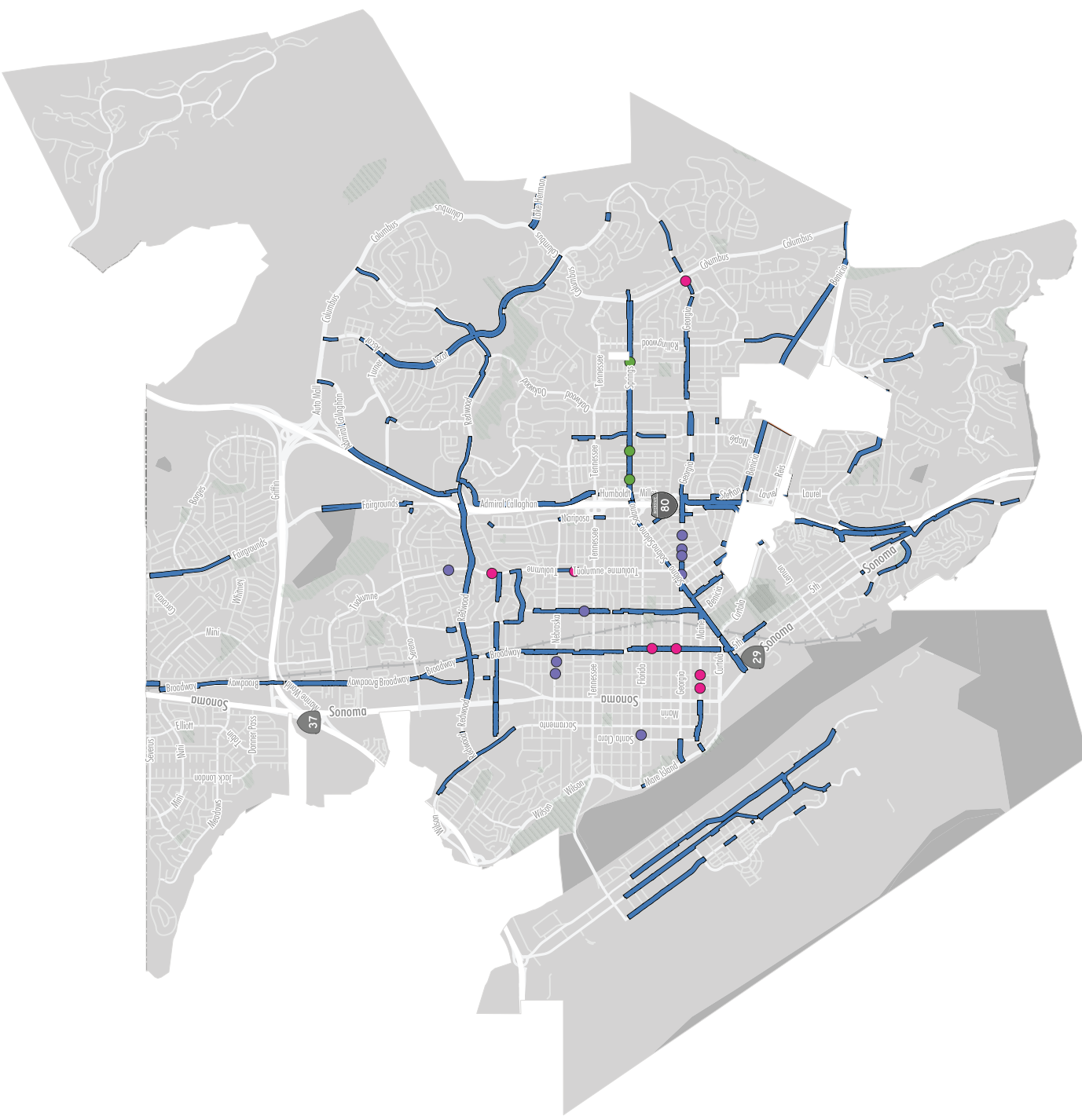
*Additional analysis is needed to determine costs associated with projects other than sidewalk gap closure projects.

Figure VL-22: Proposed Pedestrian Priority Projects in Vallejo

Vallejo

STA Countywide Active Transportation Plan Pedestrian Projects

- Water
- County Jurisdictions
- Parks
- Capital Improvement Program
- Safe Routes to School
- Safe Routes to Transit
- Safety
- Sidewalk Gap Closure
- Capital Improvement Program
- Sidewalk Gap Closure





Unincorporated Solano County

Unincorporated Solano County

Overview

Unincorporated Solano County makes up the areas of Solano that are not a part of incorporated cities but rather consist of many small unincorporated communities. Some small pockets of unincorporated communities exist fully surrounded by the City of Vallejo and many are small, rural communities not far outside of incorporated cities. For this reason, separate outreach was not conducted for unincorporated communities as a lot of the input was able to be gathered from events within each city given the immediate adjacency of these smaller areas. The number of residents in the unincorporated areas is 19,862, and unincorporated Solano covers 691 square miles of land area. Of all of the jurisdictions in Solano County, the unincorporated areas saw the greatest increase in population growth between 2010 and 2017.

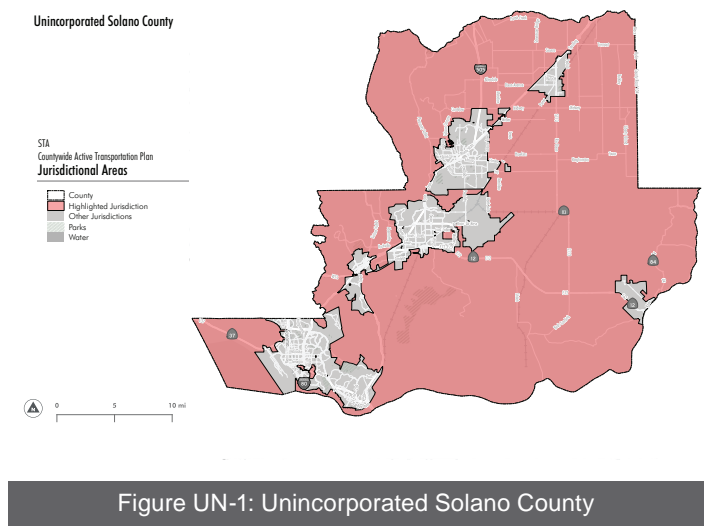


Figure UN-1: Unincorporated Solano County

Existing Conditions

This section provides a high-level summary of the existing conditions related to active transportation in Unincorporated Solano County. For more details on demographic and travel patterns among people walking and bicycling and the existing active transportation network in Unincorporated Solano County, refer to *Appendix B. Technical Analysis and Summary Memorandums*.

Demographic Characteristics

According to the United States Census American Community Survey, the population of Unincorporated Solano County increased by twenty-five percent from 2010 to 2017. Unincorporated Solano County Active Transportation Profile summarizes active transportation demographic information.

Active Transportation Profile

This section evaluates demographic characteristics of the population who currently walk or ride a bicycle in Unincorporated Solano County using data from the United States Census American Community Survey (2017, 5-year estimates) and the California Household Travel Survey (2012). While these surveys are useful, this data should not be taken at face value given the small sample sizes associated with this data in smaller communities, such as Unincorporated Solano County. It is presented here because this data can provide information on walking and bicycling trends that may be present in Unincorporated Solano County. The total number of people age 16 or older who reported walking or bicycling to work in Unincorporated Solano County in the United States Census' American Community Survey is 169.



