Solano Active Transportation

Appendices

C: Pedestrian and Bicycle Design Treatments Toolkit

SOLANO ACTIVE TRANSPORTATION PLAN TREATMENT TOOLKIT

Solano Transportation Authority

TOOLE DESIGN

October 2018

TABLE OF CONTENTS

INTRODUCTION

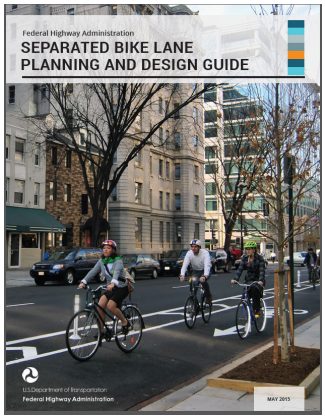
The purpose of the toolkit is to provide an array of options to engineers, planners, and community members. It is primarily developed to provide an overview of the possible facility recommendations that could be proposed in the Plan. It provides a description of the treatments, their application, and considerations for their use in various contexts. The toolkit is not intended to take the place of design standards prepared by the Solano Transportation Authority or Caltrans.

Key principles assumed in the toolkit are that:

- The bicycling and walking networks should accommodate people of all ages and abilities.
- Bicycle travel on all streets should be safe, continuous, direct, and convenient.
- The pedestrian network should not only be safe, but also attractive and dignified.

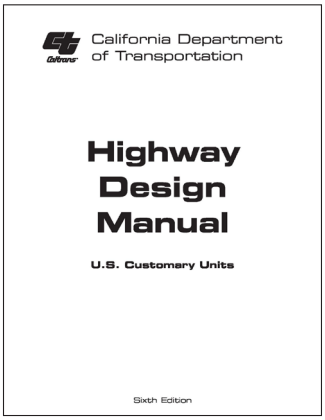
SECTION 1:
NATIONAL STANDARDS & RESOURCES

The bicycle facilities and amenities included in this toolkit are based on the recommendations from the following state and national standards and resources:



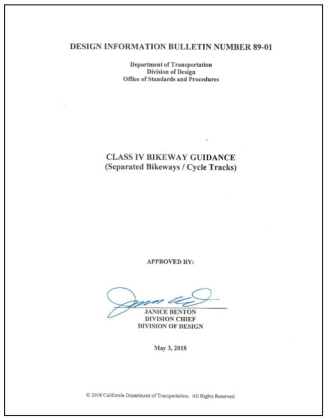
Federal Highway Administration (FHWA)

Separated Bike Lane Planning and Design Guide, 2015



California Department of Transportation (Caltrans)

Highway Design Manual, 2006

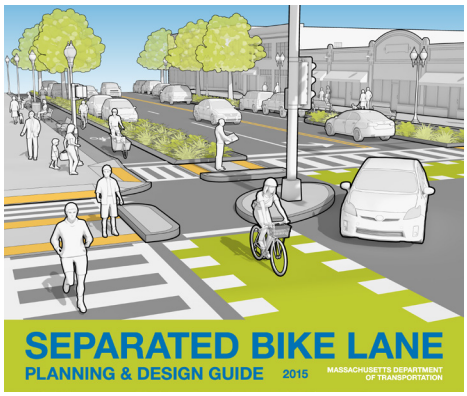


California Department of Transportation (Caltrans)

Class IV Bikeway Guidance (Separated Bikeways/Cycle Tracks), 2018

California Department of Transportation (Caltrans)

Manual on Uniform Traffic Control Devices, 2014



Massachusetts Department of Transportation (MassDOT)

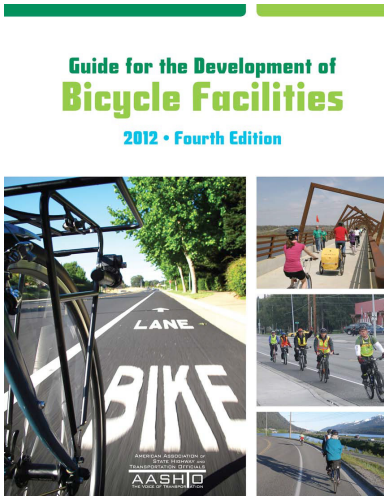
Separated Bike Lane Planning & Design Guide, 2016

National Association of City Transportation Officials (NACTO)

Urban Street Design Guide, 2013

Transit Street Design Guide, 2017

Urban Bikeway Design Guide, 2012



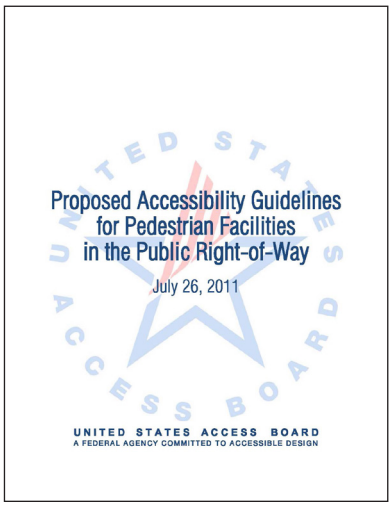
American Association of State Highway and Transportation Officials (AASHTO)

Guide for the Development of Bicycle Facilities, 2012

Will be updated with a new edition in 2018

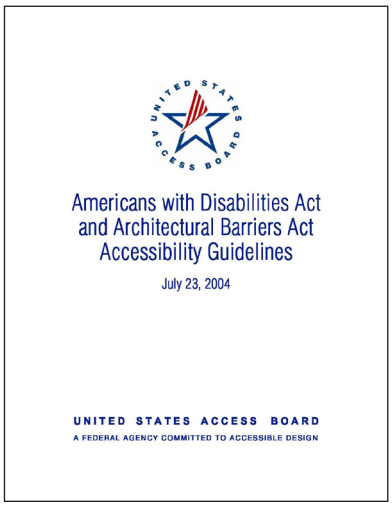
SECTION 1:
NATIONAL STANDARDS & RESOURCES

The pedestrian facilities and amenities included in this toolkit are based on the recommendations from the following state and national standards and resources:



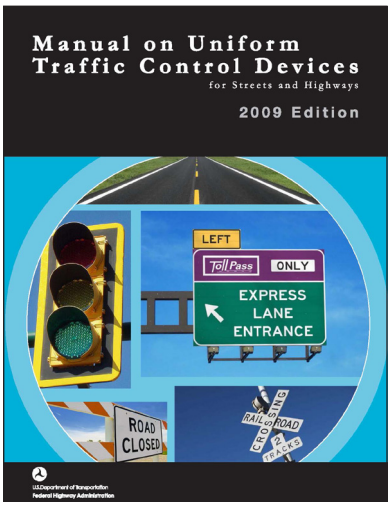
United States Access Board

Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way, 2015



United States Access Board

Americans with Disabilities Act and Architectural Barriers Act Accessibility Guidelines, 2004



Federal Highway Administration (FHWA)

Manual on Uniform Traffic Control Devices, 2009

Federal Highway Administration (FHWA)

Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations, 2005

Federal Highway Administration (FHWA)

Safe Transportation for Every Pedestrian

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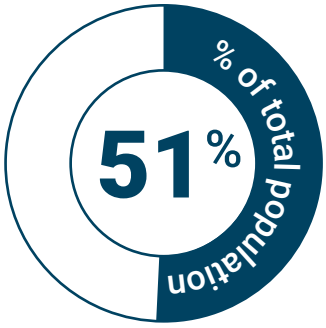
SECTION 2:
BICYCLE TREATMENTS

POTENTIAL BICYCLE USERS

Interested but Concerned



Types of Cyclists

The figure below illustrates a typical range of cyclists. Estimates show the greatest percentage of the population—approximately 51%—fall into the "Interested but Concerned" category. The "Interested but Concerned" are most comfortable cycling separated from motorized vehicles. On the other end of the spectrum, roughly 4% of the population is "Strong and Fearless", comfortable sharing the road with motorized vehicles. In the middle, approximately 5% are "Enthusiastic and Confident", comfortable cycling for short distances with motorized vehicles. The remaining portion of the population falls under the category of "Non-Bicyclists", uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle. See pages 9-10, Bikeway Facilities Selection Chart, to determine which facility types best serve the different types of cyclists.

Who are they?

A mother and daughter who enjoy Saturday rides to the park along the Alamo Creek Bike Path that runs near their house. Concern over crossing a busy road prevents them from riding together to elementary school during the week.

Who are they?

A 45-year-old father of two who was just diagnosed with pre-diabetes. His doctor encouraged him to be more active, so he's been thinking about commuting to work by bike. As a motorist, he feels uncomfortable passing bicyclists, so he isn't sure he'd feel comfortable as a bicyclist sharing the road with cars.

Who are they?

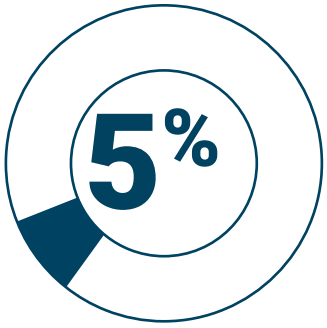
A worker who just started a new job at Kaiser Permenente. He enjoys riding as long as he stays on quiet streets or the sidewalk. He'd like to be able to ride to more destinations, but he's uncomfortable crossing busy roads and intersections along the way.

REFERENCES

- Speed thresholds based on Level of Traffic Stress. "Interested but Concerned" riders are sensitive to increases in volume or speed. Source: Dill, J. McNeil, N. "Revisiting the Four Types of Cyclists: Findings from a National Survey" Transportation Research Board 95th Annual Meeting, 2016.

POTENTIAL BICYCLE USERS

Enthusiastic and Confident



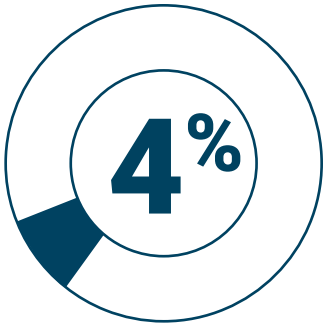
Who are they?

A woman who rides her bike downtown every morning to run errands. She prefers to ride on neighborhood streets, but doesn't mind riding the last few blocks on a busy street since there's a bike lane.

Who are they?

A lower-income resident who rides a bicycle to save money for other household expenses. He's comfortable riding on Tabor Avenue because it has bike lanes.

Strong and Fearless



Who are they?

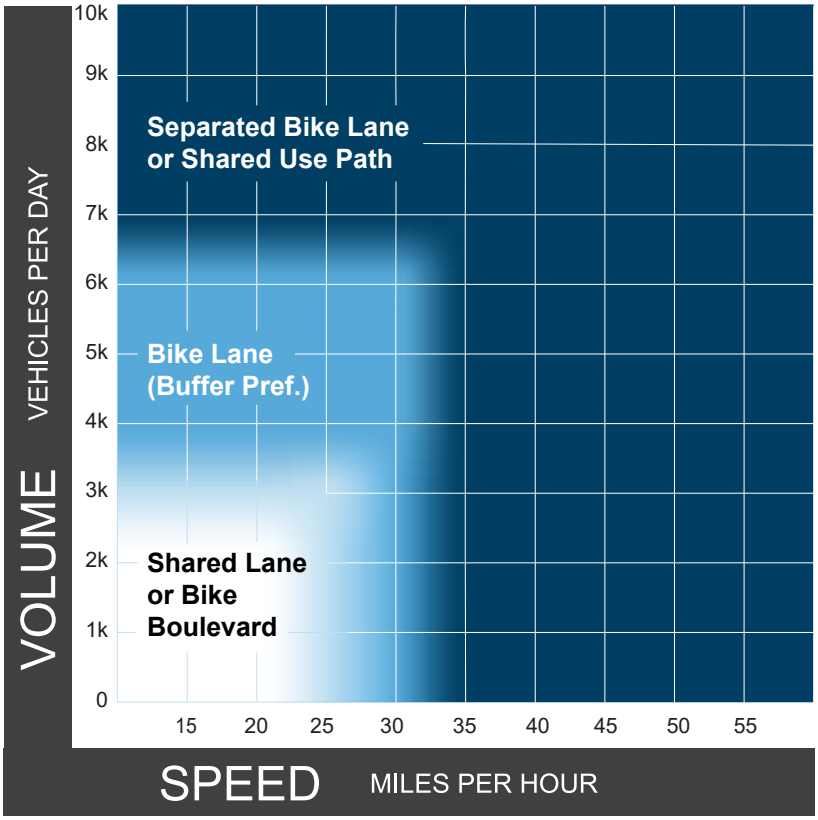
A recent Solano Community College grad who can't wait to hit the road this weekend for a 100-mile ride on his brand new road bike. He helped pay his way through college as a bike messenger, and loves the rush that he gets from racing.

HIGHER STRESS TOLERANCE

BICYCLE FACILITY SELECTION

Designing for Interested but Concerned and Enthusiastic and Confident Bicyclists

"Interested but Concerned" bicyclists prefer physical separation as traffic volumes and speeds increase. The bikeway facility selection chart below identifies bikeway facilities that improve the operating environment for this bicyclist type at different roadway speeds and traffic volumes. The "enthusiastic and confident" bicyclist will also prefer bikeway treatments noted in this chart. If a community's goal is to increase bicycling, it is appropriate to select facility types based on this chart.



Source: AASHTO Guide for the Development of Bicycle Facilities, 5th Edition (expected publication 2019).

* To determine whether to provide a shared-use path, separated bike lane, or buffered bike lane, consider pedestrian and bicycle volumes or, in the absence of volume, consider land use.

FACILITY DETAILS:

- **Physically separated facility:**
  - Separated bike lane or shared-use path, separated from traffic by parking, posts, curb, etc.
  - For two-way facility: 10 to 12 ft preferred, 8 ft minimum
- **Bike lane:** 5 to 7 ft
- **Buffered bike lane:** 8 to 9 ft total

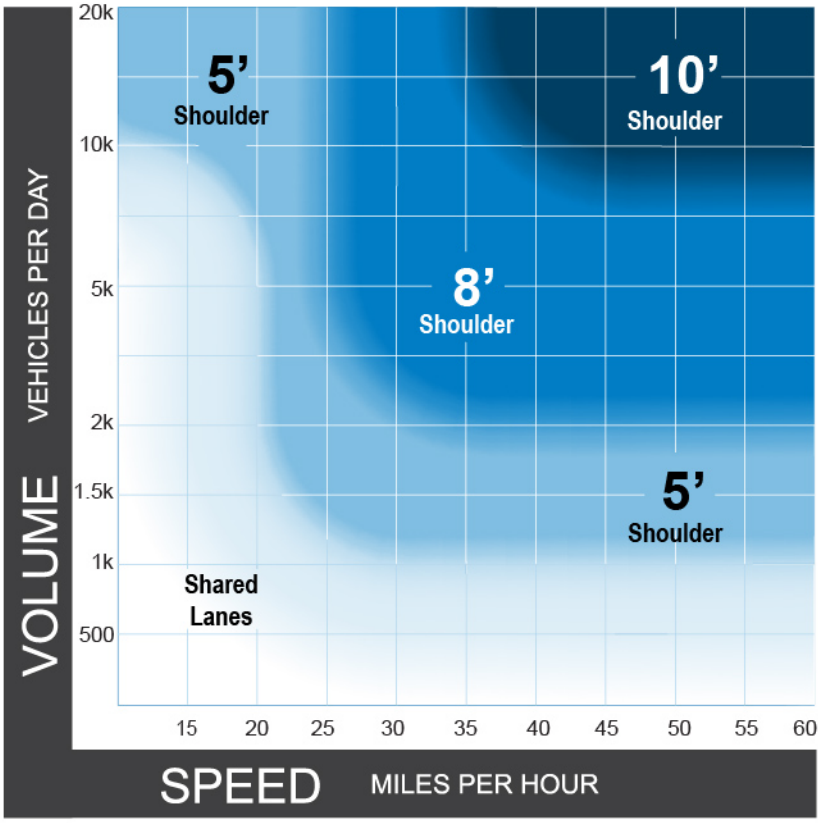
CHART REFERENCES

- Transitions are based on a shift in the 2010 Highway Capacity Manual (HCM 2010) bike Level of Service (LOS) from A to B (assuming no parking, 12 ft outside travel lane, 6 ft bike lane, 8 ft buffered bike lane). This roughly translates to a C to D transition with on-street parking (8 ft parking lane).
- Speed thresholds based on Level of Traffic Stress. "Interested but Concerned" riders are sensitive to increases in volume or speed. Source: Dill, J. McNeil, N. "Revisiting the Four Types of Cyclists: Findings from a National Survey" Transportation Research Board 95th Annual Meeting, 2016.

BICYCLE FACILITY SELECTION

Shoulder Widths for Rural Roadways

When selecting a minimum shoulder width to accommodate bicyclists, the decision should be based on traffic volumes and posted speeds in the rural context. For the purposes of determining the appropriate shoulder width, it is assumed that posted speeds are approximately the same as operating speeds. If operating speeds differ from posted speeds, then operating speed should be used instead of posted speed.



Notes

1. *This chart assumes the project involves reconstruction or retrofit in constrained conditions. For new construction, follow recommended shoulder widths in the AASHTO Green Book.*
2. *A separated shared use pathway is a suitable alternative to providing paved shoulders.*
3. *Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.*
4. *If the percentage of heavy vehicles is greater than 10%, consider providing a wider shoulder or a separated pathway.*

CHART REFERENCE

- Transitions are based on a shift in the 2010 Highway Capacity Manual (HCM 2010) Bike Level of Service (LOS) from A to B (assuming no parking, 12 ft outside travel lane, 6 ft bike lane, 8 ft buffered bike lane). This roughly translates to a C to D transition with on-street parking (8 ft parking lane).
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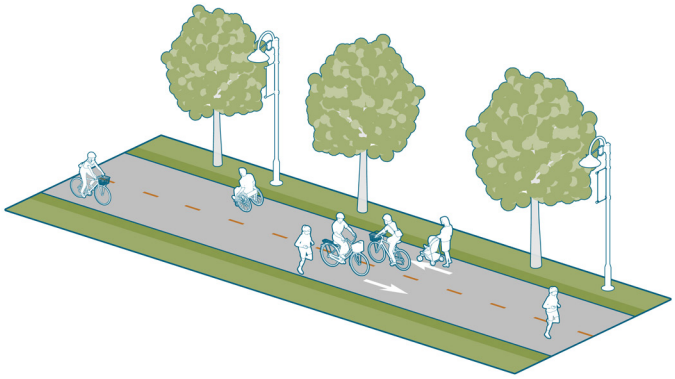
BICYCLE FACILITY TYPES

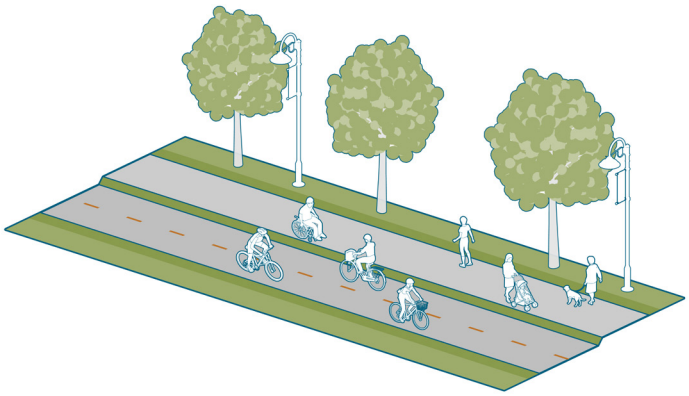
MULTI-USE PATHS (CLASS I)

A multi-use path is a two-way facility physically separated from motor vehicle traffic and used by bicyclists, pedestrians, and other non-motorized users. Multi-use paths are often located in an independent alignment, such as a greenbelt or abandoned railroad. However, they are also regularly constructed along roadways; often bicyclists and pedestrians will have increased interactions with motor vehicles at driveways and intersections on these "multi-use paths."

Path width should be determined based on three main characteristics: the number of users, the types of users, and the differences in their speeds. For example, a path that is used by higher-speed bicyclists and children walking to school may experience conflicts due to their difference in speeds. Another example would be when the path is shared by multiple user types such as roller bladers, skateboarders, or dogs on leashes. By widening the path to provide space to accommodate passing movements, conflicts can be reduced.