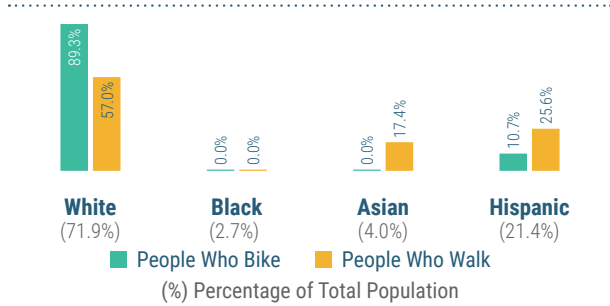
Figure UN-2: Green Valley Road Side Path in Unincorporated Solano County

Unincorporated Solano County Active Transportation Profile

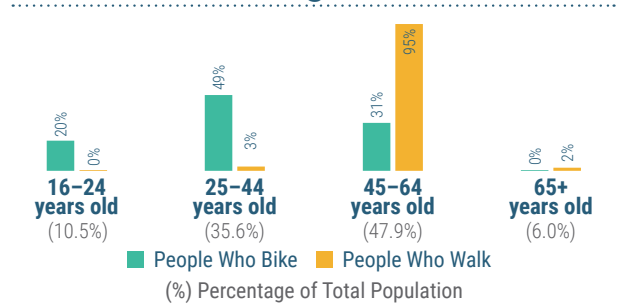
Characteristics of residents who walk or bike to work:

Source: US Census, ACS 5-Year Estimates 2016. Sample size = 98 people who walk and 71 people who bike

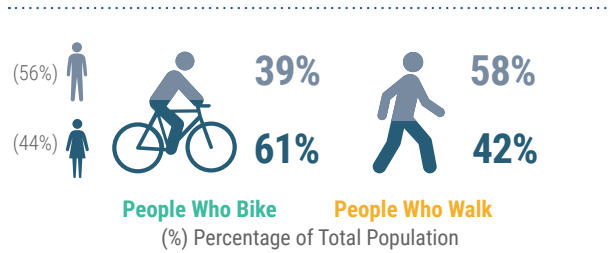
Race



Age



Gender



Income

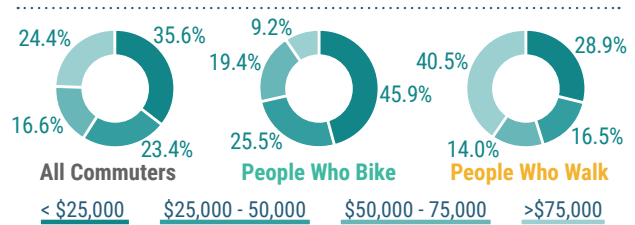


Figure UN-3: Unincorporated Solano County Active Transportation Profile

Existing Active Transportation Network

The active transportation network consists of both pedestrian and bicycle infrastructure that work together to provide mobility options for all those that live, work, study, play, visit, pray, or shop in Unincorporated Solano County. Whether we're aware of it or not, everyone in Solano County uses active transportation infrastructure, such as sidewalks, at some point in their day even if just for short distances to reach their desired destinations.

Existing Pedestrian Network

The existing pedestrian sidewalk network was not mapped for the unincorporated areas as many of the roadways likely are not appropriate for sidewalks. Many of those rural roadways also do not have wide shoulders or side paths for pedestrians to be separated from motor vehicles. Some of the more urbanized unincorporated pockets, like those surrounded by the City of Vallejo, generally have sidewalks on at least one side of collector roadways but lack complete sidewalk infrastructure on many residential streets. A few rural communities, like Mankas Corner, do not have sidewalks but have wide shoulders and delineated pavement to provide space for people walking through the heart of each community.

Existing Bicycle Network

Bicycle facilities in Unincorporated Solano County have historically been focused on providing connections between the incorporated cities. The Solano Bikeway Class I Multi-Use Path and McGary Road Class II Bicycle Lanes between Vallejo and Fairfield are the best example of this. Similarly, more developed communities like Green Valley also have some paved Class I Multi-Use Paths like the Green Valley Road side path. However, the largest portion of Unincorporated Solano County roads are rural roadways and may have Class III Bicycle Route signage. The County has making a big effort to widen rural roadways, when possible, to create paved shoulders with intermittent rumble strips to give long-distance cyclists a dedicated place to ride. Existing Unincorporated Solano County Bikeways shows the existing Unincorporated Solano County Bikeway Network.

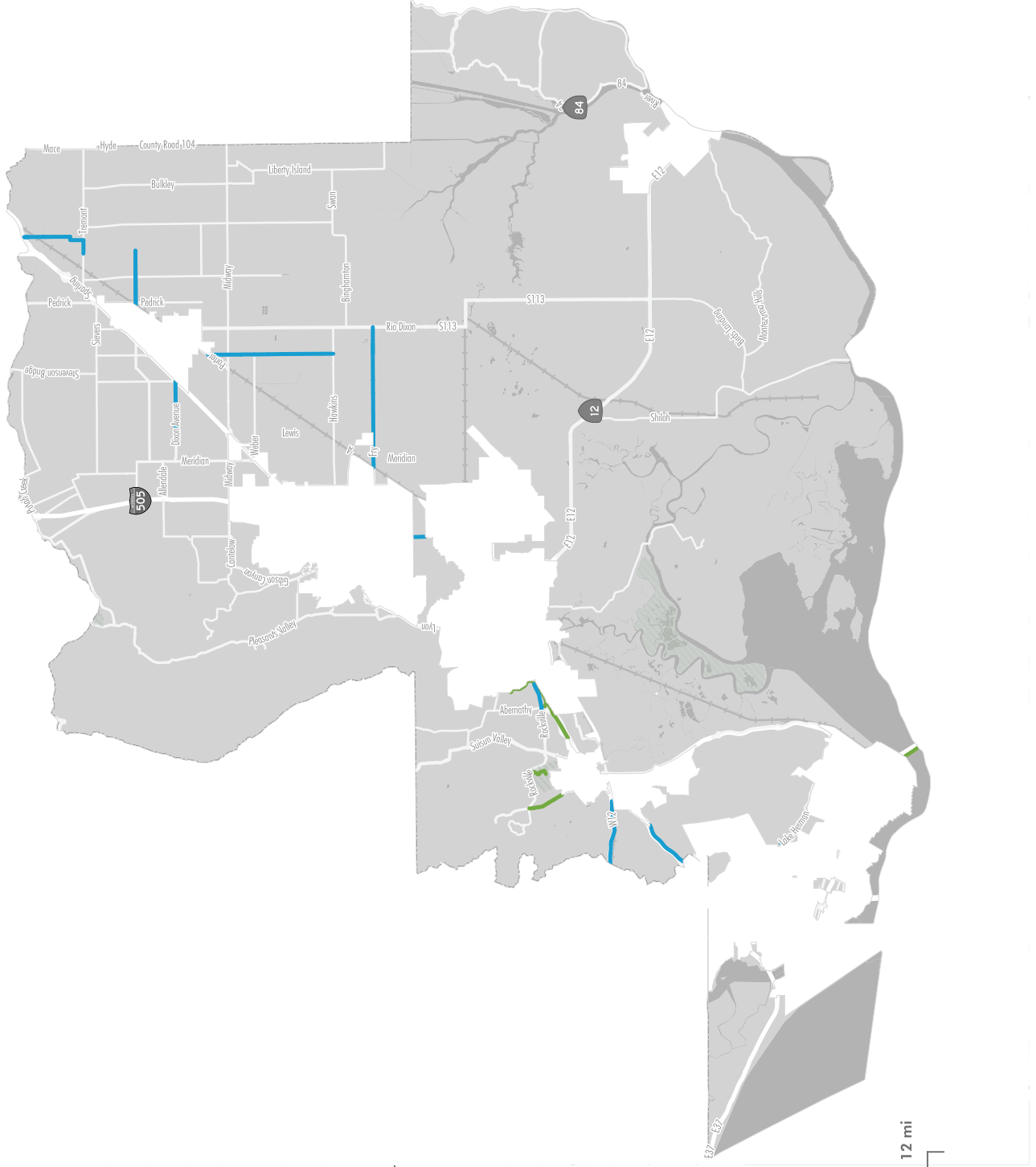
Figure UN-4: Existing Unincorporated Solano County Bikeways