Multi-use path with combined pedestrian and bicycle traffic



Bike path with adjacent pedestrian path

APPLICATION

+ Many people express a strong preference for the separation between bicycle and motor vehicle traffic provided by paths when compared to on-street bikeways. Multi-use paths may be desirable along high-volume or high-speed roadways, where accommodating the targeted type of bicyclist within the roadway in a safe and comfortable way is impractical. However, multi-use paths may present increased conflicts between path users and motor vehicles at intersections and driveway crossings. Conflicts can be reduced by minimizing the number of driveway and street crossings present along a path and otherwise providing high-visibility crossing treatments.

CONSIDERATIONS

+ Typical path width shall be 12 feet wide with 3 foot shoulders on each side. This width allows users to pass one another with minimal conflict.
+ Path clearances are an important element in path design and reducing user conflicts. Vertical objects close to the path edge can endanger users and reduce the comfortable usable width of the path. Along the path, vertical objects should be set back at least two feet from the edge of the path. Path shoulders may also reduce conflicts by providing space for users who step off the path to rest, allowing users to pass one another, or providing space for viewpoints.
+ A path may benefit from the separation of users by user speed, type, or direction. When separating users, consider the path width and paving material preferred by each user.
+ When accommodating moderate to high volumes of horse back riders, it is recommended to provide a separated unpaved equestrian/jogger path. Six feet of clearance and separation is recommended between the multi-use path and the bridle path. Elevation change between the multi-use path and the bridle path can also be considered.

REFERENCES

AASHTO. Guide for the Development of Bicycle Facilities. 2012.

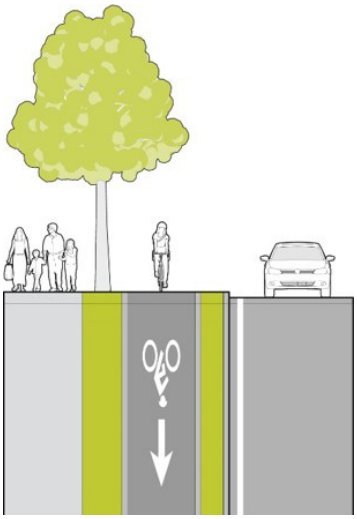
FHWA. Achieving Multimodal Networks. 2016.

FHWA. Shared-Use Path Level of Service Calculator. 2006.

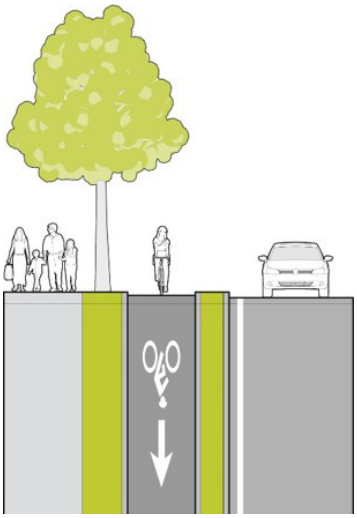
Manual on Uniform Traffic Control Devices. 2009.

SEPARATED BIKE LANES (CLASS IV)

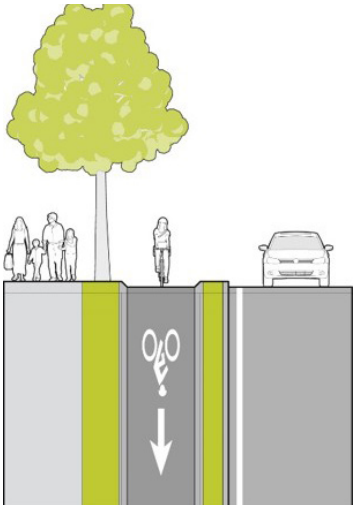
Separated bike lanes are an exclusive bikeway facility type that combines the user experience of a multi-use path with the on-street infrastructure of a conventional bike lane. They are physically separated from motor vehicle traffic and distinct from the sidewalk.



One-way sidewalk-level separated bike lane



One-way intermediate-level separated bike lane



One-way street-level separated bike lane

APPLICATION

Separated bike lanes can generally be considered on any road with one or more of the following characteristics:

+ Traffic lanes: 3 lanes or greater.
+ Posted speed limit: 30 mph or more.
+ Traffic: 6,000 vehicles per day or greater.
+ On-Street parking turnover: frequent.
+ Bike lane obstruction: likely to be frequent.
+ Streets that are designated as truck or bus routes.

Separated bike lanes are preferred over multi-use paths in higher density areas, commercial and mixed-use development, and near major transit stations or locations where pedestrian volumes are anticipated to exceed 200 people per hour on a shared use path.

CONSIDERATIONS

+ Separated bike lanes are more attractive to a wider range of bicyclists than striped bikeways on higher volume and higher speed roads. They eliminate the risk of a bicyclist being hit by an opening car door and prevent motor vehicles from driving, stopping or waiting in the bikeway. They also provide greater comfort to pedestrians by separating them from bicyclists operating at higher speeds.
+ Choice of one- or two-way facility should be based on connectivity, bicyclist desire lines, roadway configuration, and potential intersection conflicts. Generally, one-way facilities are preferred.

REFERENCES

Caltrans. Class IV Bikeway Guidance (Separated Bikeways/Cycle Tracks). 2018.

Caltrans. Class IV Bikeway Guidance (Separated Bikeways/Cycle Tracks). 2015.

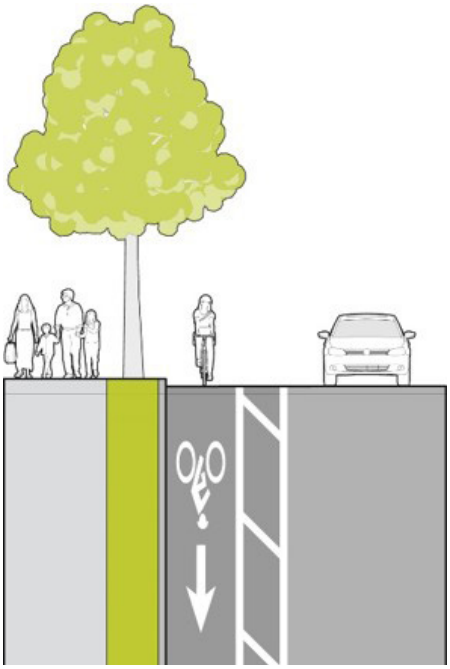
FHWA. Separated Bike Lane Planning and Design Guide. 2015.

MassDOT. Separated Bike Lane Planning and Design Guide. 2015.

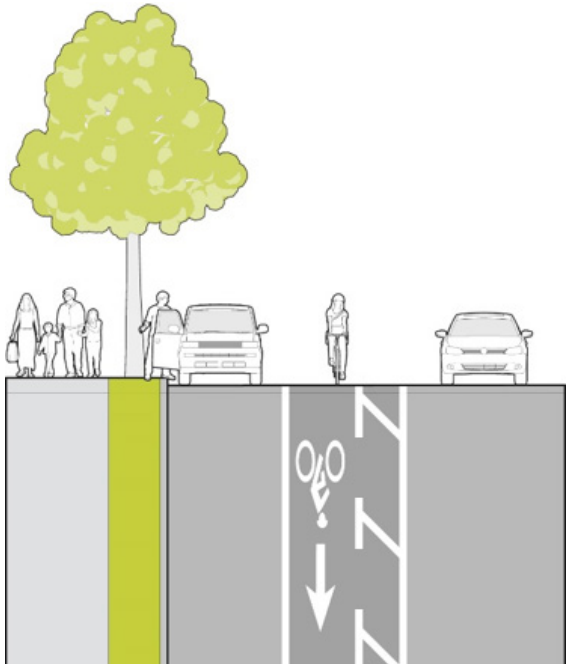
NACTO. Urban Bikeway Design Guide. 2nd Edition.

BUFFERED BIKE LANES (CLASS II)

Buffered bike lanes are created by painting or otherwise creating a flush buffer zone between a bike lane and the adjacent travel lane. While buffers are typically used between bike lanes and motor vehicle travel lanes to increase bicyclists' comfort, they can also be provided between bike lanes and parking lanes in locations with high parking turnover to discourage bicyclists from riding too close to parked vehicles.



Buffered bike lane adjacent to a curb



Buffered bike lane adjacent to parking

APPLICATION

Place buffered or unbuffered bike lanes next to travel lane where speeds are 30 mph or slower and when traffic volume are fewer than 6,000 vehicles per day.

CONSIDERATIONS

- Typically installed by reallocating existing street space.
- Can be used on one-way or two-way streets.
- Consider placing buffer next to parking lane where there is commercial or metered parking.
- Where there is 7 feet of roadway width available for a bicycle lane, a buffered bike lane should be installed instead of a conventional bike lane.
- Buffered bike lanes allow bicyclists to ride side by side or to pass slower moving bicyclists.
- Preferable to a conventional bike lanes when used as a contra-flow bike lane on one-way streets.
- Stopping, standing and parking in bike lanes may be problematic in areas of high parking demand and deliveries, especially in commercial areas.

REFERENCES

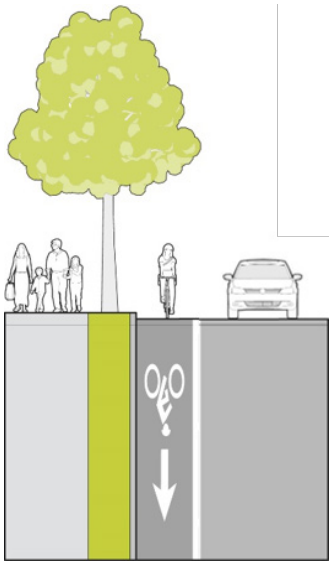
AASHTO. Guide for the Development of Bicycle Facilities. 2012.

NACTO. *Urban Bikeway Design Guide.* 2nd Edition.

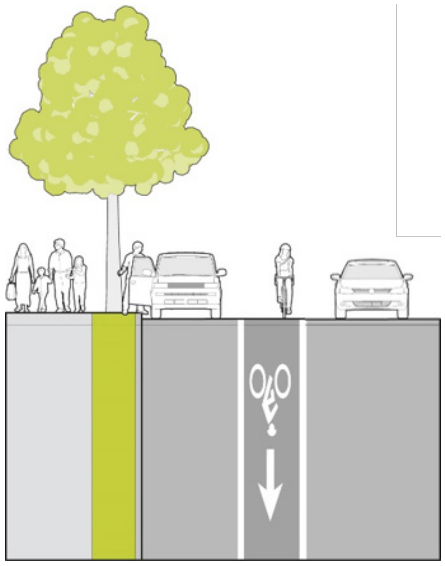
Portland State University, Center for Transportation Studies. *Evaluation of Innovative Bicycle Facilities: SW Broadway Cycle Track & SW Stark/Oak Street Buffered Bike Lanes FINAL REPORT.* 2011.

BIKE LANES (CLASS II)

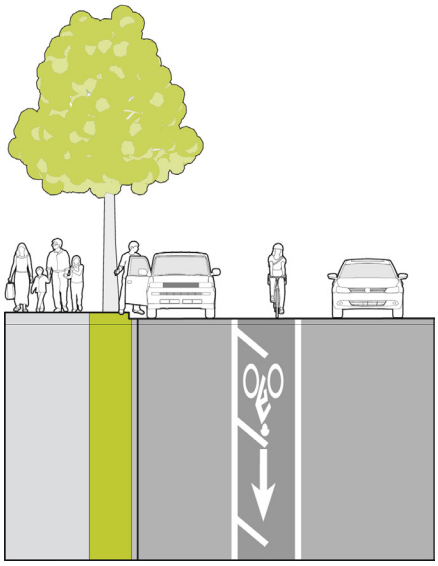
Bike lanes provide an exclusive space for bicyclists in the roadway. Bike lanes are established through the use of lines and symbols on the roadway surface. Bike lanes are for one-way travel and are normally provided in both directions on two-way streets or on one side of a one-way street. Bicyclists are not required to remain in a bike lane when traveling on a street and may leave the bike lane as necessary to make turns, pass other bicyclists, or to properly position themselves for other necessary movements.



Bike lane adjacent to a curb



Bike lane adjacent to parking



Bike lane with door zone marking

APPLICATION

Place bike lanes next to travel lane where speeds are 30 mph or slower and when traffic volume are fewer than 6,000 vehicles per day.

CONSIDERATIONS

- Typically installed by reallocating existing street space.
- Can be used on one-way or two-way streets.
- Contra-flow bike lanes may be used to allow two-way bicycle travel on streets designated for one-way travel for motorists to improve bicycle network connectivity.
- Consider placing bike lanes next to travel lane where speeds are 30 mph or slower and when traffic volume are fewer than 6,000 vehicles per day.
- Stopping, standing and parking in bike lanes may be problematic in areas of high parking demand and deliveries, especially in commercial areas.
- Wider bike lanes or buffered bike lanes are preferable at locations with high parking turnover.
- Bike lanes may only be used temporarily by vehicles accessing parking spaces and entering and exiting driveways and alleys. Stopping, standing and parking in bike lanes is prohibited.

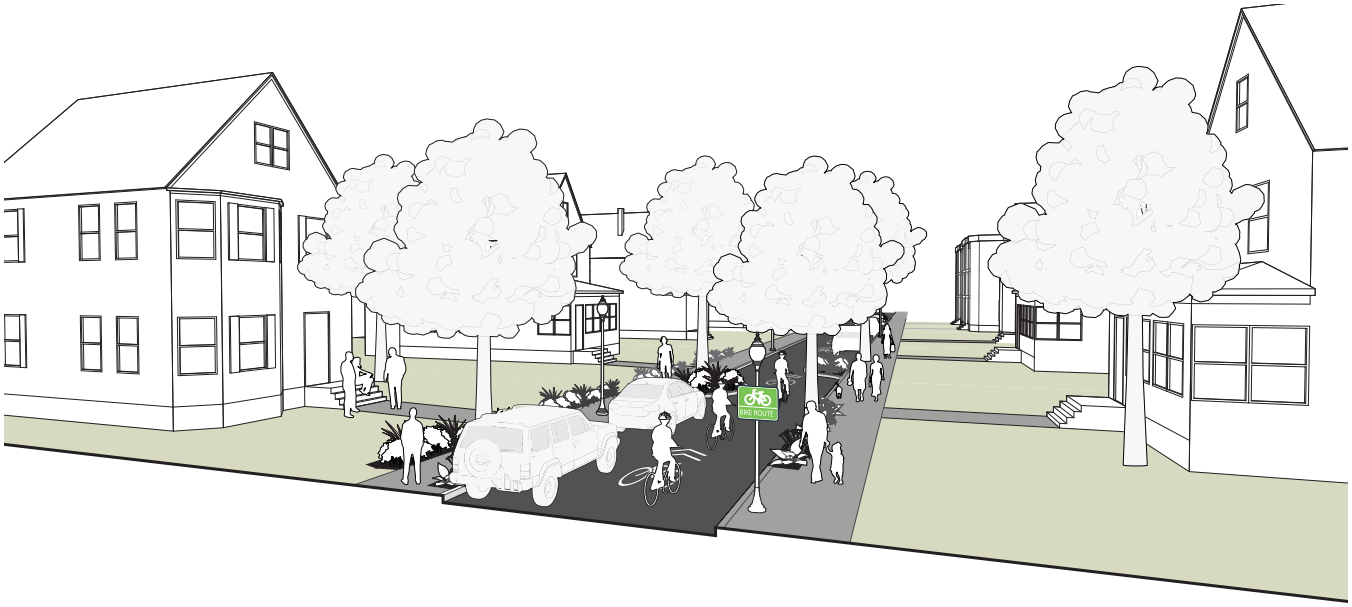
REFERENCES

AASHTO. Guide for the Development of Bicycle Facilities. 2012.

NACTO. Urban Bikeway Design Guide. 2nd Edition.

BICYCLE BOULEVARD (CLASS III)

Bicycle boulevards are applied on quiet streets, often through residential neighborhoods. These treatments are designed to prioritize bicycle through-travel, while calming motor vehicle traffic and maintaining relatively low motor vehicle volumes. Treatments vary depending on context, but often include elements of traffic calming, including traffic diverters, speed attenuators such as speed humps or chicanes, pavement markings, and signs. Bicycle boulevards are also known as neighborhood greenways, neighborhood bikeways, among other locally-preferred terms.



APPLICATION

Bicycle boulevards can generally be considered on any road with one or more of the following characteristics:

- Maximum Average Daily Traffic (ADT): 3,000
- Preferred ADT: up to 1,000
- Target speeds for motor vehicle traffic are typically around 20 mph; there should be a maximum < 15 mph speed differential between bicyclists and vehicles.
- Where these traffic characteristics are not already present, traffic calming and traffic diversion measures should be implemented to reach these desired thresholds.

CONSIDERATIONS

- Many cities already have signed bike routes along neighborhood streets that provide an alternative to traveling on high-volume, high-speed arterials. Applying bicycle boulevard treatments to these routes makes them more suitable for bicyclists of all abilities and can reduce crashes.
- Stop signs or traffic signals should be placed along the bicycle boulevard in a way that prioritizes the bicycle movement, minimizing stops and delays for bicyclists whenever possible.
- Communities should begin by implementing bicycle boulevard treatments on one pilot corridor to measure the impacts and gain community support. The pilot program should include before-and-after crash studies, motor vehicle counts, and bicyclist counts on both the bicycle boulevard and parallel streets. Findings from the pilot program can be used to justify bicycle boulevard treatments on other neighborhood streets.
- Additional treatments for major street crossings may be needed, such as median refuge islands, rectangular rapid flashing beacons, bicycle signals, and HAWK or half signals.

REFERENCES

AASHTO. Guide for the Development of Bicycle Facilities. 2012.

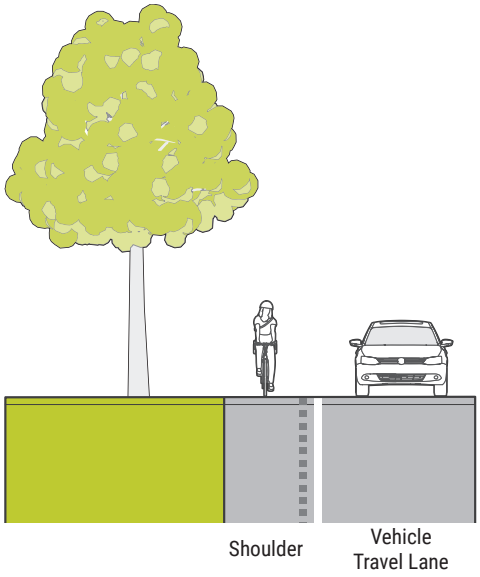
Fundamentals of Bicycle Boulevard Planning & Design. 2009.

Manual on Uniform Traffic Control Devices. 2009.

NACTO. Urban Bikeway Design Guide. 2012.

RURAL BICYCLE ROUTE (CLASS III)

In many cases, rural routes should provide shoulders to accommodate bicyclists. Shoulders are portions of the roadway that accommodate stopped or parked vehicles, emergency use, bicycles, motor scooters and pedestrians where sidewalks do not exist. This type of facility is applicable in rural areas where dedicated bikeways either will not fit on the street or would not be appropriate given the surrounding context.



APPLICATION

- Shoulder width should be at least 4 feet if the roadway is curbless and there are no vertical obstructions. If curbs or vertical obstructions are present, shoulder width should be 5 feet minimum exclusive of the gutter if present.
- Shoulders should be wider on roads with high levels of bicycle traffic to accommodate bicyclist passing and facilitate side-by-side bicycling.
- When posted speed limits or 85th percentile speeds exceed 50 mph and/or if heavy vehicles frequently use the road, shoulders should exceed minimum widths to enhance bicyclist comfort.
- The width of a shoulder with rumble strips should be measured from the rightmost side of the rumble strip. Periodic gaps should be provided to allow bicyclists to move across the strip pattern.
- Edge line rumble strips can provide additional bicyclist space on paved shoulders.

CONSIDERATIONS

For roads that are unable to provide consistent and standard size bikeable shoulders in both directions, prioritize:

  - The uphill direction on hilly roads to reduce conflicts between slow-moving bicyclists and fast-moving motor vehicles.
  - The inside of a horizontal curve and/or the downgrade of a vertical curve where sight distance is restricted.

- Paved shoulders should be considered on roadways popular with recreational bicyclists that have significant motor vehicle traffic during periods when recreational bicycling is known to occur.
- Bicyclists will not use a shoulder if it is covered in gravel, glass and other road debris, so regular street sweeping is important.
- In rural areas, paved shoulders can also provide space for pedestrians on roadways without sidewalks. In situations where a shoulder is intended for pedestrian use, it must meet Americans with Disabilities Act requirements to the maximum extent possible

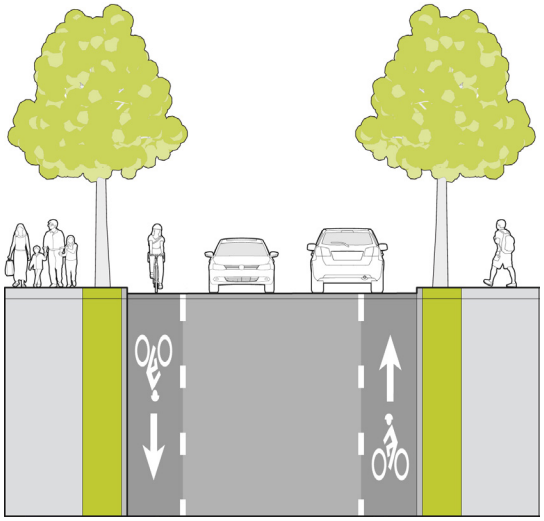
REFERENCES

AASHTO. Guide for the Development of Bicycle Facilities (2012).

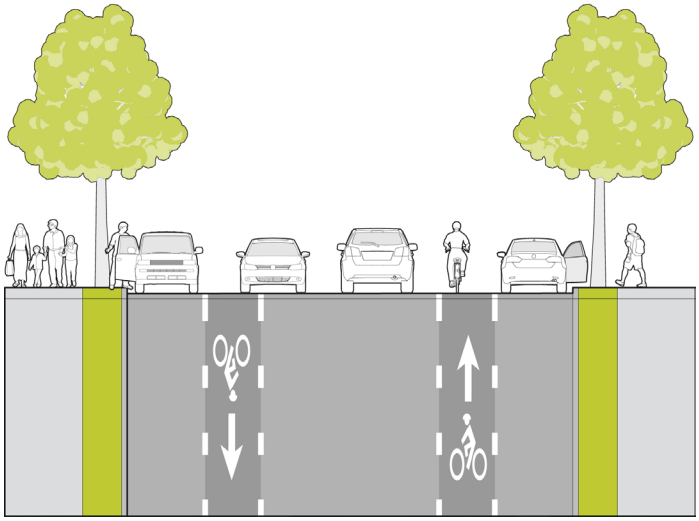
FHWA. Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts. 2016.

ADVISORY BIKE LANES (CLASS III)

Advisory bicycle lanes (ABLs) are used to create narrow streets where bicyclists are provided priority movement and motorists are compelled to yield to bicyclists as well as drivers approaching in the opposing direction. ABLs use dotted lane lines, allowing motorists to enter them to yield and are designed using dimensions based on conventional bicycle lanes. ABLs are reserved for use on low-volume, low-speed streets.



Advisory bike lane without parking



Advisory bike lane with parking

APPLICATION

Advisory bike lanes can generally be considered on any road with one or more of the following characteristics:

- Traffic lanes: 2 lanes or less
- Posted speed limit: 25 mph or less
- Traffic: 3,000 vehicles per day or less
- On-street parking turnover: infrequent

CONSIDERATIONS

- Treatment requires FHWA permission to experiment.
- For use on streets too narrow for bike lanes and normal width travel lanes.
- To reduce motorist speeds, and to encourage yielding, the unmarked space between the two advisory bike lanes should be no wider than 18 feet.
- This treatment should only be used on streets with >60% continuous daytime parking occupancy.
- Where parking occupancy is continuously <50%, it is preferable to consolidate it to one side of the street or remove it.
- A Two-Way Traffic warning sign (W6-3) may increase motorists understanding of the intended two-way operation of the street.

REFERENCES

AASHTO. Guide for the Development of Bicycle Facilities. 2012.

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/mutcd/dashed_bike_lanes.cfm

BICYCLE INTERSECTION DESIGN & SPOT TREATMENTS

BIKE BOXES

A bike box provides dedicated space between the crosswalk and vehicle stop line where bicyclists can wait during the red light at signalized intersections. The bike box allows a bicyclist to take a position in front of motor vehicles at the intersection, which improves visibility and motorist awareness, and allows bicyclists to "claim the lane" if desired. Bike boxes aid bicyclists in making left turning maneuvers at the intersection, and provide more queuing space for multiple bicyclists than that provided by a typical bike lane.

APPLICATION

- Applicable wherever a bike route requires a left turn at a signalized intersection or there is a desire for bicyclists to enter and clear the intersection ahead of vehicle traffic.

CONSIDERATIONS

- In locations with high volumes of turning movements by bicyclists, a bike box should be used to allow bicyclists to shift towards the desired side of the travel way. Depending on the position of the bike lane, bicyclists can shift sides of the street to align themselves with vehicles making the same movement through the intersection.
- In locations where motor vehicles can continue straight or cross through a right-side bike lane while turning right, the bike box allows bicyclists to move to the front of the traffic queue and make their movement first, minimizing conflicts with the turning vehicle. When a bike box is implemented in front of a vehicle lane that previously allowed right turns on red, the right turn on red movement must be restricted using signage and enforcement once a bike box is installed.
- A bicycle box should only extend across one travel lane. Bicycle boxes should not be used to facilitate bicycle left turns. A two-stage turn queue box is the preferred method of accommodating left turns."

REFERENCES

FHWA. Separated Bike Lane Planning and Design Guide. 2015.

MassDOT. Separated Bike Lane Planning & Design Guide. 2016.

NACTO. Urban Bikeway Design Guide - Bike Boxes. 2012.

MIXING ZONES

A mixing zone requires turning motorists to merge across a separated bike lane at a defined location in advance of an intersection. Unlike a standard bike lane, where a motorist can merge across at any point, a mixing zone design limits bicyclists' exposure to motor vehicles by defining a limited merge area for the turning motorist. Mixing zones are compatible only with one-way separated bike lanes.

CONSIDERATIONS

+ Protected intersections are preferable to mixing zones. Mixing zones are generally appropriate as an interim solution or in situations where severe right-of-way constraints make it infeasible to provide a protected intersection.
+ Mixing zones are only appropriate on street segments with one-way separated bike lanes. They are not appropriate for two-way separated bike lanes due to the contra-flow bicycle movement.
+ This type of conflict marking is not commonly used in California.

GUIDANCE

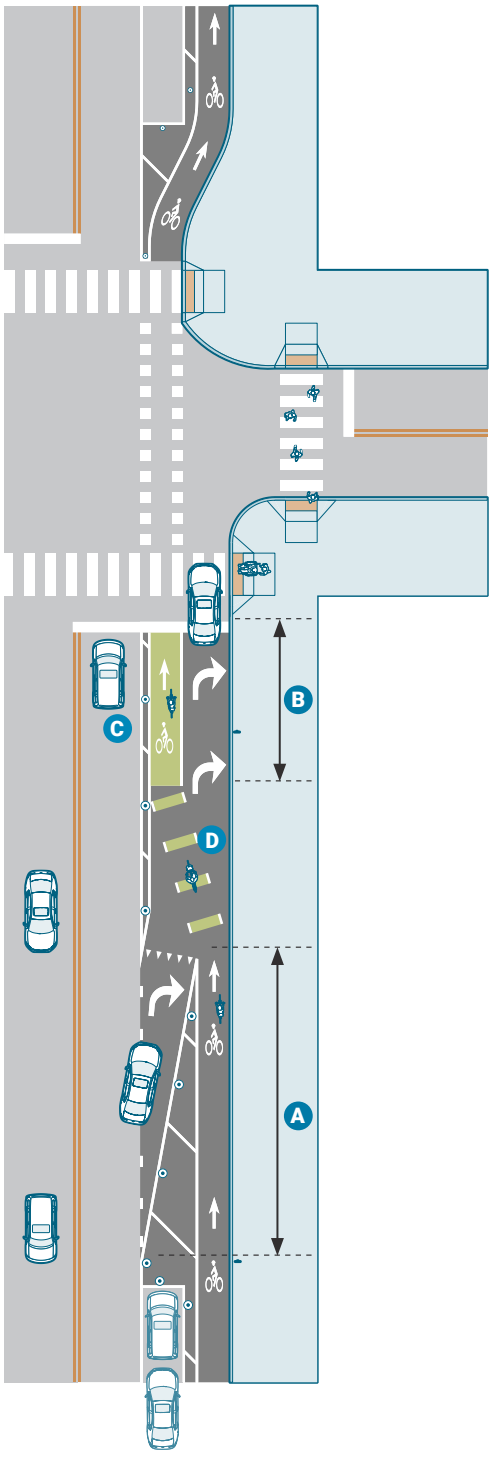
A Locate merge points where the entering speeds of motor vehicles will be 20 mph or less by (a) minimizing the length of the merge area and (b) locating the merge point as close as practical to the intersection.

B Minimize the length of the storage portion of the turn lane

C Provide a buffer and physical separation (e.g. flexible delineator posts) from the adjacent through lane after the merge area, if feasible.

D Highlight the conflict area with green surface coloring and dashed bike lane markings, as necessary, or shared lane markings placed on a green box.

+ Provide a BEGIN RIGHT (or LEFT) TURN LANE YIELD TO BIKES sign (R4-4) at the beginning of the merge area.
+ Restrict parking within the merge area
+ At locations where raised separated bike lanes approach the intersection, the bike lane should transition to street elevation at the point where parking terminates.
+ Where posted speeds are 35 mph or higher, or at locations where it is necessary to provide storage for queued vehicles, it may be necessary to provide a deceleration/storage lane in advance of the merge point.



REFERENCES

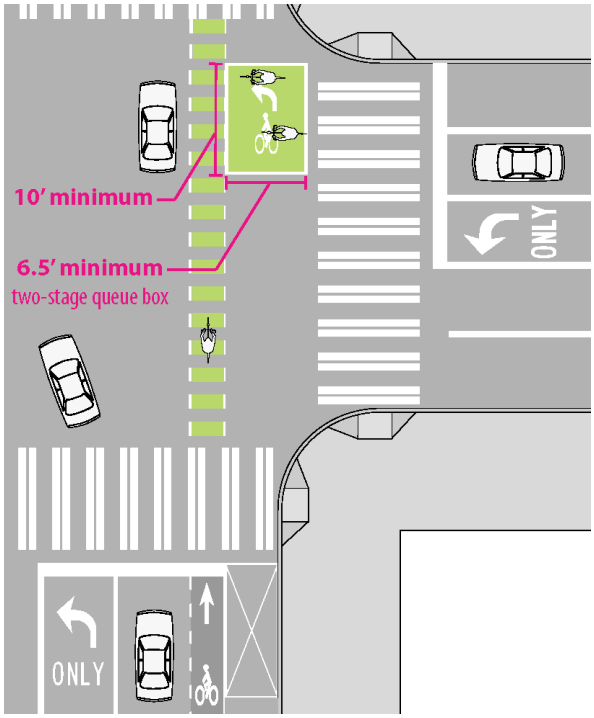
FHWA. Separated Bike Lane Planning and Design Guide. 2015.

MassDOT. Separated Bike Lane Planning and Design Guide. 2015.

NACTO. *Urban Bikeway Design Guide. 2012.*

TWO-STAGE TURN BOX

The two-stage turn box designates a space for bicyclists to wait while performing a two-stage turn across a street at a location outside the path of traffic. Two-stage turn queue boxes may be used with any type of bicycle facility. A two-stage turn queue box should be considered where separated bike lanes are continued up to an intersection and a protected intersection is not provided.



APPLICATION

- Two stage turn boxes are applicable at locations where a left turn movement is expected by bicyclists. These are preferred where a bicyclist would have to cross over more than one lane of traffic to make a left turn or in-street rail tracks (e.g. streetcar).

CONSIDERATIONS

- This treatment has been granted interim approval by FHWA and Caltrans.
- Two-stage turn box dimensions will vary based on the street operating conditions, the presence or absence of a parking lane, traffic volumes and speeds, and available street space. The turn box may be placed in a variety of locations including in front of the pedestrian crossing (the crosswalk location may need to be adjusted), in a 'jug-handle' configuration within a sidewalk, or at the tail end of a parking lane or a median island.
- A minimum width of 10 feet is recommended for the box.
- A minimum depth of 6.5 feet is recommended for the box.
- Dashed bike lane extension markings may be used to indicate the path of travel across the intersection.

REFERENCES

FHWA. Bicycle Facilities and the Manual on Uniform Traffic Control Devices - Two-Stage Turn Box. 2015.

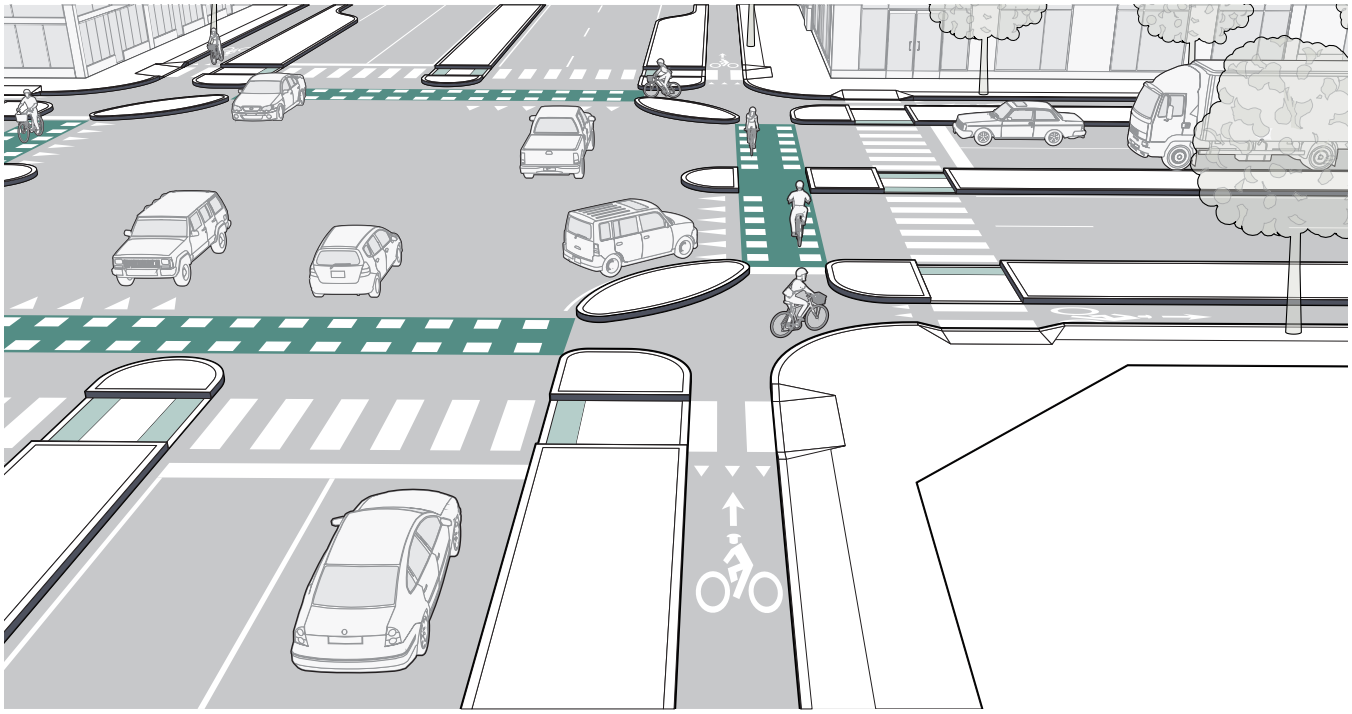
FHWA. Separated Bike Lane Planning and Design Guide. 2015.

MassDOT. Separated Bike Lane Planning and Design Guide. 2015.

NACTO. *Urban Bikeway Design Guide. 2nd Edition.*

SEPARATED BIKE LANES AT INTERSECTIONS

Separated bike lanes provide an exclusive travel way for bicyclists alongside roadways that is separate from motor vehicle travel lanes, parking lanes, and sidewalks. Separated bike lane designs at intersections should manage conflicts with turning vehicles and increase visibility for all users.



APPLICATION

- At major intersections where space is available, protected intersection designs are preferred because they are intuitive and comfortable, provide clear right-of-way assignment, promote predictability of movement, and allow eye contact between motorists, bicyclists, and pedestrians.
- Corner refuge islands allow the bike lane to be physically separated up to the intersection crossing point where potential conflicts with turning motorists can be controlled more easily. It serves an important purpose in protecting the bicyclist from right-turning motor vehicle traffic.

CONSIDERATIONS

- All intersection designs should provide adequate sight distance. Recessed crossings should be considered at all intersection crossings: streets, driveways or alleys. The recessed crossing creates space for motorist yielding before crossing the bike facility."
- The operation of one-way separated bike lanes is similar to the normal vehicle operations, which simplifies signal operations.
- Where two-way separated bike lanes are installed on one side of the street, the contra-flow direction of bicycle travel introduces an unexpected movement at the intersection and requires more complex signal operations.

REFERENCES

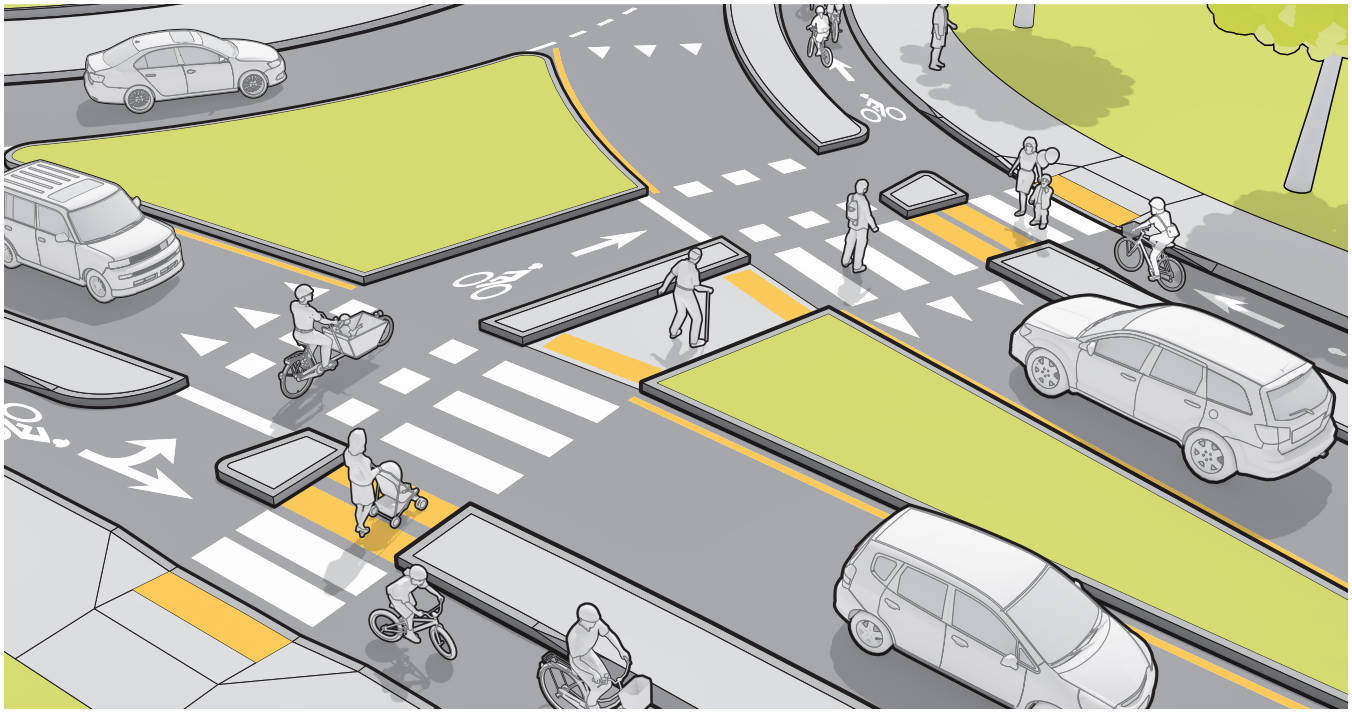
Bicycle Facilities and the Manual on Uniform Traffic Control Devices.