Unincorporated Solano County

STA Countywide Active Transportation Plan Bicycle Network

-  Water
-  County
-  Jurisdictions
-  Parks

- ### Bikeways
-  Class I Multi-Use Path
 -  Class II Bicycle Lane
 -  Class II Buffered Bicycle Lane
 -  Class III Bicycle Boulevard
 -  Class III Bicycle Route
 -  Class IV Separated Bikeway



Safety Corridors

Real and perceived safety can strongly influence a person's decision to walk or bike. Collision analyses are one way to assess traffic safety in a community and can help identify key areas for infrastructure or programmatic improvements that improve safety and comfort for people walking and bicycling. This section summarizes the pedestrian- and bicycle- involved collision trends and high-risk locations in Unincorporated Solano County. The raw collision data was retrieved from the Statewide Integrated Traffic Records System (SWITRS) for the most recent five years (7/1/2012 - 06/30/2017) for which collision data was available.

The collision analysis followed a systemic safety approach and used the Equivalent Property Damage Only (EPDO) method to assess crashes. The EPDO method weights crashes by severity so that when EPDO scores are calculated, they reflect both frequency and severity of collisions. Collisions resulting in a greater injury severity (e.g., fatal or severe) are weighted much heavier than collisions resulting in a minor injury, or no injury at all. For more information about the collision analysis methodology and a more detailed discussion of the results, refer to *Appendix B: Technical Analysis and Summary Memorandums*. When interpreting the results presented below, note that no volume data was used in this analysis, so it is unclear how the numbers of people walking, bicycling, and driving are influencing collision trends.

Summary of Results

During the five-year analysis period there were 11,415 traffic collisions in Unincorporated Solano County. Of these collisions, nearly one percent were pedestrian collisions (45) and bicycle collisions (42).

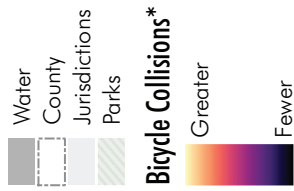
In Unincorporated Solano County, the EPDO scores for intersections are far higher than for intersections among both pedestrian and bicycle collisions. Among pedestrian collisions, the EPDO score is highest for collisions on dark streets with no street lights; however, there is a notable EPDO score for collisions occurring under dark conditions with street lights. This same trend is not evident among bicycle collisions, nearly all of which occurred in daylight.

The Project Team did not conduct a true hotspot analysis of EPDO scores for Unincorporated Solano County due to the relatively low active transportation collision numbers, and therefore, did not identify priority safety corridors and intersections for pedestrian and bicycle collisions in Unincorporated Solano County. However, Unincorporated Solano County Bicycle Collisions and Unincorporated Solano County Pedestrian Collisions show the distribution of pedestrian and bicycle collisions throughout the Unincorporated Solano County.

Figure UN-5: Unincorporated Solano County Bicycle Collisions

Unincorporated Solano County

STA
 Countywide Active Transportation Plan
Bicycle Collisions







* For 5 year period 2012 - 2017
 Collisions weighted by severity





Figure UN-6: Unincorporated Solano County Pedestrian Collisions

Unincorporated Solano County

STA
 Countywide Active Transportation Plan
Pedestrian Collisions

-  Water
-  County
-  Jurisdictions
-  Parks

Pedestrian Collisions*

-  Greater
-  Fewer

* For 5 year period 2012 - 2017
 Collisions weighted by severity



Community Engagement

Throughout each stage of the Plan development, residents and stakeholders from across the county were asked to provide insights on where improvements to walking, biking, and access to transit could be improved and prioritized. Outreach events were conducted in each of the incorporated jurisdictions, but no events were conducted

in the incorporated areas. Solano County residents were able to provide feedback on active transportation facilities in the unincorporated areas through the online map and in conjunction with each activity for the incorporated cities. Refer to the overall countywide section for a description of the entire process.

Network Development

The Unincorporated Solano County Active Transportation Backbone Network is a network of facilities suitable for people of all ages and abilities. The network was developed by conducting a series of analyses to identify areas which have the highest propensity to produce walking and bicycling trips and assessing whether all ages and abilities pedestrian and bicycle facilities already exist along the network. The results of this analysis was used to develop the countywide active transportation backbone network. The countywide backbone network throughout Unincorporated Solano County is shown in Active Transportation Backbone Network for Unincorporated Solano County.

Backbone Network Development

The primary analysis technique used to develop the backbone network was an attractors and generators analysis for each jurisdiction; this analysis was not done specifically for Unincorporated Solano County, but the countywide network includes unincorporated areas. For more information on the analyses used to develop the backbone network refer to *Appendix B: Technical Analysis and Summary*.

Figure UN-7: Active Transportation Backbone Network for Unincorporated Solano County



Recommended Vision Bike Network

After developing the countywide active transportation backbone network and conducting outreach with key stakeholders, a series of bicycle projects were identified to help build the bicycle network in Unincorporated Solano County into one that is more comfortable for people of all ages and abilities. This Plan proposes adding a total of 111 new miles of bikeways to the existing bikeway network. Existing and Proposed Bicycle Network Mileage presents the existing and proposed bikeway mileage by facility type, along with the costs associated with installing each facility type. Facility installation costs will vary depending on the materials used; for more information about the assumptions

included in the cost estimates see *Appendix B: Technical Analyses and Summary Memorandums*. Figure UN-9 shows the recommended bike network, with existing and proposed projects shown with solid and dotted lines, respectively. Table UN-2 lists details for all of the recommended bikeway projects in Unincorporated Solano County. Unlike the incorporated cities, the AASHTO rural all ages and abilities bikeway selection criteria was used to differentiate where wider shoulders and additional paving are needed in rural contexts. Figure UN-10 depicts which facilities meet the AASHTO all ages and abilities bikeway selection criteria.

Table UN-1: Existing and Proposed Bicycle Network Mileage

| Facility Type | Existing Mileage (approximate) | Proposed Mileage (approximate) | Estimated Cost per mile | Total Estimated Cost |
|--------------------------------|--------------------------------|--------------------------------|-------------------------|----------------------|
| Class I Multi-use Path | 11.5 | 21.2 | \$1,610,000 | \$34,135,728 |
| Class II Bicycle Lane | 29.5 | 1.0 | \$270,000 | \$281,293 |
| Class II Buffered Bicycle Lane | - | 3.4 | \$310,000 | \$1,066,968 |
| Class III Bicycle Route | - | 81.6 | \$1,390,000 | \$113,498,548 |
| Class III Bicycle Boulevard | - | 3.0 | \$220,000 | \$661,013 |
| Class IV Separated Bikeway | - | 0.9 | \$370,000 | \$336,202 |
| Total | 41 | 111.2 | - | \$149,979,752 |