FHWA. Separated Bike Lane Planning and Design Guide. 2015.

NACTO. Urban Bikeway Design Guide. 2012.

SEPARATED BIKE LANES AT ROUNDABOUTS

When separated bike lanes are provided at roundabouts, they should be continuous around the intersection and parallel to the sidewalk. Separated bike lanes should generally follow the contour of the circular intersection.



APPLICATION

+ Separated bike lanes are applicable at all roundabouts. This treatment reduces conflict and places bicyclists in more predictable and visible positions.

CONSIDERATIONS

At crossing locations of multi-lane roundabouts or roundabouts where the exit geometry will result in faster exiting speeds by motorists (thus reducing the likelihood that they will yield to bicyclists and pedestrians), additional measures should be considered to induce yielding such as providing an actuated device such as a Rectangular Rapid Flashing Beacon or Pedestrian Hybrid Beacon.

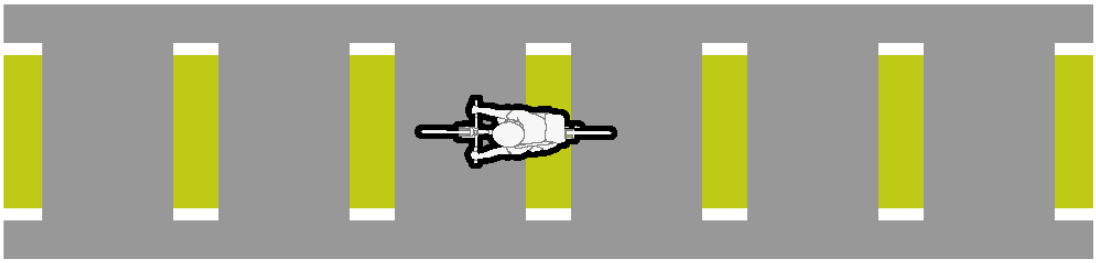
+ The bicycle crossing should be immediately adjacent to and parallel with the pedestrian crossing, and both should be at the same elevation.
+ The separated bike lane approach to the bicycle crossing should result in bicyclists arriving at the queuing area at a perpendicular angle to approaching motorists.
+ Consider providing supplemental yield lines at roundabout exits to indicate priority at these crossings.
+ The decision of whether to use yield control or stop control at the bicycle crossing should be based on available sight distance.
+ Channelizing islands are preferred to maintain separation between bicyclists and pedestrians, but may be eliminated if different surface materials are used.

REFERENCES

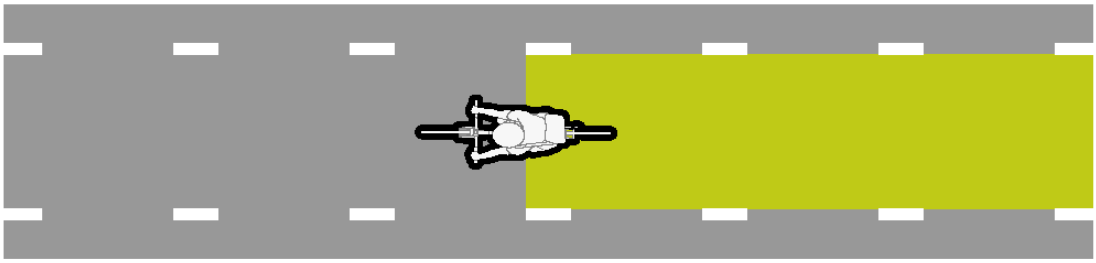
MassDOT. Separated Bike Lane Planning & Design Guide. 2016.

CONFLICT AREA MARKING

Intersection pavement markings are designed to improve visibility, alert all roadway users of expected behaviors, and to reduce conflicts with turning vehicles. They may be used with any Class II or Class IV bike lane across driveways, through intersections, or in separated bike lane mixing zones.



Colored Dash



Colored Conflict Areas

APPLICATION

- A variety of pavement marking symbols can enhance intersection treatments to guide bicyclists and warn of potential conflicts.
- Green pavement markings may be applied in a solid or dashed pattern within a dashed bicycle lane to indicate conflict areas and where merging maneuvers are permitted, such as across intersections, driveways, and at STOP or YIELD-controlled cross-streets.
- Dashed lane lines may be sufficient for guiding bicyclists through intersections; however, consider providing enhanced markings with green pavement and/or symbols at complex intersections or at intersections with documented conflicts and safety concerns.

CONSIDERATIONS

- Symbol placement within intersections should consider vehicle wheel paths to minimize maintenance.
- Driveways with higher volumes may require additional pavement markings and signage.
- Consideration should be given to using intersection pavement markings as spot treatments or standard intersection treatments. A corridor wide treatment can maintain consistency; however, spot treatments can be used to highlight conflict locations.

REFERENCES

AASHTO Guide for the Development of Bicycle Facilities. 2012.

Caltrans. Class IV Bikeway Guidance (Separated Bikeways/Cycle Tracks). 2018.

FHWA Memorandum – Interim Approval for Optional Use of Green Colored Pavement for Bike Lane. 2011.

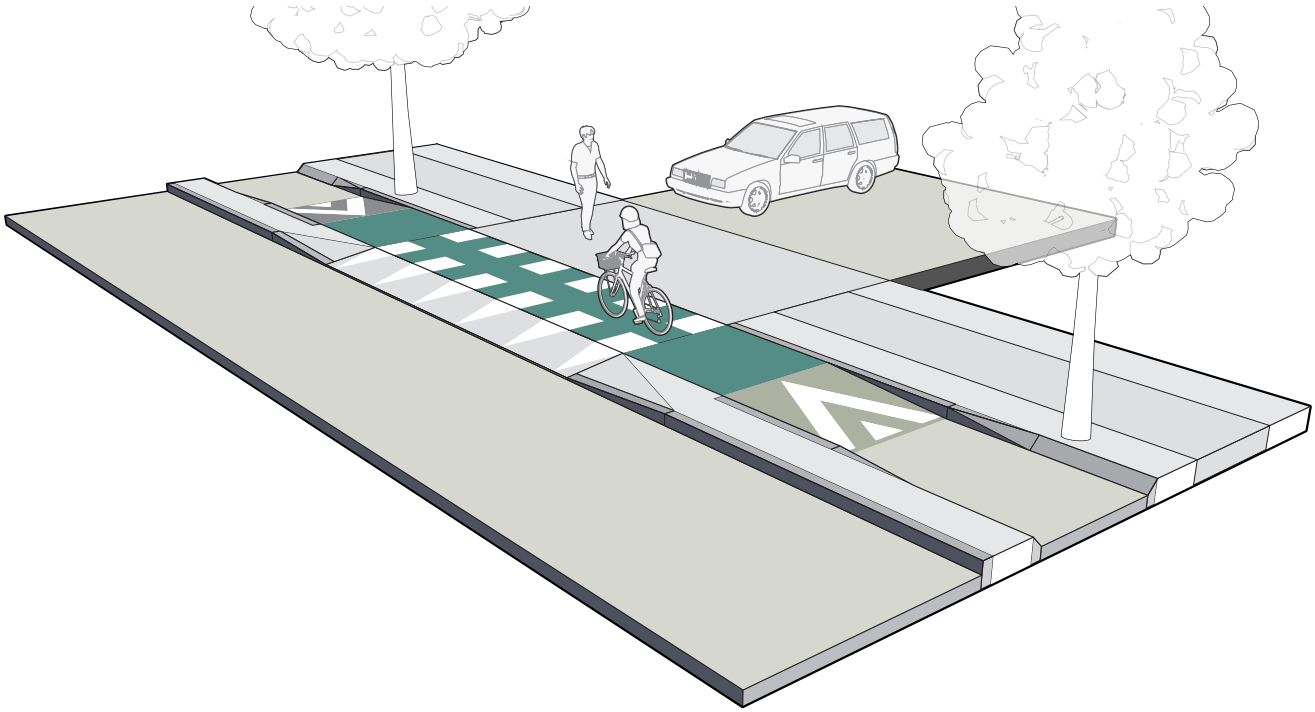
FHWA. Separated Bike Lane Guide.

Manual on Uniform Traffic Control Devices. 2009.

NACTO. Urban Bikeway Design Guide. 2012.

DRIVEWAYS

Most bicycle facilities will need to cross streets, driveways, or alleys at multiple locations along a corridor. At these locations, the crossings should be designed to 1) delineate a preferred path for people bicycling through the intersection and 2) to encourage driver yielding behavior, where applicable. Bicycle crossings may be supplemented with green pavement, yield lines, and/or regulatory signs.



APPLICATION

+ Whenever a bicycle lane intersects with a high traffic driveway special treatment should be taken to reduce conflict.

CONSIDERATIONS

+ Supplemental yield lines, otherwise known as shark's teeth, can be used to indicate priority for people bicycling and may be used in advance of unsignalized crossings at driveways, at signalized intersections where motorists may turn across a bicycle crossing during a concurrent phase, and in advance of bicycle crossings located within roundabouts.
+ Raised bicycle crossings further promote driver yielding behavior by slowing their speed before the crossing and increasing visibility of people bicycling.
+ The bicycle crossing should be a minimum of 6 feet wide for one-way travel and 10 feet wide for two-way travel, as measured from the outer edge of the elephant's feet. Bicycle lane symbol markings should be avoided in bicycle crossings. Directional arrows are preferred within two-way bicycle crossings. Two-way crossings should also be indicated with warning signage for drivers entering and exiting the driveway.
+ Dashed green-colored pavement may be used in the bicycle crossing to increase the visibility of the crossing where permitted conflicts occur. Green color may be desirable at crossings where concurrent vehicle crossing movements are allowed and where sightlines are constrained, or where motor vehicle turning speeds exceed 10 mph.

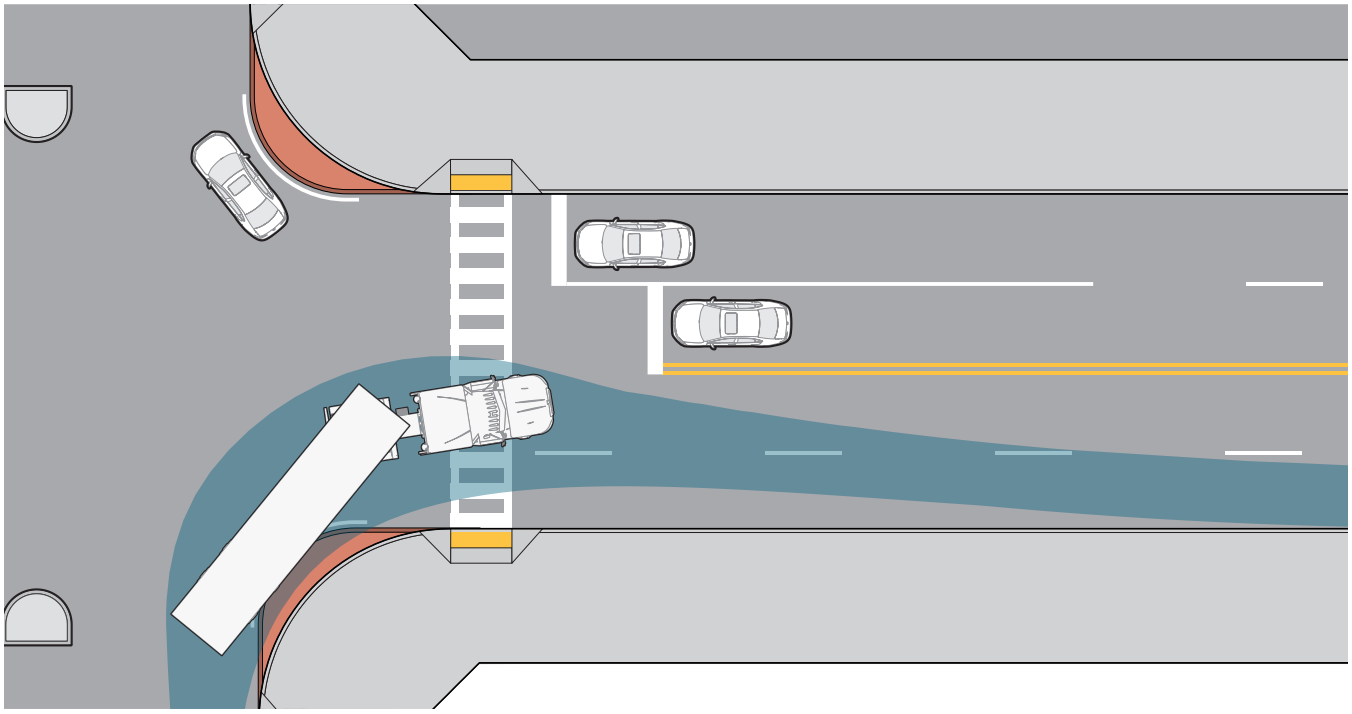
REFERENCES

FHWA. Separated Bike Lane Planning and Design Guide. 2015.

MassDOT. Separated Bike Lane Planning & Design Guide. 2016.

TRUCK APRONS

In locations where large vehicles make occasional turns, designers can consider mountable truck aprons. Mountable truck aprons deter passenger vehicles from making higher-speed turns, yet accommodate the occasional large vehicle without encroachment or off-tracking into pedestrian waiting areas. Mountable truck aprons should be visually distinct from the adjacent travel lane and sidewalk.



APPLICATION

- Mountable truck aprons are a solution that can reduce turning speeds for passenger vehicles while accommodating the offtracking of larger vehicles where a larger corner radius is necessary.
- While bicyclist and pedestrian safety is negatively impacted by wide crossings, bicyclists and pedestrians are also at risk if the curb radius is too small. Curb radii that are too small for large vehicles to navigate can result in the rear wheels of a truck tracking over queuing areas at the corner. Maintenance problems are also caused when trucks must regularly drive over street corners to make turns.

CONSIDERATIONS

- Mountable truck aprons are part of the traveled way and as such should be designed to discourage pedestrian or bicycle refuge.
- Bicycle stop bars, detectable warning panels, traffic signal equipment and other intersection features must be located behind the mountable surface area.
- The mountable surface should be visually distinct from the adjacent travel lane, sidewalk and separated bike lane.
- The heights of mountable areas and curbs should be no more than 3 inches above the travel lane to accommodate lowboy trailers.

REFERENCES

FHWA. Achieving Multi-modal Networks: Applying Design Flexibility and Reducing Conflicts. 2016.

MassDOT Separated Bike Lane Planning & Design Guide. 2016.

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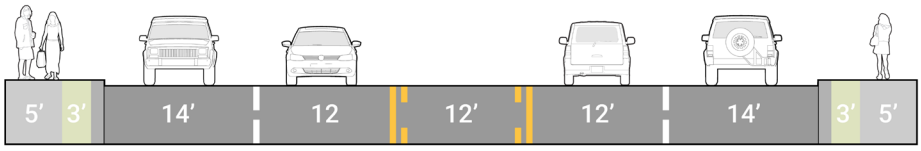
FACILITY IMPLEMENTATION STRATEGIES

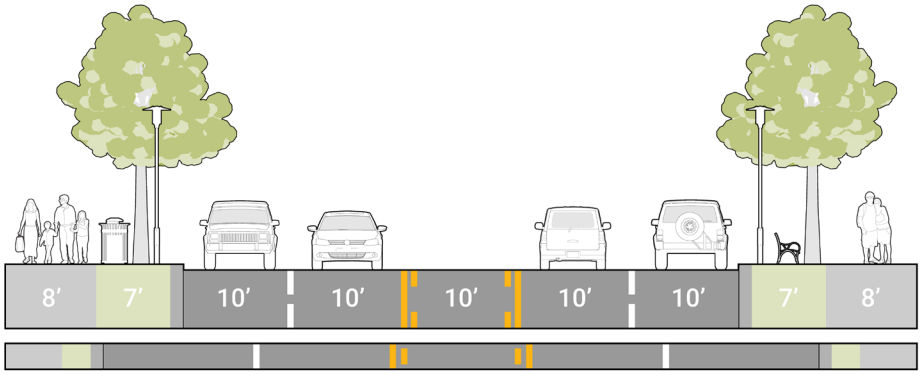
LANE NARROWING

Lane narrowing can improve comfort and safety for vulnerable road users. Narrowing lanes creates space that can be reallocated to other modes, in the form of wider sidewalks, bike lanes, and buffers between cyclists, pedestrians and motor vehicles. Space can also be dedicated to plantings and amenity zones, and reduces crossing distances at intersections.

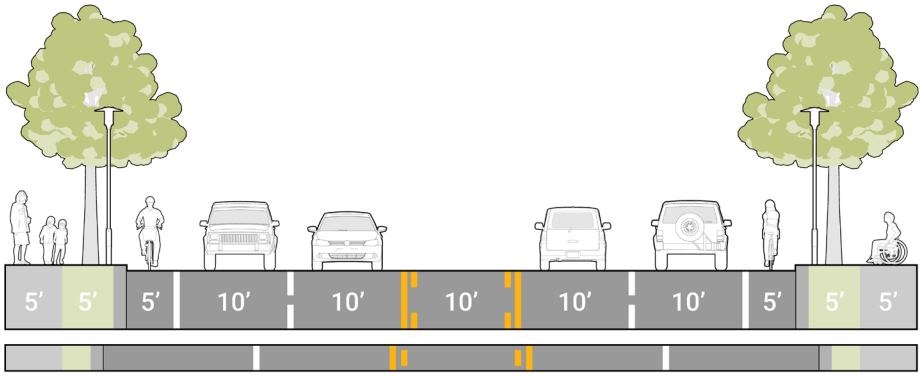
Roadway before narrowing



Narrowing motor vehicle lanes to increase sidewalk and amenity zones



Narrowing motor vehicle lanes to increase amenity zone and add bicycle lanes



APPLICATION

+ Motor vehicle travel lanes as narrow as 10 feet are allowed in low-speed environments (45 mph or less) according to the AASHTO Green Book.
+ 10-foot travel lanes are not recommended on 4-lane undivided arterial roadways, but may be considered where speeds are 30 mph or less and truck use is low

CONSIDERATIONS

+ Narrowing existing motor vehicle lanes may result in enough space to create separated bicycle lanes, widened sidewalks and buffers, or a combination of on-street bike lanes and enhancements to the pedestrian corridor.
+ Narrower lanes can contribute to lower operating speeds along the roadway, which may be appropriate in dense, walkable corridors.

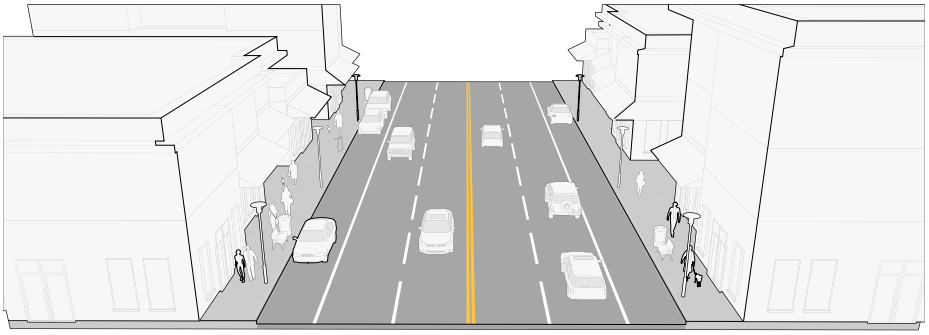
REFERENCES

AASHTO. Green Book. 2011.