*Costs presented in 2020 dollars

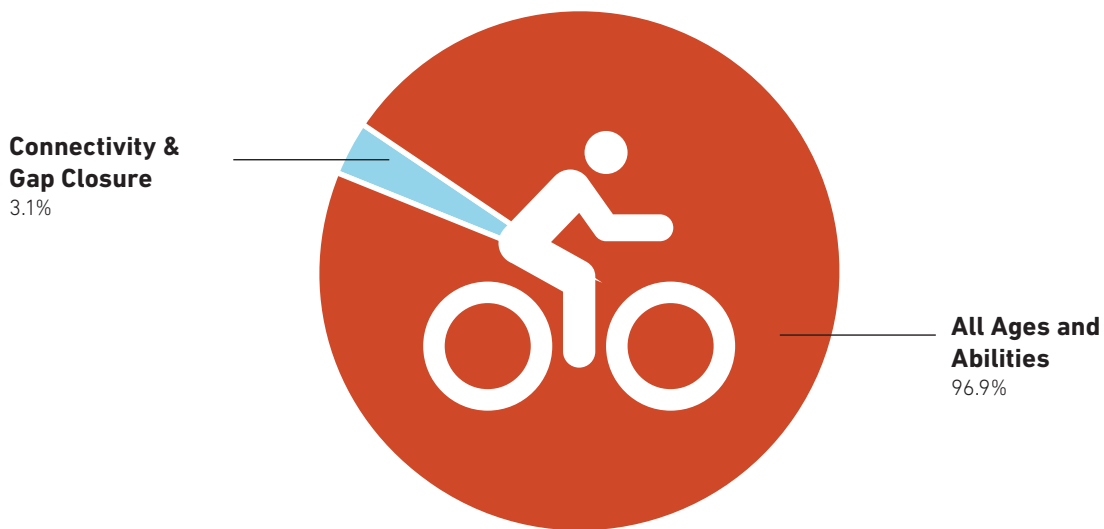


Figure UN-8: Share of Recommended Bikeways by Network Type

Figure UN-9: Recommended Bicycle Network for Unincorporated Solano County

Unincorporated Solano County

Countywide Active Transportation Plan Bicycle Network

Bikeways

- Class I Multi-Use Path
- Class II Bicycle Lane
- Class II Buffered Bicycle Lane
- Class III Bicycle Boulevard
- Class III Bicycle Route
- Class IV Separated Bikeway

- Existing
- Proposed
- County
- Jurisdictions
- Parks
- Water

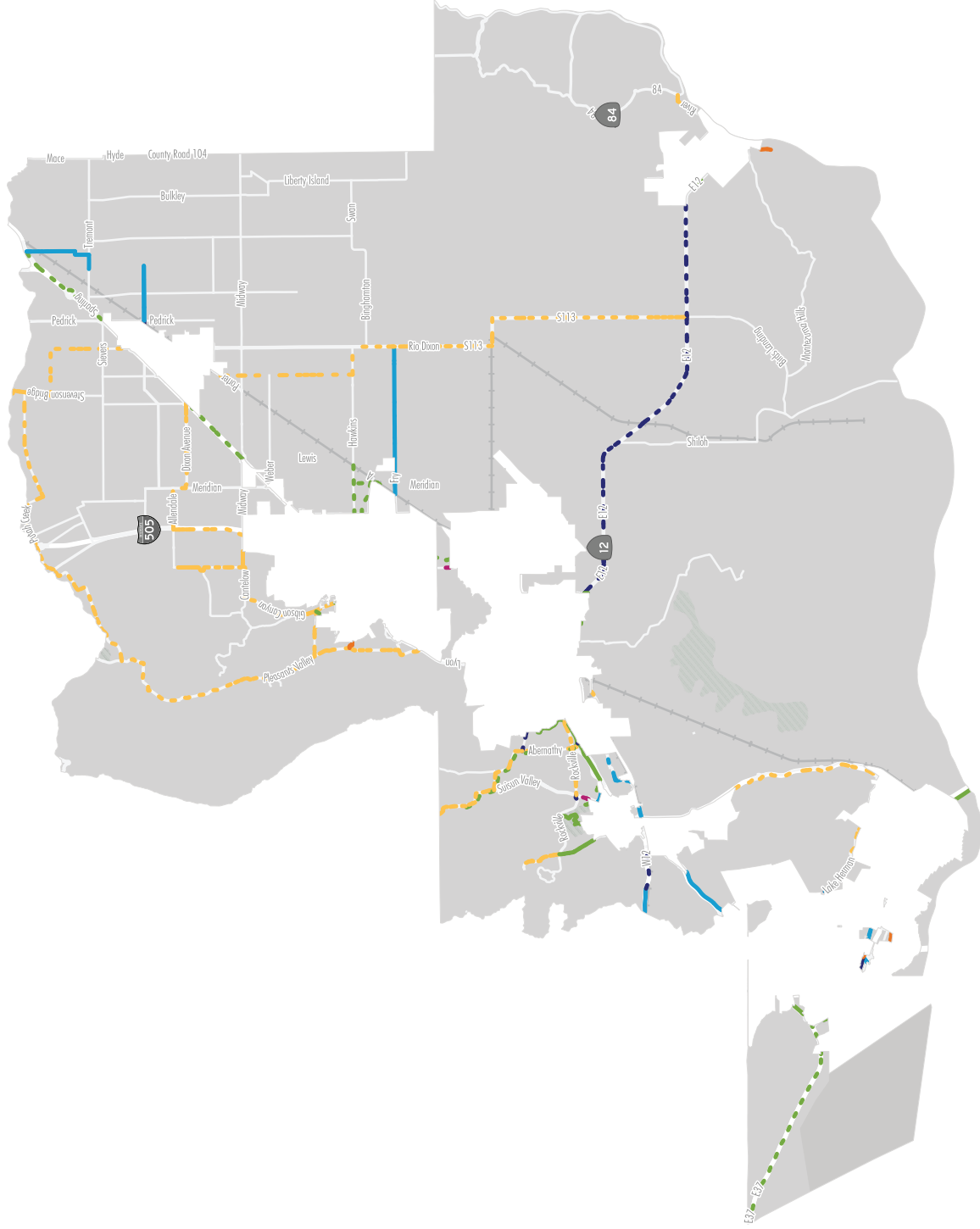


Figure UN-10: Recommended All Ages and Abilities Bikeways in Unincorporated Solano County

Unincorporated Solano County

STA
 Countywide Active Transportation Plan
**Bicycle Network -
 All Ages And Abilities**

Bikeways

- Class I Multi-Use Path
- Class II Bicycle Lane
- Class II Buffered Bicycle Lane
- Class III Bicycle Boulevard
- Class III Bicycle Route
- Class IV Separated Bikeway

- Existing
- Proposed
- County
- Jurisdictions
- Parks
- Water

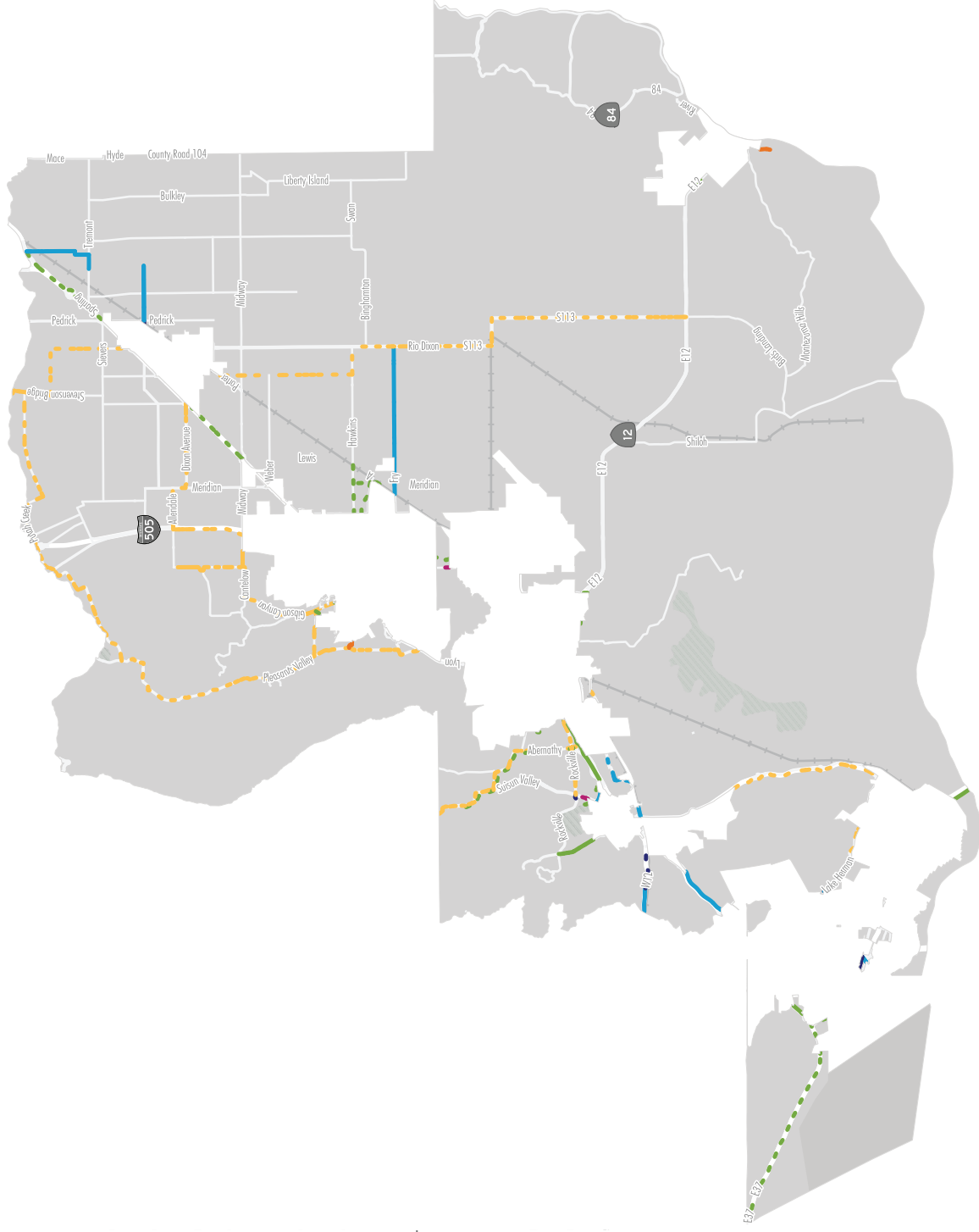


Table UN-2: Unincorporated Solano County Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length (mi) | Cost | Prioritization Rank |
|-------|--|---------------------------------|----------------------------------|--------------------------------|----------------------------|-------------|--------------|---------------------|
| 1005A | Benicia Rd | Beach St | Lincoln Rd West | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.43 | \$133,590 | High |
| 1005B | Benicia Rd | Lincoln Rd West | Laurel St | Class III Bicycle Boulevard | Connectivity & Gap Closure | 0.18 | \$40,227 | High |
| 1017A | Suisun Valley Rd | Solano College Rd | Rockville Rd | Class IV Separated Bikeway | All Ages & Abilities | 0.46 | \$169,121 | High |
| 1021A | Peabody Rd | Fairfield C/L | Vacaville C/L | Class IV Separated Bikeway | All Ages & Abilities | 0.45 | \$167,081 | High |
| 1022A | Putah South Canal Path | Fairfield C/L | Vacaville C/L | Class I Multi-Use Path | All Ages & Abilities | 0.48 | \$779,302 | High |
| 1008A | Magazine St | East of Palou St | Old Glen Cove Rd | Class III Bicycle Boulevard | Connectivity & Gap Closure | 0.33 | \$72,805 | High |
| 1000A | Sears Point Rd | County Limits | Napa River Bridge (western end) | Class I Multi-Use Path | All Ages & Abilities | 7.71 | \$12,406,848 | High |
| 1000B | Sears Point Rd | Napa River Bridge (western end) | Vallejo C/L | Class I Multi-Use Path | All Ages & Abilities | 0.55 | \$882,039 | High |
| 1006A | Lemon St | Curtola Pkwy | Benicia Rd | Class II Bicycle Lane | All Ages & Abilities | 0.25 | \$67,402 | High |
| 1015A | Proposed Putah South Canal Trail extension | Fairfield C/L | Rockville Rd | Class I Multi-Use Path | All Ages & Abilities | 0.51 | \$825,561 | High |
| 1020A | Proposed trail | Bella Vista Dr | E Tabor Ave | Class I Multi-Use Path | All Ages & Abilities | 1.17 | \$1,881,631 | High |
| 1027A | Putah South Canal Path | Aldridge Rd | Midway Rd | Class I Multi-Use Path | All Ages & Abilities | 1.15 | \$1,857,450 | High |
| 1028A | I-80 proposed trail | Leisure Town Rd | W A St | Class I Multi-Use Path | All Ages & Abilities | 0.38 | \$603,915 | High |
| 1029A | Yolo County Connector Path | Dixon C/L | Old Davis Rd | Class I Multi-Use Path | All Ages & Abilities | 3.72 | \$5,981,262 | High |
| 1034A | Rio Vista Bridge | N Front Street | River Rd | Class I Multi-Use Path | All Ages & Abilities | 0.22 | \$357,152 | High |
| 1039A | Suisun Valley Wine Trail | Suisun Pkwy | Wooden Valley Rd (county limits) | Class I Multi-Use Path | All Ages & Abilities | 5.11 | \$8,229,992 | High |
| 1012A | Lincoln Hwy | Lopes Rd | Wetland Rd | Class II Bicycle Lane | All Ages & Abilities | 0.05 | \$12,636 | Medium |
| 1016A | Rockville Rd | Putah South Canal Trail | Suisun Valley Rd | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.20 | \$62,643 | Medium |
| 1016B | Rockville Rd | Suisun Valley Rd | Abernathy Rd | Class III Bicycle Route | All Ages & Abilities | 1.84 | \$2,551,755 | Medium |
| 1016C | Rockville Rd | Abernathy Rd | Fairfield C/L | Class III Bicycle Route | All Ages & Abilities | 1.07 | \$1,480,638 | Medium |