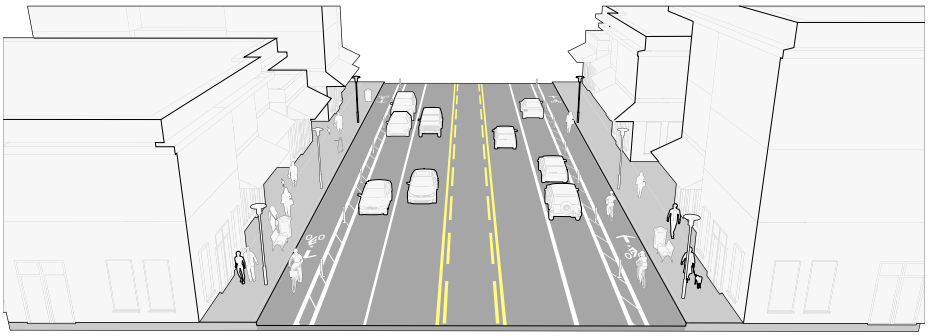
FHWA. Achieving Multi-modal Networks: Applying Design Flexibility and Reducing Conflicts. 2016.

LANE RECONFIGURATION (ROAD DIET)

Road diets are the reconfiguration of one or more travel lanes to calm traffic and provide space for bicycle lanes, turn lanes, streetscapes, wider sidewalks, and other purposes. Four- to three-lane conversions are the most common road diet, however, there are numerous types (e.g., three- to two-lanes, or five- to three-lanes).



Typical 4-lane road with on-street parking



Three-lane road diet (with center two-way left-turn lane), with on-street parking and separated bicycle lanes

APPLICATION

+ Lane reconfiguration is a great tool for reducing collisions and injuries, improving pedestrian crossings and providing designated space for bicyclists. Road diets improve safety as they reduce conflict points and lead to fewer and less severe collisions.

CONSIDERATIONS

+ Four-lane streets with volumes less than 15,000 vehicles per day are generally good candidates for four- to three-lane conversions.
+ Four-lane streets with volumes between 15,000 to 20,000 vehicles per day may be good candidates for four- to three-lane conversions. A traffic analysis is needed to determine feasibility.
+ Six-lane streets with volumes less than 35,000 vehicles per day may be good candidates for six- to five-lane (including two-way center turn lane) conversions. A traffic analysis is needed to determine feasibility.

REFERENCES

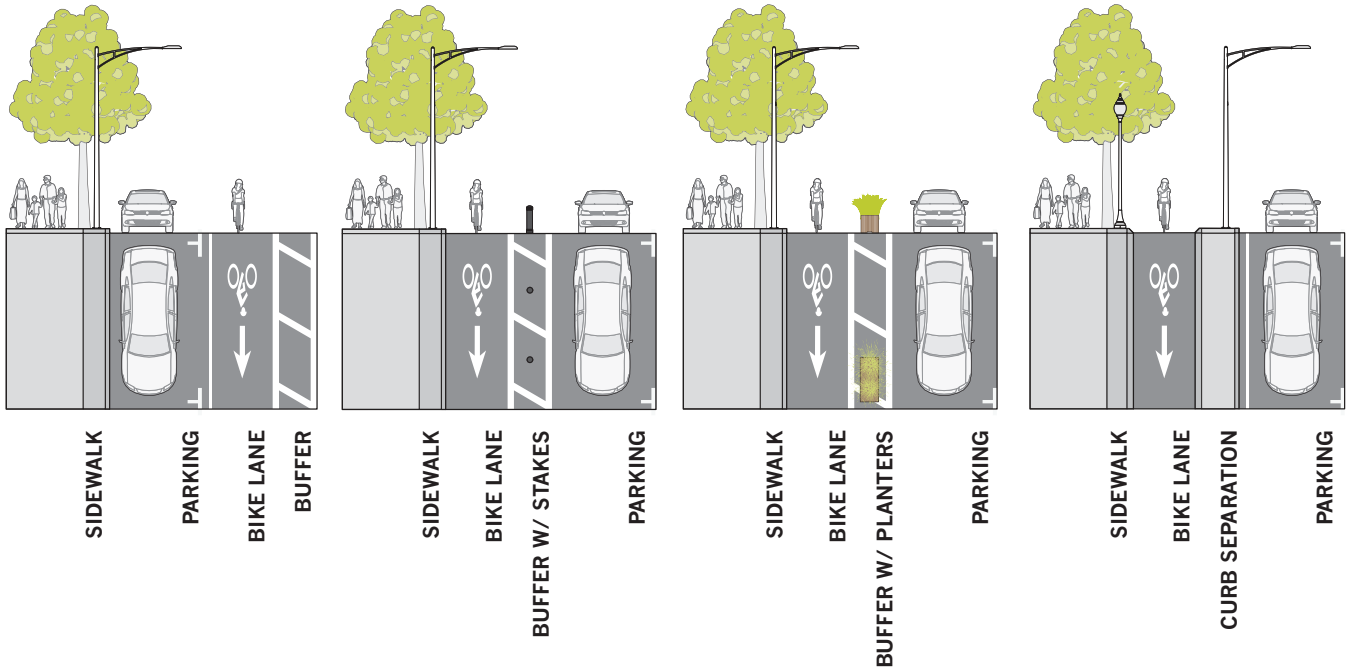
Dr. Ata M. Kahn, P.E., ITE Journal, Washington, D.C.

FHWA Road Diet Guide. 2014.

NACTO Urban Street Design Guide .2013.

EVOLUTION OF A BIKE LANE

Separated bike lanes have been implemented in many cases as low-cost retrofit projects (e.g. using flex posts and paint within the existing right-of-way). More permanent forms of separation, such as curb-protected bike lanes, cost more and are less flexible once implemented. A phased implementation approach, where "pilot" projects transition to permanent protected bike lanes may solve both of these problems, by implementing the facility slowly and troubleshooting before permanent materials and high costs are necessary.



Progression from pilot project to separated bike lane

CONSIDERATIONS

Lower-cost retrofits or demonstration projects allow for quick implementation, responsiveness to public perception and on-going evaluation. Separation types for short-term separated bike lane designs often include non-permanent separation, such as flexible delineator posts, planters or parking stops. Pilot projects allow the agency to:

- Test the separated bike lane configuration for bicyclists and traffic operations
- Evaluate public reaction, design performance, and safety effectiveness
- Make changes if necessary
- Transition to permanent design

GUIDANCE

- Permanent separation designs provide a high level of protection and often have greater potential for placemaking, quality aesthetics, and integration with features such as green stormwater infrastructure. Agencies often implement permanent separation designs by leveraging private development (potentially through developer contribution), major capital construction, and including protected bike lanes in roadway reconstruction designs. Examples of permanent separation materials include rigid bollards, raised medians and grade-protected bike lanes at an intermediate or sidewalk level.

REFERENCES

FHWA. Separated Bike Lane Planning and Design Guide. 2015.

NACTO. Urban Street Design Guide. 2013.

DEMONSTRATION PROJECTS

Demonstration projects can be effective ways to introduce new infrastructure treatments and test alternative designs with minimal levels of investment. Typically, demonstration projects are planned with a definite life span (such as two weeks to three months) and usually occur during warm-weather months when bicycle ridership is highest. The planned duration of a demonstration determines the level of detail and needed durability of materials used.

This two-way separated bike lane was installed on S. Broadway in Denver as a demonstration project.

CONSIDERATIONS

Demonstration projects provide an opportunity for agencies to test various bicycle facility design configurations and gauge public acceptance of the installation. These types of projects should be implemented in areas with known bicycle activity, where the demonstration project is likely to seen frequent use by bicyclists.

Gathering public input on the project is an important step in the demonstration project process. Websites can be useful tools to solicit feedback through surveys or other interactive forums.

Temporary installations should be designed to be as attractive as possible in order to dissuade feedback based primarily on the aesthetics, rather than the merits, of the project.

GUIDANCE

- The bicycle facility design used in a demonstration project should closely resemble the design that would be implemented in a permanent installation. This consistency is important when gauging public support and setting community expectations.
- Many demonstration projects are constructed using temporary materials such as flex posts or moveable planter boxes. Using cost-efficient materials allows for easy modification during testing. If the design is later made permanent, materials such as concrete curbing or irrigated planter boxes may be used instead.

REFERENCES

FHWA. Separated Bike Lane Planning and Design Guide. 2015.

NACTO. Urban Street Design Guide. 2013.

SUPPORTIVE AMENITIES

BICYCLE ROUTING / DESTINATION WAYFINDING

Wayfinding is a highly visible way to improve bicycling in an area because it helps identify the best routes to destinations, helps people overcome a barrier of not knowing where to ride, and reminds motorists to anticipate the presence of bicyclists. A wayfinding system typically combines signage and pavement markings to guide bicyclists along preferred routes to destinations across the community, county, or region. The routes may or may not be numbered, named, or color-coded. Signs may also indicate distances or travel time to destinations. Similar wayfinding systems can be devised for pedestrian travel.

APPLICATION

- Basic bicycle route signs consist of a MUTCD-style "Bike Route" sign (D11-1 shown above) placed every half mile on a bike route and on the approach to bike routes at decision points. Unique numbered or named routes can be designated and can incorporate a route name or agency logos.
- Bike route signs can be supplemented with "fingerboard" panels showing destinations, directions, and distances (MUTCD D1 series, shown in photo).
- Place directional signs on the near side of intersections and confirmation signs on the far side of intersections.

CONSIDERATIONS

A bicycle wayfinding protocol should coordinate with bicycle route maps and provide three general forms of guidance:

- Decision assemblies, which consist of Bike Route identification and optional destination fingerboards, placed at decision points where routes intersect or on the approaches to a designated bike route.
- Turn assemblies, which consist of Bike Route panels and arrow plaques, placed where a designated bike route turns from one street to another.
- Confirmation assemblies, which consist of Bike Route panels and optional destination fingerboards, placed on the far side of intersections to confirm route choice and the distance (and optionally, time) to destinations.

Sign design can be customized to add distinct community branding, but the clarity and accuracy of the information must be the top priority.

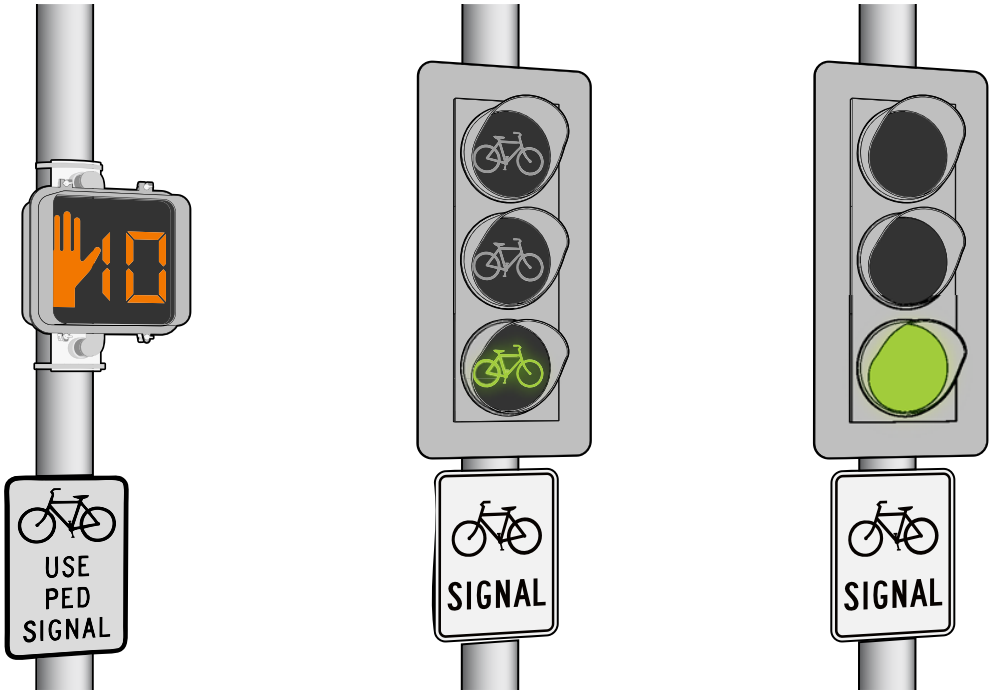
REFERENCES

Manual on Uniform Traffic Control Devices. 2009.

NACTO. Urban Bikeway Design Guide. 2012.

BICYCLE SIGNALS, DETECTION, ACTUATION

Bicyclists have unique needs at signalized intersections. Bicycle movements may be controlled by the same indications that control motor vehicle movements, by pedestrian signals, or by bicycle-specific traffic signals. The introduction of separated bike lanes creates situations that may require leading or protected phases for bicycle traffic, or place bicyclists outside the cone of vision of existing signal equipment. In these situations, provision of signals for bicycle traffic will be required.



APPLICATION

- A stationary, or "standing", cyclist entering the intersection at the beginning of the green indication can typically be accommodated by increasing the minimum green time on an approach per the 2012 AASHTO Guide for the Development of Bicycle Facilities.
- A moving, or "rolling", bicyclist approaching the intersection towards the end of the phase can typically be accommodated by increases to the red times (change and clearance intervals) per the 2012 AASHTO Guide for the Development of Bicycle Facilities.
- Set loop detectors to the highest sensitivity level possible without detecting vehicles in adjacent lanes and field check. Type D and type Q loops are preferred for detecting bicyclists.

CONSIDERATIONS

- Bicycle-specific signals may be appropriate to provide additional guidance or separate phasing for bicyclists per the 2012 AASHTO Guide for the Development of Bicycle Facilities.
- It may be desirable to install advanced bicycle detection on the intersection approach to extend the phase, or to prompt the phase and allow for continuous bicycle through movements.
- Video detection, microwave and infrared detection can be an alternate to loop detectors.
- Another strategy in signal timing is coordinating signals to provide a "green wave", such that bicycles will receive a green indication and not be required to stop. Several cities including Portland, OR and San Francisco, CA have implemented "green waves" for bicycles.

REFERENCES

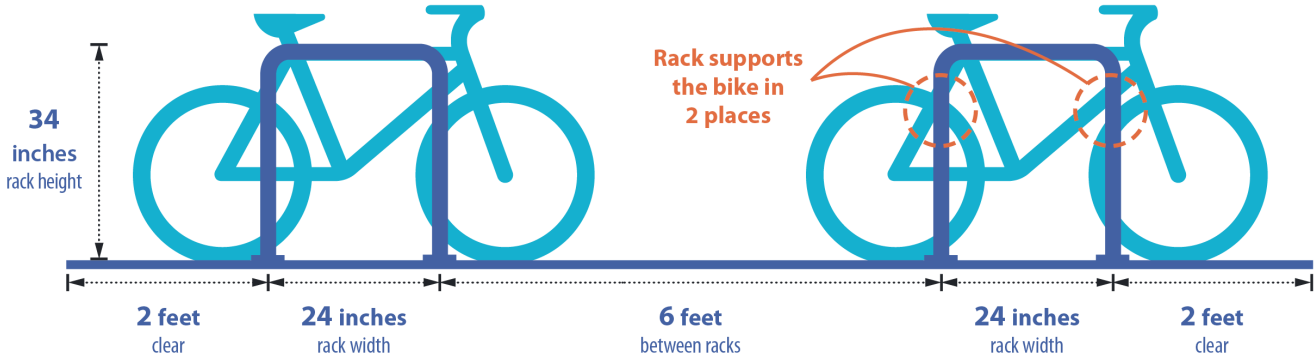
AASHTO. Guide for the Development of Bicycle Facilities. 2012.

Manual on Uniform Traffic Control Devices. 2009.

NACTO. Urban Bikeway Design Guide. 2012.

SHORT-TERM BICYCLE PARKING

Bicycle parking enhances the effectiveness of bicycle networks by providing locations for the secure storage of bicycles during a trip. Bicycle parking enables bicyclists to secure their bicycles while patronizing businesses, recreating, and going to work. Bicycle parking requires far less space than automobile parking-- in fact, 10 bicycles can typically park in the area needed for a single car.



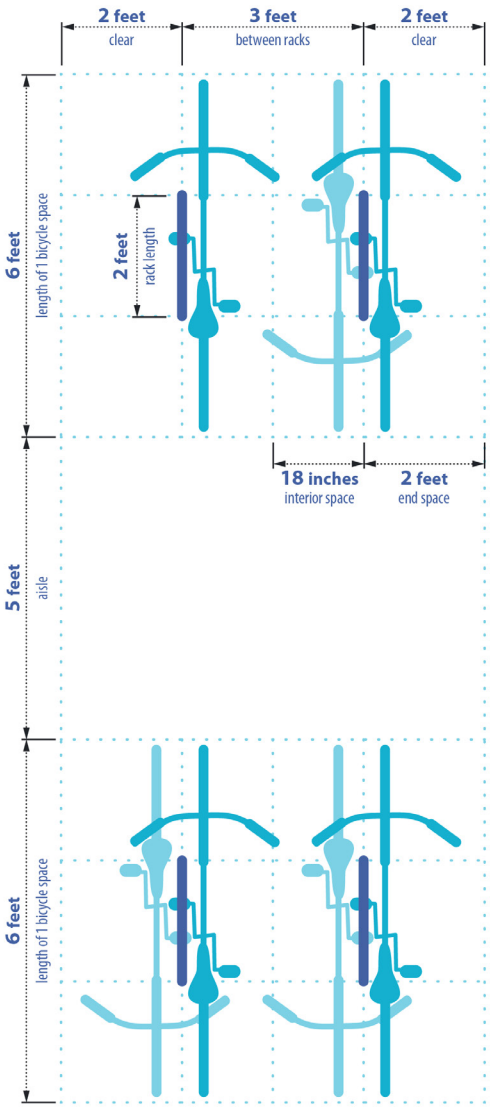
APPLICATION

+ Bicycle parking consists of a rack that supports the bicycle upright and provides a secure place for locking. Bicycle racks should be permanently affixed to a paved surface. Movable bicycle racks are only appropriate for temporary use, such as at major community gatherings.

CONSIDERATIONS

+ Bicycle parking facility should not obstruct pedestrian traffic or interfering with the use of the pedestrian areas.
+ Each parked bicycle should be accessible without moving another bicycle.
+ On-street bicycle parking is intended for short term use.
+ Multiple types of racks exist, but all should adhere to guidance pictured above regarding providing two points of contact for bike frame to prevent bikes from falling.

Two spaces per rack



REFERENCES

Manual on Uniform Traffic Control Devices. 2009.

NACTO. Urban Street Design Guide. 2013.

LONG-TERM BICYCLE PARKING

Long-term bicycle parking is intended to provide sheltered and secure bicycle storage for residents, employees and long-term visitors who are leaving their bicycles in a residential or commercial building for several hours or longer and therefore need their bicycles to be protected from vandalism, theft and the elements.

APPLICATION

Lockers should be:

- Clearly marked as a long-term bicycle parking space.
- Located no lower than the first complete parking level below grade, and no higher than the first complete parking level above grade.
- Available and accessible to all building tenants during the buildings hours of operation and at all times for residents in residential contexts.
- Located in a well-lit, visible location near the main entrance or elevators.
- Separated from vehicle parking by a barrier that minimizes the possibility of a parked bicycle being hit by a car.
- Securely anchored.
- Well-maintained and well lit.

CONSIDERATIONS

A bicycle locker is a secure, locked box that stores a single bicycle and provides:

- Highly secure bicycle storage in an enclosed box.
- Direct or indirect access to the street or sidewalk depending on whether it is located in a parking garage or at street level.
- Varying amount of conflict with automobiles depending on whether it is located in a parking garage or at street level.
- Long-term bicycle parking can also be provided indoors. This can be located within businesses or offered as a locked public facility, accessible with the same key card technology as bicycle lockers.

REFERENCES

Manual on Uniform Traffic Control Devices. 2009.

NACTO. Urban Street Design Guide. 2013.

SECTION 3:
PEDESTRIAN TREATMENTS

PEDESTRIAN FACILITIES & AMENITIES

ELEMENTS OF A STREETSCAPE

Sidewalks play a critical role in the character, function, enjoyment, and accessibility of neighborhoods, main streets, and other community destinations. In addition to providing space for pedestrians separated from motor vehicles, the space between property lines and curbs also accommodates street trees and other plantings, stormwater infrastructure, street lights, and bicycle racks. This section defines those zones and provides considerations for better activating the streetscape to enhance peoples' experiences.