Table UN-2: Unincorporated Solano County Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length (mi) | Cost | Prioritization Rank |
|-------|--|-----------------------------|----------------------------------|--------------------------------|----------------------------|-------------|--------------|---------------------|
| 1003B | Green Valley Rd | Rockville Rd | Heritage Oaks Ln | Class III Bicycle Route | Connectivity & Gap Closure | 1.30 | \$1,807,988 | Medium |
| 1024A | Foothill Dr | Pleasants Valley Rd | Vacaville C/L | Class III Bicycle Boulevard | All Ages & Abilities | 0.29 | \$64,592 | Medium |
| 1025A | "Vaca Valley Rd Farrell Rd" | Pleasants Valley Rd | Gibson Canyon Rd | Class III Bicycle Route | All Ages & Abilities | 1.66 | \$2,309,431 | Medium |
| 1036A | Pitt School Rd | Hawkins Rd | Porter Rd | Class III Bicycle Route | All Ages & Abilities | 0.08 | \$105,732 | Medium |
| 1037A | Nelson Rd | Paradise Valley Path | Cherry Glen Rd | Class III Bicycle Boulevard | All Ages & Abilities | 2.20 | \$483,389 | Medium |
| 1038A | Timm Rd | Allendale Rd | Midway Rd | Class III Bicycle Route | All Ages & Abilities | 2.62 | \$3,646,313 | Medium |
| 1013A | Solano College Rd | Suisun Valley Rd | Dan Wilson Creek Trail | Class II Bicycle Lane | All Ages & Abilities | 0.35 | \$94,186 | Medium |
| 1013B | Dan Wilson Creek Trail | Solano College Rd | Fairfield Linear Park Trail | Class I Multi-Use Path | All Ages & Abilities | 0.21 | \$330,575 | Medium |
| 1002A | CA-12 | County Limits | Red Top Rd | Class II Buffered Bicycle Lane | All Ages & Abilities | 1.54 | \$478,731 | Medium |
| 1018A | Mankas Corner Rd | Abernathy Rd | Fairfield C/L | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.74 | \$229,477 | Medium |
| 1023A | "Cherry Glen Rd Pleasants Valley Rd" | Nelson Rd | Putah Creek Rd | Class III Bicycle Route | All Ages & Abilities | 12.66 | \$17,591,482 | Medium |
| 1023B | Putah Creek Rd | Pleasants Valley Rd | Stevenson Bridge Rd | Class III Bicycle Route | All Ages & Abilities | 11.97 | \$16,641,363 | Medium |
| 1023C | "Stevenson Bridge Rd Phillips Rd Currey Rd" | Creeksedge Rd (County Line) | Dixon C/L | Class III Bicycle Route | All Ages & Abilities | 5.72 | \$7,952,910 | Medium |
| 1033A | Highway 12 | Suisun City C/L | Summerset Rd | Class II Buffered Bicycle Lane | Connectivity & Gap Closure | 0.52 | \$162,527 | Medium |
| 1019A | Abernathy Rd | Chadbourne Rd | Rockville Rd | Class III Bicycle Route | All Ages & Abilities | 0.15 | \$213,463 | Low |
| 1019B | Abernathy Rd / Mankas Corner Rd / Suisun Valley Rd | Rockville Rd | Wooden Valley Rd (county limits) | Class III Bicycle Route | All Ages & Abilities | 6.31 | \$8,769,520 | Low |
| 1001B | McGary Rd | Solano Bikeway | Hiddenbrooke Pkwy | Class III Bicycle Route | All Ages & Abilities | 0.54 | \$863,611 | Low |
| 1026A | Gibson Canyon Rd | Fruitvale Rd | Cantelow Rd | Class III Bicycle Route | All Ages & Abilities | 3.42 | \$4,760,541 | Low |
| 1026B | "Cantelow Rd Timm Rd Midway Rd" | Gibson Canyon Rd | Hartley Rd | Class III Bicycle Route | All Ages & Abilities | 2.37 | \$3,287,408 | Low |

Table UN-2: Unincorporated Solano County Recommended Bikeway Project List

| ID | Corridor Name | From | To | Recommendation | Network | Length (mi) | Cost | Prioritization Rank |
|-------|--|----------------|-----------------------|-------------------------|----------------------------|-------------|--------------|---------------------|
| 1026C | Hartley Rd | Midway Rd | Allendale Rd | Class III Bicycle Route | All Ages & Abilities | 2.54 | \$3,526,283 | Low |
| 1026D | "Allendale Rd N Meridian Rd Dixon Ave W" | Hartley Rd | Jahn Rd | Class III Bicycle Route | All Ages & Abilities | 3.00 | \$4,170,181 | Low |
| 1026E | Dixon Ave W | Jahn Rd | Dixon C/L | Class III Bicycle Route | All Ages & Abilities | 1.99 | \$2,770,045 | Low |
| 1007A | Benicia Rd | Home Acres Ave | West of Glove Cove Rd | Class II Bicycle Lane | Connectivity & Gap Closure | 0.40 | \$107,069 | Low |
| 1010A | Lake Herman Rd | Vallejo C/L | Benicia C/L | Class III Bicycle Route | All Ages & Abilities | 2.77 | \$3,854,907 | Low |
| 1011A | Lopes Rd | Benicia C/L | Fairfield C/L | Class III Bicycle Route | All Ages & Abilities | 5.52 | \$7,672,187 | Low |
| 1031B | Hawkins Rd | Pitt School Rd | Rio Dixon Rd | Class III Bicycle Route | All Ages & Abilities | 1.00 | \$1,384,032 | Low |
| 1035A | CA-113 | Hwy 12 | Hawkins Rd | Class III Bicycle Route | All Ages & Abilities | 13.05 | \$18,138,760 | Low |

Implementation Note: All recommended proposed projects may need further evaluation at the local level including potential parking, traffic operations, design, and/or feasibility studies. Additionally, projects that may require multiple studies could be assessed with a Complete Streets Corridor Study and include additional public engagement.

Near-Term Implementation Bike Network Action Plan

During the fourth phase of outreach, participants at each workshop or meeting for the incorporated cities were asked to identify their top five projects that should be prioritized within all of Solano County in the next five years. Once the results were compiled, Unincorporated Solano County bikeways were identified that filled gaps or complimented the results of the incorporated city activities. This activity is intended to help shed light on which recommended bikeway facilities would be most utilized as a complete, connected network with Unincorporated Solano County playing a critical role in links between cities and unincorporated communities. Research has shown that rapidly building out a connected, low-stress

network provides the highest mode shift to bicycling. Given realistic funding constraints and staff capacity to implement all bikeway recommendations, a focus list of projects is provided to enhance countywide connectivity. While some projects may score lower on the prioritization list, they represent critical connections within the overall network framework. Figure UN-11 and Near-Term Implementation Bike Network Corridors identify the top corridors with their associated prioritization rankings that should be considered for near-term implementation to build out a connected network.

Table UN-3: Near-Term Implementation Bike Network Corridors

| Corridor Name | Segment IDs | Total Project Cost | Safe Routes to Transit | Safe Routes to School | Supports Equity Goals |
|---|----------------------------|---------------------|------------------------|-----------------------|-----------------------|
| Benicia Road and Lemon Street Bikeway Gap Closures | 1005A, 1005B, 1006A, 1007A | \$348,287 | √ | √ | √ |
| Magazine Street Bikeway Gap Closure | 1008A | \$72,805 | √ | √ | √ |
| Fairfield to Benicia Bikeway Route Gap | 1011A | \$7,672,187 | | | √ |
| Rockville and Solano Community College Bikeway Access | 1017A, 1016B, 1016C | \$4,201,514 | √ | √ | √ |
| Suisun Valley Wine Trail | 1039A | \$8,229,992 | | | |
| Total Near-Term Cost | - | \$20,524,785 | - | - | - |

Action Plan Corridor Descriptions

The descriptions of the near-term action plan corridor below should be used to help identify funding sources and apply for potential grant applications. The Unincorporated Solano County areas were included during the outreach for each of the incorporated jurisdictions and therefore did not have a dedicated 5 in 5 activity. Many County facilities are located in rural areas and provide long distance connections between jurisdictions. However, within some jurisdictions there are small pockets of unincorporated communities that should be prioritized for providing local access. Additionally, routes selected as part of the Unincorporated Solano County Action Plan include studies for future larger-scale projects and for the implementation of projects that connect to major regional destinations. Some of the identified projects include multiple corridors that should be implemented concurrently. Unincorporated Solano County Near-term Action Plan Bikeway Network details how these 5-year action plan projects build on the existing facilities to enhance the bicycle network coverage in Unincorporated Solano County.