ZONES

Frontage Zone:

The Frontage Zone is the area of sidewalk that immediately abuts buildings along the street. In residential areas, the Frontage Zone may be occupied by front porches, stoops, lawns, or other landscape elements that extend from the front door to the sidewalk edge. The Frontage Zone of commercial properties may include architectural features, outdoor displays, café seating, awnings, signage, etc. Frontage Zones may vary widely in width from just a few feet to several yards.

Pedestrian Zone:

Also known as the "walking zone," the Pedestrian Zone is the portion of the sidewalk space used for active travel. For it to function, it must be kept clear of any obstacles and be wide enough to comfortably accommodate expected pedestrian volumes (as anticipated by density and adjacent land use) including those using mobility assistance devices, pushing strollers, or pulling carts.

Amenity Zone:

The Amenity Zone, or "landscape zone," lies between the curb and the Pedestrian Zone. This area is occupied by fixtures such as street lights, trees, bicycle racks, parking meters, signposts, signal boxes, benches, trash and recycling receptacles, and other amenities. In commercial areas, it is typical for this zone to be hardscape pavement, pavers, or tree grates. In residential, or lower intensity areas, it is commonly a planted strip.

Frontage, Pedestrian and Amenity Zones

CONSIDERATIONS

+ Vibrant street walls with active uses adjacent to the sidewalk are particularly valuable and are essential to Main Street contexts. Where an active use adjacent to the sidewalk is not feasible, visually engaging walls should be provided adjacent to the street.

+ Outdoor dining opportunities contribute to a lively street environment and add economic value by enabling private commercial activity to spill into the public environment of the street. Sidewalk cafés are encouraged in Main Street contexts and other areas with commercial activity.

+ Planting in the public right-of-way typically occurs in the Amenity Zone; however, this is not the only place that can accommodate planting. Wherever there is an opportunity for landscape features, street or development projects should also look for opportunities to incorporate best management practices (BMPs), such as rain gardens. The preferred BMPs for use in the right-of-way are above-grade systems located within the sidewalk that treat stormwater runoff from adjacent roads and sidewalks.

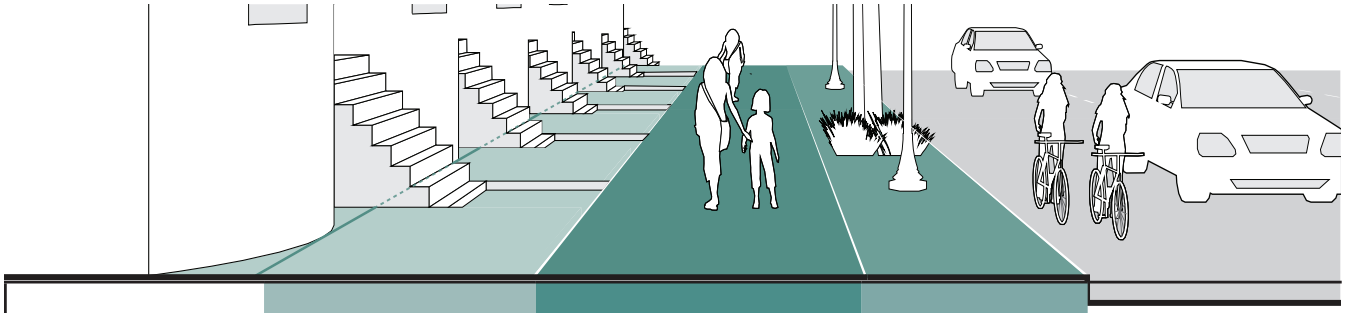
+ While there are some exceptions, most street furniture installation is installed in the Amenity Zone. For example, on occasion bicycle parking may be installed in the frontage zone if it is sufficiently wide enough to accommodate it. Regardless, street furniture should not impede movement in the Pedestrian Zone.

+ Seating is most commonly located in the Amenity Zone of the street, but may also be placed in the Frontage Zone. Seating in the Amenity Zone should generally face away from the street and toward the sidewalk or be aligned perpendicular to the curb. Seating in the Frontage Zone should face the street.

+ The Amenity Zone can also provide an emergency repository for snow cleared from streets and sidewalks, although snow storage should not impede access to or use of important mobility fixtures such as parking meters, bus stops, and curb ramps. Stormwater BMPs are commonly located in the Amenity Zone.

PREFERRED WIDTHS FOR SIDEWALK ZONES

The width of the various sidewalk zones will vary given the street type, the available right-of-way, scale of the adjoining buildings and the intensity and type of uses expected along a particular street segment. A balanced approach for determining the sidewalk width should consider the character of the surrounding area and the anticipated pedestrian activities. For example, is the street lined with retail that encourages window shopping or does it connect a residential neighborhood to a commercial area where pedestrians frequently need to pass one another? Does the scale of the buildings and the character of the street indicate a need for a wider sidewalk?



Street Type	Frontage Zone door swings, awnings, café seating, retail signage and displays, building projections	Pedestrian Zone zone should be clear of any and all fixed obstacles; clear space for pedestrian travel only.	Amenity Zone street lights and utility poles, street trees, bicycle racks, parking meters, transit stops, stormwater facilities, street furniture and signage	Preferred Total Width
Transit Station Areas	2 to 5 feet	6 to 15 feet	6 to 10 feet	14 to 30 feet
School Zones	2 to 6 feet	6 to 10 feet	6 to 10 feet	14 to 22 feet
Downtown/Urban Centers/Main Streets	2 to 6 feet	6 to 18 feet	6 to 10 feet	14 to 30 feet
Suburban Commercial	2 feet	6 to 8 feet	6 to 7 feet	14 to 17 feet
Suburban Areas/Residential Developments	2 feet	6 feet	5 to 7 feet	11 to 13 feet
Rural Areas	N/A	6 to 10 feet	5 to 10 feet	11 to 20 feet

CONSIDERATIONS

+ In locations with severely constrained rights-of-way, it is possible to provide a narrower Frontage Zone and Pedestrian Zone. Sidewalk width is based on local context, therefore in retrofit locations where development is not occurring and where existing building are anticipated to remain, 5-foot-wide sidewalks may be adequate.
+ Frontage Zones used for sidewalk cafés are a special condition and should generally be no less than 6 feet in width.
+ Where on-street parking is not present, the wider dimensions should be provided.
+ The provision of tree wells or landscape strip within the Amenity Zone will be based on the existing or planned character of the neighborhood.
+ Sidewalk stormwater facilities (including rain gardens) require a minimum of 7 feet of width for the Amenity Zone. The final dimensions will be established based on the context of each landscape area. Where stormwater facilities are not provided in the Amenity Zone, this area may be at the lower end of the range.

REFERENCES

NACTO. Urban Street Design Guide. 2013.

Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). 2011.

CURB RAMPS

The transition for pedestrians from the sidewalk to the street is provided by a curb ramp. The designs of curb ramps are critical for all pedestrians, but particularly for people with disabilities. The ADA Standards require all pedestrian crossings be accessible to people with disabilities by providing curb ramps at intersections and midblock crossings as well as other locations where pedestrians can be expected to enter the street. Curb ramps also benefit people pushing strollers, grocery carts, suitcases, or bicycles.

APPLICATION

+ At all intersections where pedestrians are permitted and expected to cross the street per ADA requirements.

CONSIDERATIONS

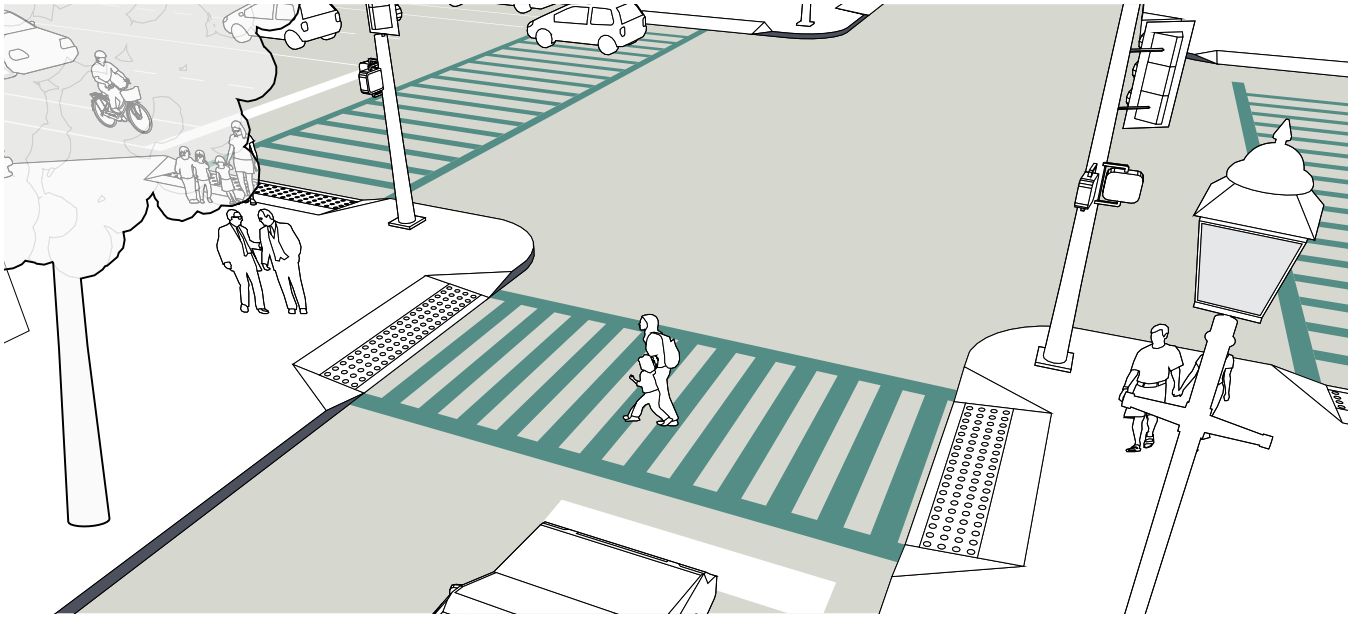
+ Furnishing zones or terraces (the space between the curb and sidewalk) of 7' of width provide just enough space at intersections for curb ramps to gain sufficient elevation to a sidewalk.
+ Separate curb ramps should be provided for each crosswalk at an intersection rather than a single ramp at a corner for both crosswalks. The separate curb ramps improve orientation for visually impaired pedestrians by directing them toward the correct crosswalk.
+ Curb ramps are required to have landings. Landings provide a level area with a cross slope of 2% or less in any direction for wheelchair users to wait, maneuver into or out of a ramp, or bypass the ramp altogether. Landings should be 5' by 5' and shall, at a minimum, be 4' by 4'.
+ Consider providing wider curb ramps in areas of high pedestrian volumes and crossing activities.
+ Flares are required when the surface adjacent to the ramp's sides is walkable, however, they are unnecessary when this space is occupied by a landscaped buffer. Excluding flares can also increase the overall capacity of a ramp in high-pedestrian areas.

REFERENCES

Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). 2011.

MARKED CROSSWALKS

Legal crosswalks exist at all locations where sidewalks meet the roadway, regardless of whether pavement markings are present. Drivers are legally required to yield to pedestrians at intersections, even when there are no pavement markings. Providing marked crosswalks communicates to drivers that pedestrians may be present, and helps guide pedestrians to locations where they should cross the street. In addition to pavement markings, crosswalks may include signals/beacons, warning signs, and raised platforms.



APPLICATION

- There are many different styles of marked crosswalk striping and some are more effective than others. Ladder and continental striping patterns are more visible to drivers.
- Raised crossings can calm traffic and increase the visibility of pedestrians.

CONSIDERATIONS

- Place marked crosswalks on all legs of signalized intersections, in school zones, and across streets with more than minimal levels of traffic.
- Marked crosswalks should be at least 10 feet wide or the width of the approaching sidewalk if it is greater. In areas of heavy pedestrian volumes (such as Transit Station Areas, School Zones, and Main Streets), marked crosswalks can be up to 25 feet wide.
- Stop lines at stop-controlled and signalized intersection approaches should be striped no less than 4 feet and no more than 30 feet from the edge of marked crosswalks.
- For enhanced crossing treatments, refer to the section of this guide addressing Rectangular Rapid Flashing Beacons and HAWK Pedestrian Signals.
- Marked crosswalks should be oriented perpendicular to streets, minimizing crossing distances and therefore limiting the time that pedestrians are exposed.

REFERENCES

ADA Accessibility Guidelines. 2004.

Manual on Uniform Traffic Control Devices. 2009.

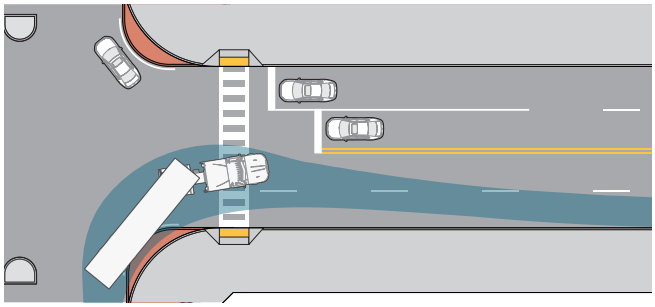
NACTO. Urban Street Design Guide. 2013.

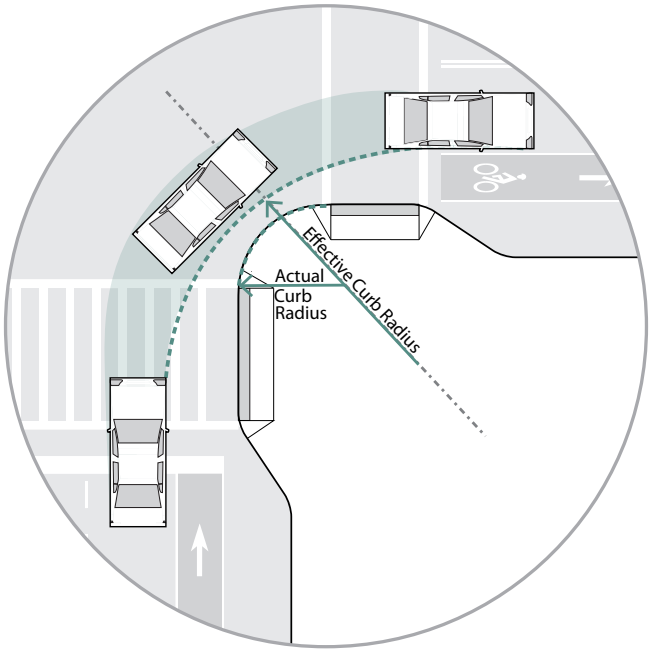
Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). 2011.

Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations: Final Report and Recommended Guidelines. 2005.

CORNERS AND CURB RADII

Pedestrian safety and comfort is enhanced by smaller curb radii, which shorten crossing distances for pedestrians and reduce vehicle turning speeds. However, streets must accommodate large turning vehicles, including school buses and transit vehicles. One of the most challenging aspects of intersection design is to determine methods of accommodating large vehicles while keeping intersections as compact as possible. This requires a great deal of design flexibility and engineering judgment, as each intersection is unique in terms of the angles of the approach and departure, the number of travel lanes, the presence of a median, and a number of other features that fundamentally impact corner design.





APPLICATION

- The design vehicle should be selected according to the types of vehicles using the intersection with considerations to relative volumes and frequencies. In most cases, the curb radii are based on a Single Unit vehicle with a 42-foot turning radius. If accommodations are needed for a larger design vehicle, a radius evaluation based on this larger vehicle would be required. Examples of typical turning templates would include a SU, WB-40, WB-50, WB-60 and WB-62.
- Intersection design should strive for the minimum curb radius that accommodates a frequent design vehicle. The maximum curb radii are shown below.

CONSIDERATIONS

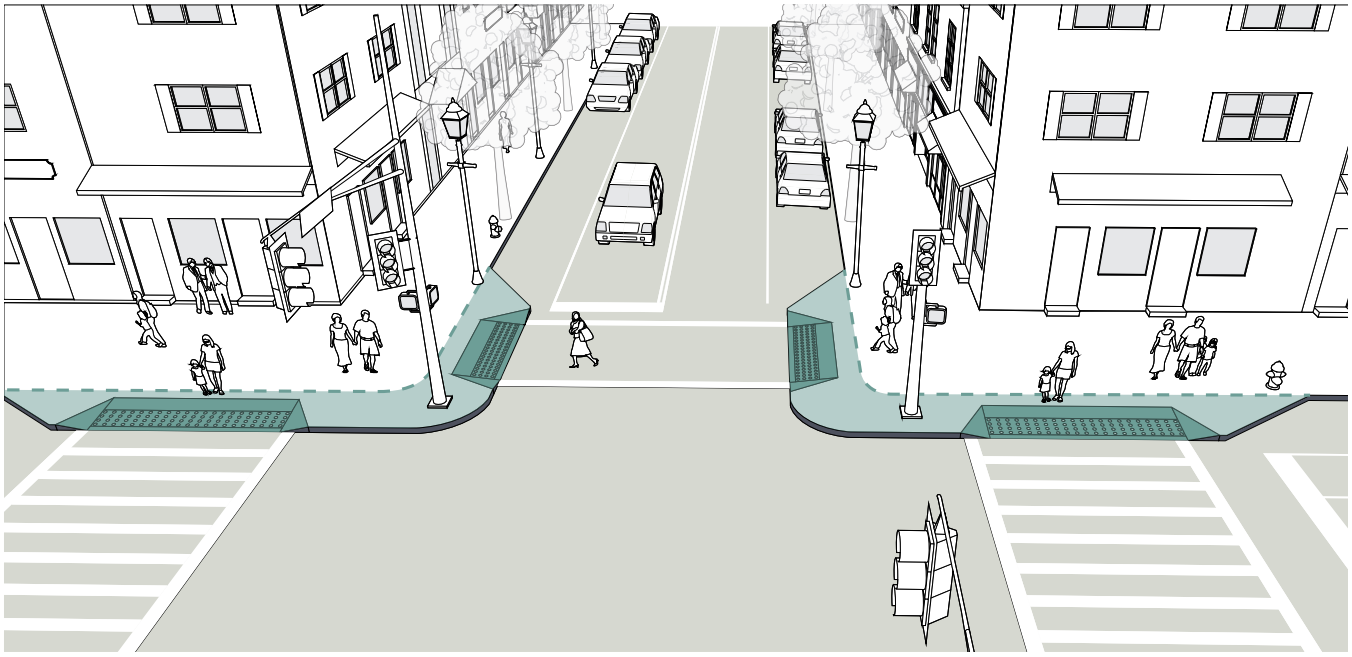
- At signalized intersections, corner design should assume that a large vehicle will use the entire width of the receiving lanes on the intersecting street.
- In some cases, it may be possible to allow a large turning vehicle to encroach on the adjacent travel lane on the departure side (on multi-lane roads) to make the turn.
- Mountable truck aprons deter passenger vehicles from making higher-speed turns, but accommodate the occasional large vehicle without encroachment or off-tracking into pedestrian areas. Mountable truck aprons should be visually distinct from the adjacent travel lane and sidewalk.

REFERENCES

NACTO. Urban Streets Design Guide. 2013.

CURB EXTENSIONS

Curb extensions, also known as neckdowns, bulb-outs, or bump-outs, are created by extending the sidewalk at corners or mid-block. Curb extensions are intended to increase safety, calm traffic, and provide extra space along sidewalks for users and amenities. In addition to shortening crossing distances, curb extensions can be used to change the geometry of intersections resulting in smaller corner radii and slowing turning motor vehicles.



APPLICATION

- Curb extensions should be considered only where parking is present or where motor vehicle traffic deflection is provided through other curbside uses such as bicycle share stations or parklets. They cannot be installed where the curbside lane is a vehicle travel lane.
- Curb extensions are particularly valuable in locations with high volumes of pedestrian traffic, near schools, at unsignalized pedestrian crossings, or where there are demonstrated pedestrian safety issues.

CONSIDERATIONS

- The turning needs of emergency and larger vehicles should be considered in curb extension design.
- Care should be taken to maintain direct routes across intersections by aligning pedestrian desire lines on either side of the sidewalk. Curb extensions often make this possible as they provide extra space for grade transitions.
- Consider providing a 20' long curb extension to restrict parking within 20' of an intersection to enhance visibility.
- When curb extensions conflict with turning movements, reducing the width and/or length of the curb extension should be prioritized over elimination.
- Emergency access is often improved through the use of curb extensions because intersections are kept clear of parked cars.

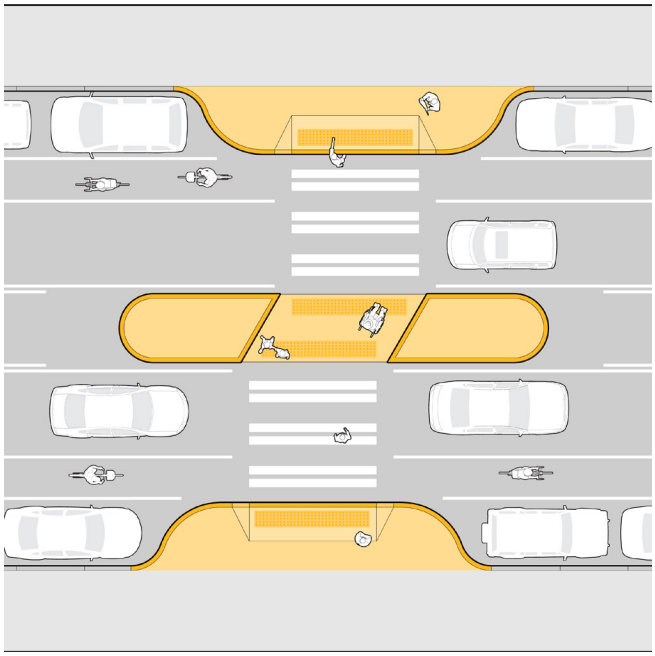
REFERENCES

AASHTO. Guide for the Development of Bicycle Facilities. 2012.

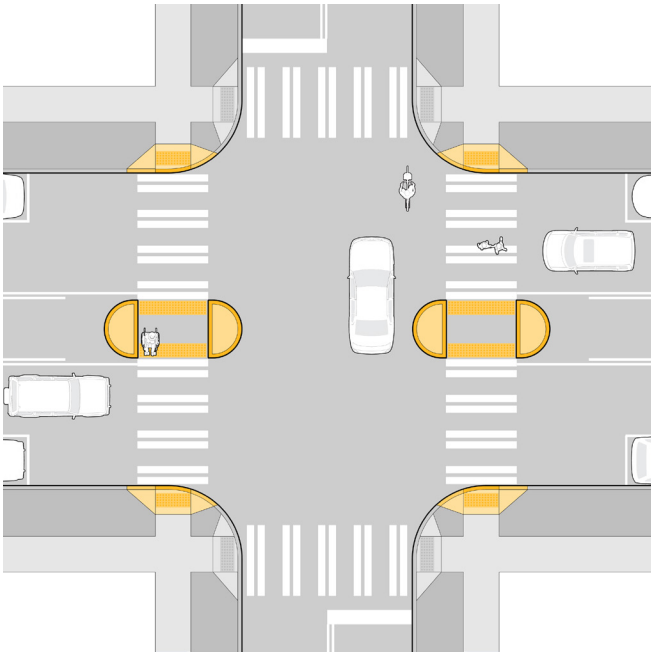
NACTO. Urban Street Design Guide. 2013- Curb Extensions.

CROSSING ISLAND

Crossing islands are raised islands that provide a pedestrian refuge and allow multi-stage crossings of wide streets. They can be located mid-block or at intersections and along the centerline of a street, as roundabout splitter islands, or as "pork chop" islands where right-turn slip lanes are present.



Mid-block Crossing Island with Curb Extensions



Intersection Crossing Islands (Left Turns Prohibited)

APPLICATION

- Medians can provide a place of refuge for pedestrians, allowing them to cross one direction of traffic at a time.
- On a local road with relatively low traffic speeds and volumes, placing a raised median or crossing island might be done for aesthetic considerations or special pedestrian crossing characteristics and volumes.
- On a collector road with moderate-to-high traffic speeds and volumes, or on multi-lane roadways, a raised median or crossing island installation should be strongly considered.
- Should a midblock crossing be provided along a multilane arterial, a raised median or crossing island and supplementary traffic control devices are desirable.

CONSIDERATIONS

- There are two primary types of crossing islands. The first type provides a cut-through of the island, keeping pedestrians at street-grade. The second type ramps pedestrians up above street grade and may present challenges to constructing accessible curb ramps unless they are more than 17' wide (accommodating for ramp width and landing area).
- Crossing islands should be considered where crossing distances are greater than 50 feet. For long distances, islands can allow multi-stage crossings, which in turn allow shorter signal phases.
- Crossing islands can be coupled with other traffic calming features, such as partial diverters and curb extensions at mid-block and intersection locations.
- At mid-block crossings where width is available, islands should be designed with a stagger, or in a "Z" pattern, encouraging pedestrians within the median to face oncoming traffic before crossing.

REFERENCES

NACTO. Urban Street Design Guide. 2013.

Manual on Uniform Traffic Control Devices. 2009.

PEDESTRIAN SIGNALS

Pedestrian signal heads display the three intervals of the pedestrian phase: (1) The Walk Interval, signified by the WALK indication (or the walking person symbol) alerts pedestrians to begin crossing the street. (2) The Pedestrian Change Interval, signified by the flashing DON'T WALK indication (or the flashing hand symbol accompanied by a countdown display) alerts pedestrians approaching the crosswalk that they should not begin crossing the street. (3) The Don't Walk Interval, signified by a steady DON'T WALK indication (or the steady upraised hand symbol) alerts pedestrians that they should not cross the street.

CONSIDERATIONS

One of primary challenges for traffic signal design is to minimize conflicts between motor vehicle and pedestrian movements. Intersection geometry and traffic controls should encourage turning vehicles to yield the right-of-way to pedestrians. Traffic movements should be analyzed at intersections in order to utilize non-conflicting phases to implement one or more WALK intervals per cycle.

Signal design should also minimize the time that pedestrians must wait. Requiring pedestrians to wait for extended periods can encourage crossing against the signal. The 2010 Highway Capacity Manual states that pedestrians have an increased likelihood of risk-taking behavior (crossing against the signal) after waiting longer than 30 seconds.

Free-flowing right-turn lanes are discouraged at signalized intersections. Where they are present and unsignalized, the pedestrian signal and pushbutton should be located on the channelization ("pork chop") island. A yield or crosswalk warning sign should then be placed in advance of the crosswalk.

GUIDANCE: TIMING & ACTIVATION

- Pedestrian signals should allocate enough time for pedestrians of all abilities to safely cross the roadway. The MUTCD specifies a pedestrian walking speed of 3.5 feet per second to account for an aging population. The pedestrian clearance time, which is the total time for the pedestrian change interval plus the buffer interval, is calculated using the pedestrian walking speed and the distance a pedestrian has to cross the street.
- Countdown pedestrian displays inform pedestrians of the amount of time in seconds that is available to safely cross during the flashing DON'T WALK (or upraised hand) interval. All pedestrian signal heads should contain a countdown display provided with the DON'T WALK (or upraised hand) indication.
- In areas with higher pedestrian activity, such as near transit stations, Main Streets, and school zones, push button actuators may not be appropriate. People should expect to get a pedestrian cycle at every signal phase, rather than having to push a button to call for a pedestrian phase.

GUIDANCE: ACCESSIBLE PEDESTRIAN SIGNALS (APS)

Accessible pedestrian signals and accessible detectors are devices that communicate information in non-visual formats about the pedestrian phase to pedestrians with visual and/or hearing disabilities. APS and detectors may include features such as audible tones, speech messages, detectable arrow indications and/or vibrating surfaces.

- Pushbutton locator tones are used for locating the pedestrian pushbutton needed to actuate the WALK interval. Detectable arrows should be located on pushbuttons to point in the same direction as the crosswalk. At corners of signalized locations where two pushbuttons are present, they should be separated by at least 10'.
- Audible walk indications should have the same duration as the pedestrian walk indication unless the pedestrian signal rests during the pedestrian phase, in which case the audible indication should be provided in the first seven seconds of the Walk interval.
- For automatically-called pedestrian phases, pushbuttons can be used to activate accessible pedestrian signal features such as detectable arrow indications and/or speech messages.
- When new pedestrian signals are installed, APS with pushbuttons are required. For existing pedestrian signals, the APS and pedestrian pushbuttons should be provided when the signal controller and software are altered, or the signal head is replaced.

GUIDANCE: LEADING PEDESTRIAN INTERVAL (LPI)

The Leading Pedestrian Interval initiates the pedestrian WALK indication three to seven seconds before motor vehicles traveling in the same direction are given the green indication. This signal timing technique allows pedestrians to enter the intersection prior to turning vehicles, increasing visibility between all modes.

- The LPI should be used at intersections with high volumes of pedestrians and conflicting turning vehicles and at locations with a large population of elderly or school children who tend to walk slower.
- A lagging protected left arrow for vehicles should be provided to accommodate the LPI.

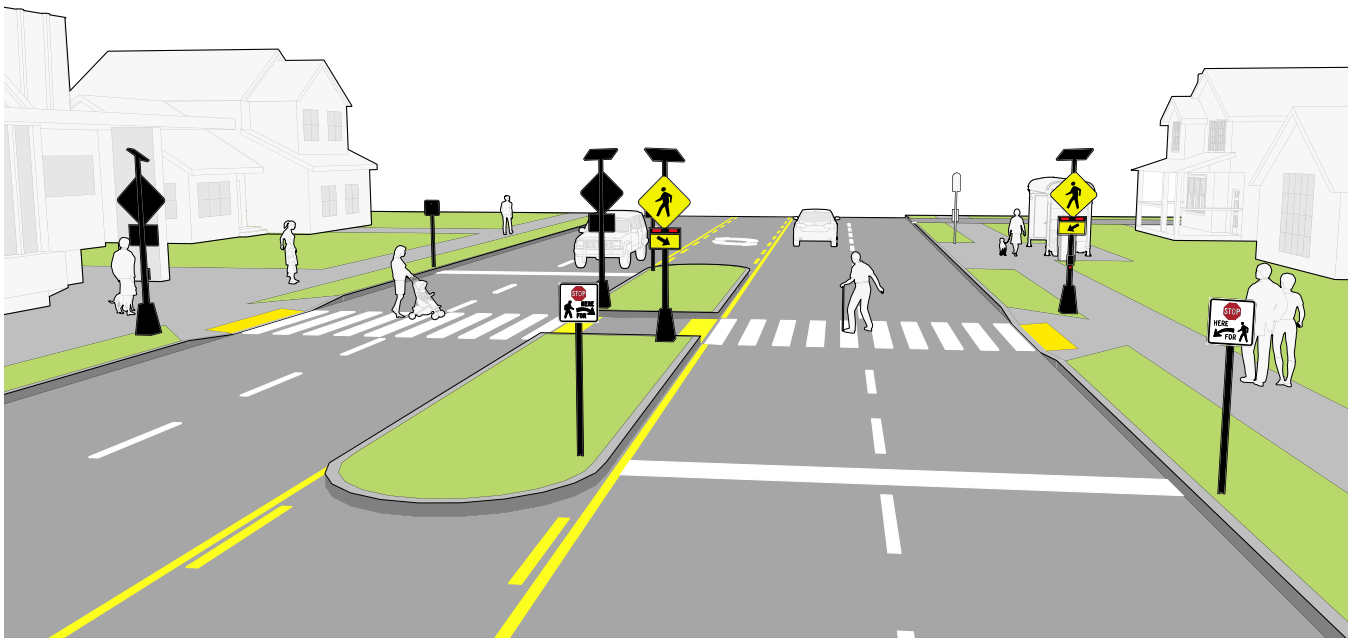
REFERENCES

Manual on Uniform Traffic Control Devices. 2009.

NACTO. Urban Street Design Guide. 2013.

RECTANGULAR RAPID FLASHING BEACON

At some uncontrolled crossings, particularly those with four or more lanes, it can be difficult to achieve compliance with laws that require motorists to yield to pedestrians. Vehicle speeds and poor pedestrian visibility combine to create conditions in which very few drivers are compelled to yield. One type of device proven to be successful in improving yielding compliance at these locations is the Rectangular Rapid Flash Beacon (RRFB). RRFBs combine a pedestrian crossing sign with a bright flashing beacon that is activated only when a pedestrian is present.



APPLICATION

- RRFBs can be used when a signal is not warranted at an unsignalized crossing. They are not appropriate at intersections with signals or STOP signs.

CONSIDERATIONS

- RRFBs are considerably less expensive to install than mast arm-mounted signals. They can also be installed with solar power panels to eliminate the need for an external power source.
- RRFBs should be limited to locations with critical safety concerns, and should not be installed in locations with sight distance constraints that limit the driver's ability to view pedestrians on the approach to the crosswalk.
- RRFBs should be used in conjunction with advance stop bars and signs.
- RRFBs are usually implemented at high-volume pedestrian crossings, but may also be considered for priority bicycle route crossings or locations where bike facilities cross roads at mid-block locations.

REFERENCES

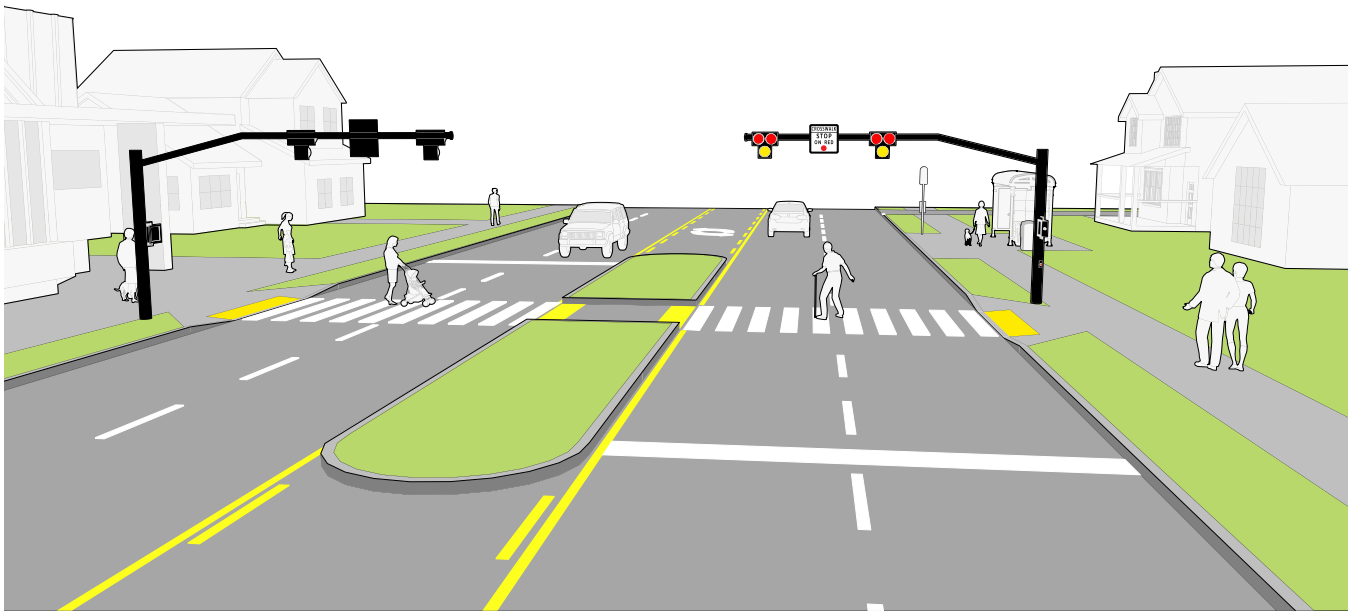
Manual on Uniform Traffic Control Devices. 2009.

NACTO. Urban Street Design Guide. 2013.

Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations. 2005.

PEDESTRIAN-ACTIVATED BEACON

Pedestrian-activated beacons, including the High-intensity Activated Crosswalk Beacon (HAWK), are a type of hybrid signal intended to allow pedestrians and bicyclists to stop traffic to cross high-volume arterial streets. This type of signal may be used in lieu of a full signal that meets any of the traffic signal control warrants in the MUTCD. It may also be used at locations which do not meet traffic signal warrants but where assistance is needed for pedestrians or bicyclists to cross a high-volume arterial street.



APPLICATION

- The MUTCD recommends minimum volumes of 20 pedestrians or bicyclists an hour for major arterial crossings (volumes exceeding 2,000 vehicles/hour).
- This type of device should be considered for all arterial crossings in a bicycle network and for path crossings if other engineering measures are found inadequate to create safe crossings.

CONSIDERATIONS

- While this type of device is intended for pedestrians, it would be beneficial to retrofit it for bicyclists as the City of Portland, Oregon has, using bicycle detection and bicycle signal heads on major cycling networks. Depending upon the detection design, the agency implementing these devices may have the option to provide different clearance intervals for bicyclists and pedestrians. The provision of bicycle signal heads would require permission to experiment from FHWA.

REFERENCES

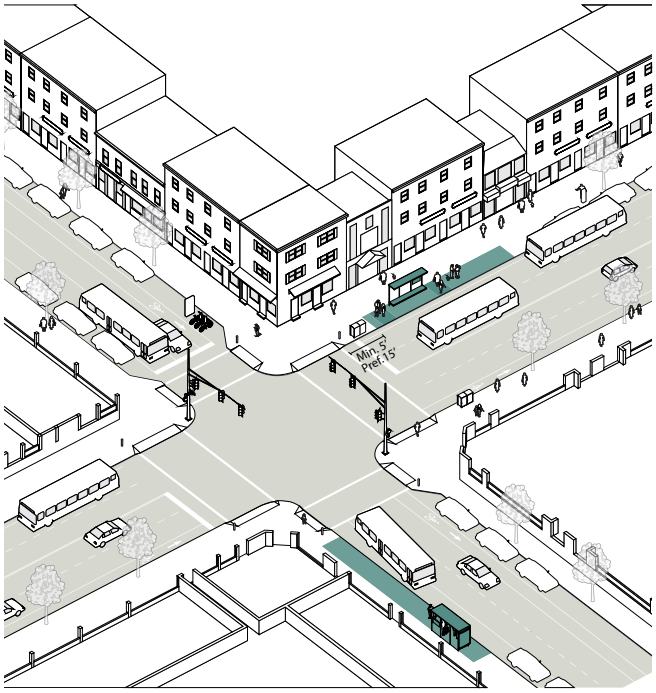
Manual on Uniform Traffic Control Devices. 2009.

NACTO. Urban Street Design Guide. 2013.

Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Location. 2005.

TRANSIT STOPS

Any marked or signed location where transit vehicles stop and service passenger boarding and alighting is a transit stop. The most basic transit stops have only a pole-mounted "header" sign indicating the transit provider and route(s). High frequency routes and higher volume stops generally have more passenger amenities such as benches, shelters, traveler information, trash receptacles, bicycle parking, and other features.



APPLICATION

+ Landing zones should be provided at all doors of the transit vehicle. Buses can vary in length and will have different door configurations. Landing zones should be designed in coordination with all transit providers.

CONSIDERATIONS

+ Transit stops on urban streets are typically located at the natural curb line or on a bus bulb or transit island. Dedicated transit facilities may use medians. Transit operations, curbside uses, posted speed limits, traffic volumes, transit frequency and typical bus dwell time all influence location decisions for transit stops. See Transit Accommodations at Intersections for bus bulb design guidance.

+ Transit stops may be located on the "near-side" of an intersection before a signal or cross street, on the "far-side" after a bus has passed through an intersection, or at a mid-block location between intersections.

+ Transit stop locations are determined based on a number of factors including intersection operations, bus routing, curbside conditions, transfer points, intersection geometry and sightlines, consideration of other street users, and major generators or destinations. The location of a transit stop can affect transit travel time, passenger safety, and roadway operations.