1. Benicia Road and Lemon Street Bikeway Gap Closures (1005A, 1005B, 1006A, 1007A) – In coordination with the City of Vallejo, implement Class II Buffered Bicycle Lanes in the western segment of Benicia Road by implementing a lane reconfiguration project and Class II Bicycle Lanes in the eastern segment by removing one side of parking. A parking and traffic operations may be required prior to implementation. Additionally, implement a Class II Bicycle Lane on Lemon Street by removing one side of parking to close a critical gap to the Vallejo Casual Carpool Pickup and Curtola Park & Ride in the local bicycle network. These routes connect to

regional SolTrans Transit routes 82 (Richmond and San Francisco), R (Fairfield and Richmond), and Y (Benicia and Walnut Creek) with access to the Bay Area Rapid Transit system along with local SolTrans routes 3 and 8 that connect to the Downtown Vallejo Transit Center and the SF Bay Ferry. These facilities establish safe routes to school for Franklin Jr. High School and Grant Elementary School. Recreational opportunities are promoted by creating connections to Wilson Park and Lake Dalwigk Park. This corridor connects through one MTC Community of Concern.

- 2. Magazine Street Bikeway Gap Closure (1008A)** – In coordination with the City of Vallejo, implement a Class III Bicycle Boulevard with enhanced wayfinding and traffic calming. This route leads to a nearby overcrossing of Interstate 80 that provides access to regional commuters to transit at the Curtola Park and Ride and Vallejo Casual Carpool Pickup. This facility establishes a safe route to school for Beverly Hills Elementary School and the Vallejo Regional Education Center. Recreational opportunities are promoted by connecting to Beverly Hills Park and near the Old Glen Cove Road Trail. The route closes a gap to local SolTrans routes 3 and 38. This corridor connects through one MTC Community of Concern.
- 3. Fairfield to Benicia Bikeway Route (1011A)** – Implement a Class III Bicycle Route with widened shoulders and intermittent rumble strips to provide a regional bikeway connection between Fairfield and Benicia. This supports regional recreational opportunities for the widely used long-distance route and closes a gap in the countywide bikeway network between the two cities. This route connects to one MTC Priority Development Area.
- 4. Rockville and Solano Community College Bikeway Access (1017A, 1016B, 1016C)** – Implement a Class III Bicycle Route with widened shoulders and intermittent rumble strips to connect the heart of Fairfield with Solano Community College and potential wine/ agricultural tourism areas along Rockville Road. On Suisun Valley Road, implement a low-cost Class IV Separated Bikeway by narrowing travel lanes and widening shoulders where necessary. This route would close a gap to transit for local FAST Transit route 7 which connects to the Fairfield Transportation Center. These facilities also promote recreational opportunities by establishing better connections to Rockville Hills Regional Park while creating links to two proposed trails (Putah South Canal Trail and Suisun Valley Wine Trail) and two existing trails (Ledgewood Creek Trail and Fairfield Linear Park Trail). This route connects to one MTC Priority Development Area.
- 5. Suisun Valley Wine Trail Feasibility Study (1039A)** – Unique to the Unincorporated Solano County areas just north of the City of Fairfield between Green Valley, Rockville, Willota, and Mankas Corner exists an opportunity to promote new recreational, winery, and agricultural tourism opportunities. A feasibility study could be conducted in collaboration with local businesses and stakeholders to establish an alignment for a future Suisun Valley Wine Trail and bikeway network. The Napa Valley Wine Trail and Lodi Bike Routes provide good examples of models that can be analyzed to promote local businesses and create new markets for active tourism. This type of study could provide programmatic and encouragement opportunities in collaboration with businesses and analyze infrastructure improvements in more detail.

Figure UN-11: Unincorporated Solano County Near-term Action Plan Bikeway Network

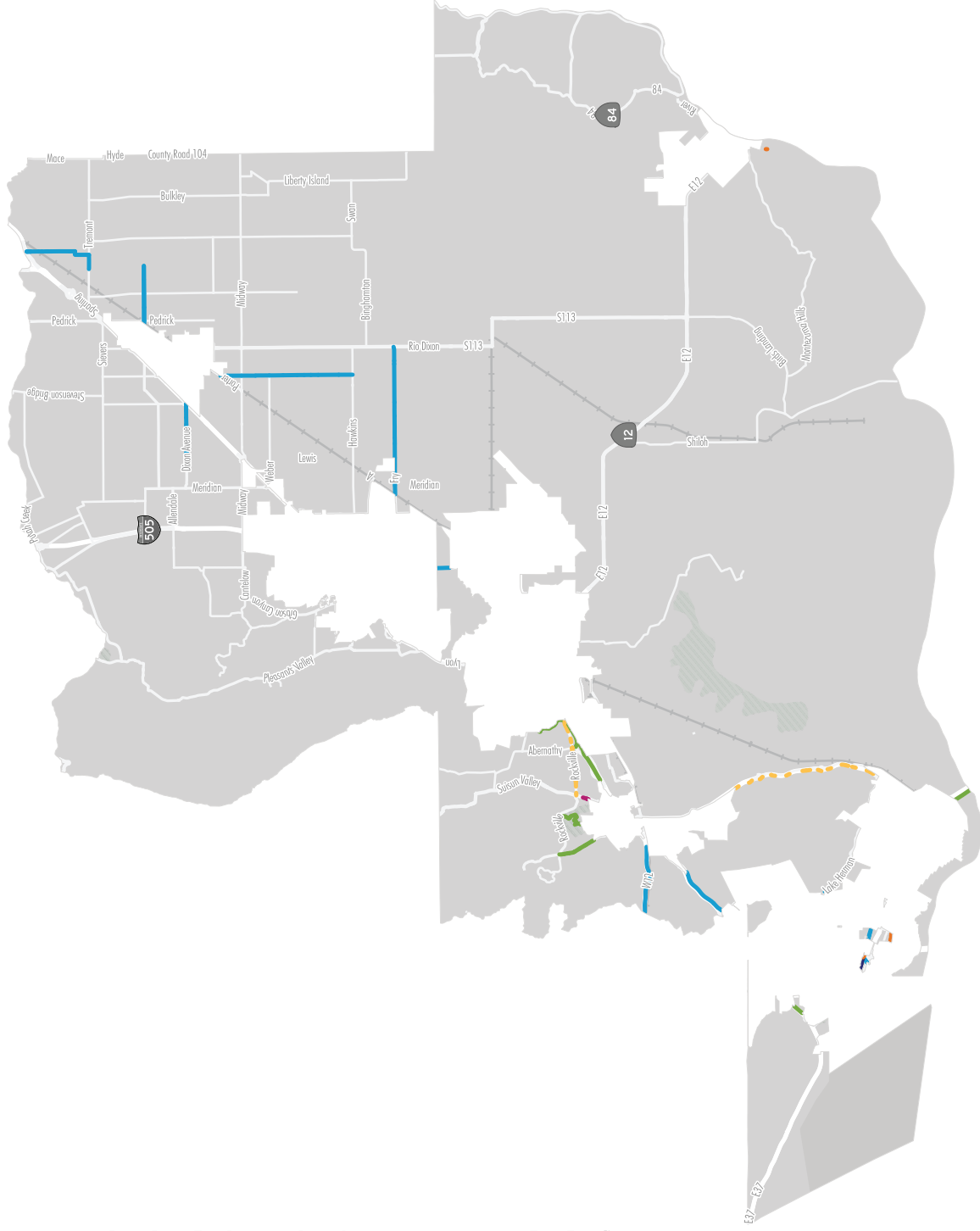
Unincorporated Solano County

STA Countywide Active Transportation Plan Bicycle Network - Near-term Action Plan Facilities

Bikeways

- Class I Multi-Use Path
- Class II Bicycle Lane
- Class II Buffered Bicycle Lane
- Class III Bicycle Boulevard
- Class III Bicycle Route
- Class IV Separated Bikeway

- Existing
- Proposed
- County Jurisdictions
- Parks
- Water



Recommended Pedestrian Projects

Two types of analyses were completed to identify pedestrian network recommendations. The first assessment identified sidewalk gaps along the countywide backbone network that play a regionally significant role in the pedestrian realm. This analysis identified 14.5 miles of sidewalk gaps in Unincorporated Solano along the backbone network. Unincorporated Solano County Sidewalk Gaps along the Active Transportation Backbone Network presents the sidewalk gaps along the backbone networks along with a cost estimate for filling each gap. Figure UN-12 shows the sidewalk network gaps and the backbone network.