+ Generally, transit agencies prefer far-side stops when traffic flows are heavy, where there are sight distance problems, and where buses turn left. Near-side located bus stops may be appropriate where traffic flow is lower or where transit riders can more easily transfer without crossing the street. Stops can also be placed mid-block where there are major passenger generators or where space next to an intersection is insufficient.

+ Regardless of location, all transit stops must be ADA compliant, and should be safe, convenient, well-illuminated, and clearly visible. Transit stops should be connected to the larger pedestrian network with continuous sidewalks, curb ramps, and safe pedestrian crossings. Mid-block stops should provide access to mid-block crosswalks.

+ Bus bulbs may be considered where additional pedestrian space is needed or where it is challenging for transit vehicles to reenter traffic.

+ Seating at or near transit stops can improve passenger comfort, as can shade in the form of street trees or awnings. Seating need not be a unique and dedicated element, but may include leaning rails, planters, ledges, or other street elements.

REFERENCES

AASHTO. Guide for Geometric Design of Transit Facilities on Highways and Streets. 2014.

NACTO. Urban Street Design Guide. 2013.

TOOLE DESIGN

Solano Active Transportation

Appendices

D: Detail Countywide Recommended Active Transportation Project Lists

Recommended Project Extents					Backbone Network	Existing Info	Final Recommendation	Comfort Level			Prioritization	
Corridor Name	Segment ID	Jurisdiction	From	To	Designation	Existing- Facility Classification	Facility Class	Network	Length (mi)	Cost	Avg Priority Score	Priority Level
Military West	143A	Benicia	Bay Trail	Southampton Rd	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.13	$47,890	4.14	High
Military West	143B	Benicia	Southampton Rd	W 13th St	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.08	$31,017	4.14	High
Military West	143C	Benicia	W 13th St	Plaza de Oro	Both	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.13	$48,043	4.14	High
Military West	143D	Benicia	Plaza de Oro	Drolette Way	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.48	$179,245	4.14	High
Military West	143E	Benicia	Drolette Way	W 5th St	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.42	$156,347	4.14	High
Military West	143F	Benicia	W 5th St	W 2nd St	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.39	$142,835	4.14	High
Military West	143H	Benicia	W 2nd St	1st St	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.13	$48,016	4.14	High
Columbus Pkwy	145A	Benicia	San Francisco Bay Trail	Benicia Rd	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.20	$74,914	3.27	High
Lopes Rd	300D	Fairfield	Red Top Rd	Fermi Dr	Countywide	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.51	$158,032	2.73	High
Lopes Rd	300E	Fairfield	Fermi Dr	W Cordelia Rd	Countywide	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.43	$133,607	2.73	High
Red Top Rd	305A	Fairfield	Lopes Rd	River Rd	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.43	$155,259	2.98	High
Red Top Rd	305B	Fairfield	River Rd	McGary Rd	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.48	$176,080	2.98	High
Business Center Dr	310A	Fairfield	Julia Berger Cr	Green Valley Rd	Countywide	None	Feasibility Study	To Be Determined	0.52	N/A	2.68	High
Business Center Dr	310B	Fairfield	Green Valley Rd	Suisun Creek/Fairfield Linear Park Trail	Countywide	Class II Bicycle Lane	Feasibility Study	To Be Determined	2.00	N/A	2.68	High
Rockville Rd	324A	Fairfield	Ledgewood Creek Trail	Beck Ave	Countywide	None	Class I Multi-Use Path	All Ages & Abilities	0.53	$805,572	3.43	High
W Texas St	325A	Fairfield	Beck Ave	Pennsylvania Ave	Countywide	None	Class IV Separated Bikeway	All Ages & Abilities	0.89	$328,059	4.53	High
N Texas St	326C	Fairfield	Fairfield Linear Park Trail	Air Base Pkwy Ramps (N)	Countywide	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.54	$145,616	3.36	High
N Texas St	326D	Fairfield	Air Base Pkwy Ramps (N)	Marigold Dr	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.74	$230,920	3.36	High
N Texas St	326E	Fairfield	Marigold Dr	Dickson Hill Rd	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.45	$139,337	3.36	High
N Texas St	326F	Fairfield	Dickson Hill Rd	Manuel Campos Pkwy	Countywide	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.24	$73,575	3.36	High
Pennsylvania Ave	331A	Fairfield	Woolner Ave	W Texas St	Countywide	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.28	$14,954	2.83	High
Broadway St	332A	Fairfield	Pennsylvania Ave	Union Ave	Countywide	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.51	$3,001	2.93	High
2nd St	338A	Fairfield	Travis Blvd	W Texas St	Countywide	None	Class III Bicycle Route	Connectivity & Gap Closure	0.61	$36,539	3.15	High
Union Ave	342A	Fairfield	Kentucky St	Fairfield Linear Park Trail	Both	None	Feasibility Study	To Be Determined	0.79	N/A	2.98	High
E Tabor Ave	356D	Fairfield	Railroad Ave (Suisun City)	Davis Dr	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.16	$50,565	2.65	High
E Tabor Ave	356E	Fairfield	Davis Dr	Walters Rd	Countywide	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.75	$231,074	2.65	High
Magazine St	1008A	Solano County	East of Palou St	Old Glen Cove Rd	Countywide	None	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.33	$72,805	1.60	High
Suisun Valley Rd	1017A	Solano County	Solano College Rd	Rockville Rd	Countywide	None	Class IV Separated Bikeway	All Ages & Abilities	0.46	$169,121	1.90	High
Peabody Rd	1021A	Solano County	Fairfield C/L	Vacaville C/L	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.45	$167,081	1.90	High
Railroad Ave	500A	Suisun City	Marina Blvd	Sunset Ave	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.82	$305,103	3.65	High
Railroad Ave Path	501A	Suisun City	Sunset Ave	E Tabor Ave	Countywide	Class II Bicycle Lane	Class I Multi-Use Path	All Ages & Abilities	1.05	$1,685,640	2.60	High
Main St	504A	Suisun City	Cordelia St	Central County Bikeway	Both	None	Class II Bicycle Lane	All Ages & Abilities	0.53	$144,447	3.00	High
Marina Blvd	511D	Suisun City	Hwy 12	Railroad Ave	Both	Class II Bicycle Lane	Class I Multi-Use Path	All Ages & Abilities	0.37	$590,985	2.65	High
Sunset Ave	518B	Suisun City	Railroad Ave	Railroad Ave	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.16	$59,579	3.73	High
E Monte Vista	610A	Vacaville	Dobbins St	Allison Dr	Both		Class II Bicycle Lane	Connectivity & Gap Closure	1.06	$286,200	4.28	High
Mason St/Elmira Rd	613C	Vacaville	McClellan St	Peabody Rd	Countywide	Class II Bicycle Lane	Feasibility Study	To Be Determined	0.38	N/A	4.37	High
Mason St/Elmira Rd	613D	Vacaville	Peabody Rd	Allison Dr	Countywide	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.61	$164,700	4.37	High
Mason St/Elmira Rd	613E	Vacaville	Allison Dr	Nut Tree Rd	Countywide	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.61	$164,700	4.37	High
Nut Tree Rd	624C	Vacaville	Alamo Dr	End of road	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	3.11	$1,150,708	4.20	High
Sacramento St	709C	Vallejo	Tennessee St	Frisbie St	Both		Class II Buffered Bicycle Lane	All Ages & Abilities	0.49	$152,520	4.40	High
Sacramento St	709D	Vallejo	Frisbie St	Redwood St	Both		Class II Buffered Bicycle Lane	All Ages & Abilities	0.41	$126,710	4.40	High
Sacramento St	709E	Vallejo	Redwood St	Baldwin St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.35	$131,314	4.40	High
Fairgrounds Dr	718A	Vallejo	Redwood St	Six Flags southern parking lot entrance	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.57	$209,205	3.78	High
Fairgrounds Dr	718C	Vallejo	Six Flags southern parking lot entrance	Sage St	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.68	$251,864	3.78	High
Fairgrounds Dr	718D	Vallejo	Sage St	Whitney Ave	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.52	$192,697	3.78	High
Curtola Pkwy	727B	Vallejo	Solano Ave	Marin St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.54	$199,670	3.80	High
Mare Island Way	727C	Vallejo	Marin St	Georgia St	Both		Class IV Separated Bikeway	All Ages & Abilities	0.46	$169,370	3.80	High
Mare Island Way	727D	Vallejo	Georgia St	Florida St	Both		Class IV Separated Bikeway	All Ages & Abilities	0.33	$122,179	3.80	High
Mare Island Way	727E	Vallejo	Florida St	Tennessee St	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.36	$133,271	3.80	High
Sonoma Blvd	728B	Vallejo	Magazine ST	Curtola Pkwy	Countywide		Class IV Separated Bikeway	All Ages & Abilities	1.36	$503,992	4.60	High
Georgia St	744E	Vallejo	Solano Ave	14th St	Countywide		Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.49	$152,305	4.26	High
Georgia St	744F	Vallejo	14th St	Steffan St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.14	$52,850	4.26	High
Georgia St	744G	Vallejo	Steffan St	Oakwood Ave	Countywide		Class II Buffered Bicycle Lane	All Ages & Abilities	0.59	$181,623	4.26	High
Georgia St	744H	Vallejo	Oakwood Ave	Hazelwood St	Countywide		Class II Buffered Bicycle Lane	All Ages & Abilities	0.23	$71,369	4.26	High
Georgia St	744I	Vallejo	Hazelwood St	Columbus Pkwy	Countywide		Class II Buffered Bicycle Lane	All Ages & Abilities	0.75	$231,311	4.26	High
Tennessee St	745A	Vallejo	Mare Island Way	Sonoma Blvd	Both		Class IV Separated Bikeway	All Ages & Abilities	0.53	$197,179	4.12	High
Tennessee St	745D	Vallejo	Sonoma Blvd	Mariposa St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	1.27	$471,353	4.12	High
Magazine St	758A	Vallejo	Sonoma Blvd	I-80 Overpass	Countywide		Class II Buffered Bicycle Lane	All Ages & Abilities	0.36	$110,963	4.20	High

Recommended Project Extents					Backbone Network	Existing Info	Final Recommendation	Comfort Level		Prioritization	
Corridor Name	Segment ID	Jurisdiction	From	To	Designation	Existing- Facility Classification	Facility Class	Network	Length (mi)	Cost	Avg Priority Score	Priority Level
Magazine St	758B	Vallejo	I-80 Overpass	Lincoln Rd East	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.07	$27,654	4.20	High
Magazine St	758D	Vallejo	Lincoln Rd East	Old Glen Cove Rd	Countywide		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.78	$171,522	4.20	High
Mariposa St	759A	Vallejo	Springs Rd	Tennessee St	Countywide		Class II Bicycle Lane	All Ages & Abilities	0.28	$74,284	3.75	High
Mariposa St/Moorland St	759B	Vallejo	Tennessee St	Moorland St	Countywide		Class II Bicycle Lane	All Ages & Abilities	0.94	$253,354	3.75	High
Cordelia Rd	315A	Fairfield	Hale Ranch Rd	Beck Ave	Countywide	None	Class II Buffered Bicycle Lane	All Ages & Abilities	1.59	$493,776	1.72	Medium
Cordelia Rd	315B	Fairfield	Beck Ave	Pennsylvania Ave	Countywide	None	Class III Bicycle Route	All Ages & Abilities	0.78	$667,973	1.72	Medium
Oliver Rd	327C	Fairfield	Travis Blvd	Mankas Corner Rd	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.92	$286,065	1.97	Medium
Walters Rd	357A	Fairfield	E Tabor Ave	Huntington Dr	Countywide	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.52	$160,787	1.87	Medium
Huntington Dr	358A	Fairfield	Walters Rd	Crocker Cir	Countywide	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.34	$104,778	1.85	Medium
Huntington Dr	358B	Fairfield	Crocker Cir	Peabody Rd	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.81	$250,062	1.85	Medium
Peabody Rd	359C	Fairfield	Whitney Dr	Markley Ln	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.18	$54,931	2.52	Medium
Peabody Rd	359D	Fairfield	Markley Ln	Vanden Rd	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.33	$102,334	2.52	Medium
Peabody Rd	359E	Fairfield	Vanden Rd	Waterworks Ln	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.63	$196,085	2.52	Medium
Peabody Rd	359F	Fairfield	Waterworks Ln	Gramercy Cir	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.26	$80,244	2.52	Medium
Peabody Rd	359G	Fairfield	Gramercy Cir	City Limits (N)	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.65	$201,405	2.52	Medium
Red Top Rd Path Extension	369A	Fairfield	McGary Rd	Existing Red Top Rd Path	Countywide	None	Class I Multi-Use Path	All Ages & Abilities	0.38	$604,891	2.08	Medium
Lincoln Hwy	1012A	Solano County	Lopes Rd	Wetland Rd	Countywide	None	Class II Bicycle Lane	All Ages & Abilities	0.05	$12,636	1.30	Medium
Rockville Rd	1016B	Solano County	Suisun Valley Rd	Abernathy Rd	Countywide	None	Class III Bicycle Route	All Ages & Abilities	1.84	$2,551,755	1.07	Medium
Rockville Rd	1016C	Solano County	Abernathy Rd	Fairfield C/L	Countywide	Class II Bicycle Lane	Class III Bicycle Route	All Ages & Abilities	1.07	$1,480,638	1.07	Medium
Cordelia Rd	509A	Suisun City	Pennsylvania Ave	West St	Countywide	None	Class III Bicycle Route	All Ages & Abilities	0.53	$737,340	2.03	Medium
Cordelia Rd	509B	Suisun City	West St	Waterfront Path	Countywide	None	Class III Bicycle Boulevard	All Ages & Abilities	0.18	$40,062	2.03	Medium
Solano Ave	725C	Vallejo	Curtola Pkwy	Georgia St	Countywide		Class II Buffered Bicycle Lane	All Ages & Abilities	0.45	$140,615	3.51	Medium
Solano Ave	725D	Vallejo	Georgia St	Tuolumne St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.12	$46,191	3.51	Medium
Solano Ave	725E	Vallejo	Tuolumne St	Florida St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.33	$123,128	3.51	Medium
Solano Ave	725F	Vallejo	Florida St	Miller Ave	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.29	$108,020	3.51	Medium
Springs Rd	725G	Vallejo	Miller Ave	Columbus Pkwy	Countywide		Class IV Separated Bikeway	All Ages & Abilities	1.41	$520,485	3.51	Medium
Redwood St	754A	Vallejo	Sacramento St	Couch St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.58	$216,291	3.50	Medium
Redwood St	754B	Vallejo	Couch St	Hermosa Ave	Both		Class IV Separated Bikeway	All Ages & Abilities	0.24	$90,059	3.50	Medium
Redwood St	754C	Vallejo	Hermosa Ave	Tuolumne St	Both		Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.54	$166,978	3.50	Medium
Redwood St	754D	Vallejo	Tuolumne St	Fairgrounds Dr	Both		Class IV Separated Bikeway	All Ages & Abilities	0.38	$139,772	3.50	Medium
Redwood St	754E	Vallejo	Fairgrounds Dr	Admiral Callaghan Ln	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.18	$66,112	3.50	Medium
Cordelia Rd	314A	Fairfield	C/L	C/L (Cordelia Substation)	Countywide	None	Class II Bicycle Lane	All Ages & Abilities	1.03	$278,897	1.38	Low
Manuel Campos Pkwy	365A	Fairfield	Hilborn Rd	N Texas St	Countywide	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.30	$91,829	1.49	Low
McGary Rd	1001B	Solano County	Solano Bikeway	Hiddenbrooke Pkwy	Countywide	None	Class III Bicycle Route	All Ages & Abilities	0.54	$863,611	0.40	Low
Allison Dr	623A	Vacaville	E Monte Vista Ave	Travis Way	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.34	$126,873	3.41	Low
Old Glen Cove Rd	731A	Vallejo	Glen Cove Pkwy	Magazine St	Countywide		Class III Bicycle Boulevard	All Ages & Abilities	0.29	$63,889	2.30	Low
Columbus Pkwy	748A	Vallejo	Benicia Rd	Springs Rd	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	1.63	$602,968	2.50	Low
Admiral Callaghan Ln	760A	Vallejo	Redwood St	Blue Rock Springs Creek	Countywide		Class I Multi-Use Path	All Ages & Abilities	0.24	$384,600	2.50	Low
Admiral Callaghan Ln	760B	Vallejo	Blue Rock Springs Creek	Turner Pkwy	Countywide		Class I Multi-Use Path	All Ages & Abilities	0.29	$463,219	2.50	Low
Admiral Callaghan Ln	760C	Vallejo	Turner Pkwy	Columbus Pkwy	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.90	$333,143	2.50	Low

Implementation Note: All recommended proposed projects

Recommended Project Extents					Backbone Network	Regional Trail Designation			Recommendation				
Corridor Name	Segment ID	Jurisdiction	From	To	Designation	Vine Trail	SF Bay Trail	Bay Area Ridge Trail	Facility Class	Network	Length (mi)	Cost	Priority Level
Dillon Point Rd	100A	Benicia	Regatta Dr	Rose Dr	Neither		x	x	Class I Multi-Use Path	All Ages & Abilities	1.19	$1,910,218	Medium
Shoreline	154A	Benicia	Semple Crossing	W H St	Neither		x		Class I Multi-Use Path	All Ages & Abilities	0.15	$234,792	High
Rose Dr	101A	Benicia	Columbus Pkwy	Palace Ct	Neither			x	Class II Bicycle Lane	All Ages & Abilities	0.37	$99,566	High
SF Bay Trail	118A	Benicia	1st St	SF Bay Trail	Neither		x	x	Class I Multi-Use Path	All Ages & Abilities	0.24	$387,850	Medium
SF Bay Trail	118B	Benicia	E 5th St	SF Bay Trail	Neither		x	x	Class I Multi-Use Path	All Ages & Abilities	0.13	$202,105	Medium
E 5th St	119A	Benicia	Bay Trail	E H St	Neither		x	x	Class II Bicycle Lane	All Ages & Abilities	0.21	$57,070	Medium
1st St	120A	Benicia	Bay Trail	E B St	Neither		x		Class III Bicycle Boulevard	All Ages & Abilities	0.20	$44,164	High
1st St	120B	Benicia	E B St	E H St	Neither		x	x	Class IV Separated Bikeway	All Ages & Abilities	0.40	$147,334	High
1st St	120C	Benicia	E H St	Military East	Local		x		Class IV Separated Bikeway	All Ages & Abilities	0.26	$98,046	High
K St/I St/J St Bike Boulevard	121A	Benicia	Military West	W 1st St	Neither		x	x	Class III Bicycle Boulevard	All Ages & Abilities	0.01	$1,485	High
Adams St	131A	Benicia	Grant St	Park Rd	Local		x	x	Class III Bicycle Boulevard	All Ages & Abilities	0.11	$24,447	High
Military East	144C	Benicia	E 5th St	Grant St	Local		x	x	Class II Bicycle Lane	All Ages & Abilities	0.44	$118,879	High
Bay Ridge Trail	308C	Fairfield	Oakridge Dr	North City Limits	Neither			x	Class I Multi-Use Path	All Ages & Abilities	1.31	$2,105,368	Low
Red Top Park and Ride Path Connection	371A	Fairfield	McGary Rd	Hwy 12	Neither			x	Class I Multi-Use Path	All Ages & Abilities	0.56	$909,352	Low
Existing/Proposed Vine Trail	707A	Vallejo	Wilson Ave	Mare Island Causeway	Neither	x			Class I Multi-Use Path	All Ages & Abilities	0.52	$830,456	High
Mare Island Way	708A	Vallejo	Mare Island Causeway	Hichborn St	Neither	x			Class IV Separated Bikeway	All Ages & Abilities	0.25	$91,650	High
Wilson Ave	708B	Vallejo	Hichborn St	Highway 37	Neither	x			Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.83	$256,137	High
Wilson Ave	708C	Vallejo	Highway 37	Sacramento St	Neither	x	x		Class I Multi-Use Path	All Ages & Abilities	0.30	$109,247	High
Sacramento St	708D	Vallejo	Wilson Ave	Bay Trail	Neither	x	x		Class I Multi-Use