The second assessment identified pedestrian projects highlighted through the safety analysis, walk audits, community outreach, or previous transportation plans; or sidewalk gaps located in high-demand areas, such as along arterials in proximity to transit stops or schools (see Table UN-5 and Figure UN-13). All the projects identified through these two analyses will help improve Unincorporated Solano's pedestrian network so that it is more comfortable for people of all ages

and abilities.

Figure UN-12: Unincorporated County Sidewalk Gaps Along the Backbone Network

Unincorporated Solano County

STA Countywide Active Transportation Plan Pedestrian Backbone

-  Sidewalk Gap
-  Backbone Network
-  County Jurisdictions
-  Parks
-  Water

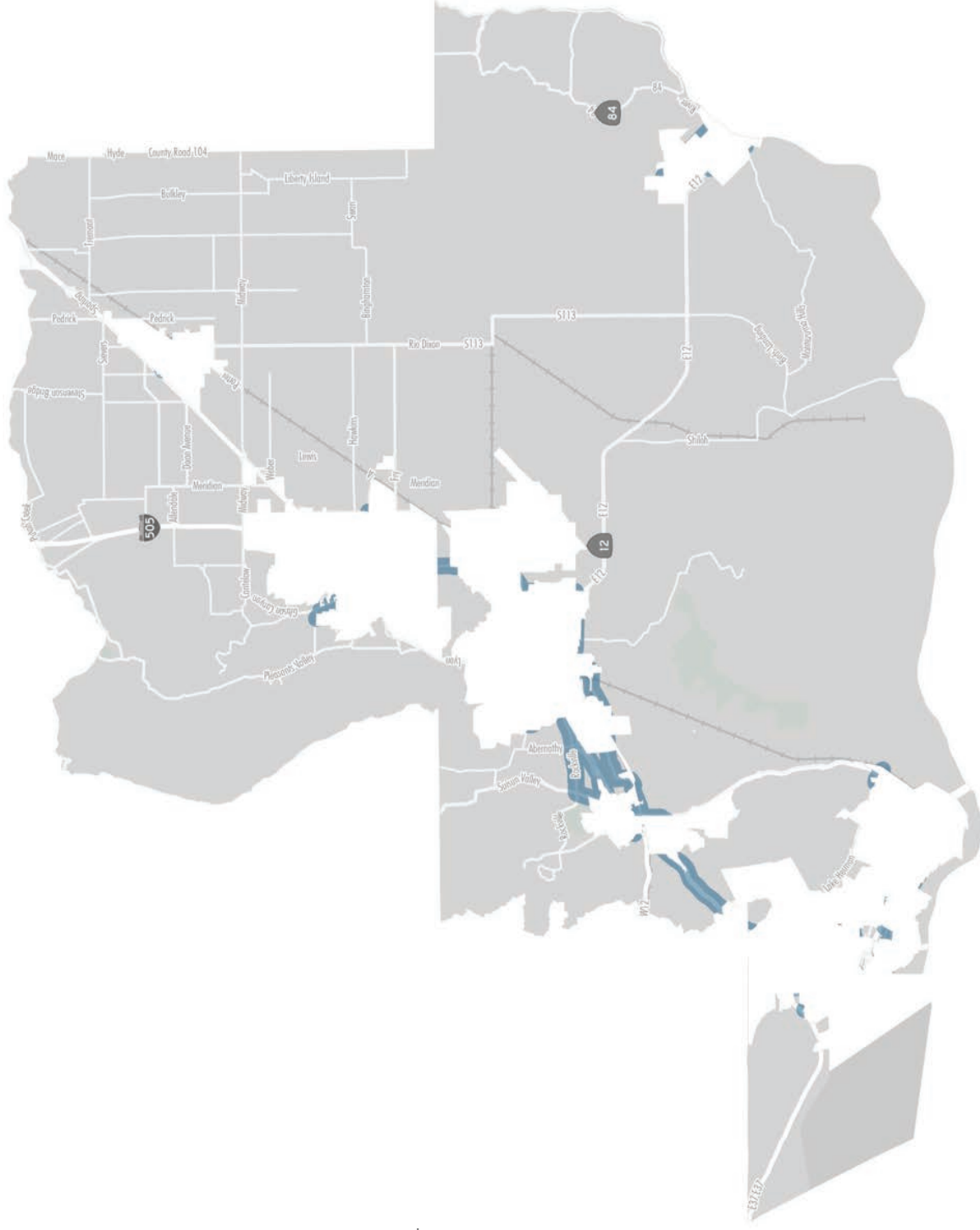










Table UN-4: Unincorporated Solano County Sidewalk Gaps along the Active Transportation Backbone Network

| Street / Facility Name | Extents | North or West Side of Street Distance (mi) | South or East Side of Street Distance (mi) | Total Distance (mi) | Cost |
|------------------------|--|--|--|---------------------|---------------------|
| Cordelia Rd | Lopes Rd to Pittman Rd | 0.00 | 0.57 | 0.57 | \$564,300 |
| Cordelia Rd | Romania Rd to Hale Ranch Rd | 1.76 | 1.76 | 3.52 | \$3,484,800 |
| Suisun Pkwy | Suisun Creek to Abernathy Rd/ Fairfield Linear Park | 0.00 | 1.54 | 1.54 | \$1,524,600 |
| Suisun Valley Rd | Monte Vista Ct to Rockville Rd | 0.47 | 0.47 | 0.94 | \$930,600 |
| Rockville Rd | Suisun Valley Rd to Oliver Rd | 2.71 | 2.71 | 5.42 | \$5,365,800 |
| Peabody Rd | Chuck Hammond Dr to Vacaville City Limits | 0.75 | 0.81 | 1.55 | \$1,534,500 |
| Old Glen Cove Rd | Glen Cove Pkwy to Magazine St | 0.26 | 0.05 | 0.31 | \$306,900 |
| Magazine St | Palou St to Old Glen Cove Rd | 0.33 | 0.33 | 0.66 | \$653,400 |
| Total | - | 6.27 | 8.23 | 14.50 | \$14,355,000 |

Figure UN-13: Proposed Priority Pedestrian Projects in Unincorporated Solano

Unincorporated Solano County

STA Countywide Active Transportation Plan Pedestrian Projects

-  Water
-  County Jurisdictions
-  Parks
-  Capital Improvement Program - Safe Routes to School
-  Capital Improvement Program - Safe Routes to Transit
-  Capital Improvement Program - Safety
-  Capital Improvement Program - Sidewalk Gap Closure
-  Capital Improvement Program - Sidewalk Gap Closure

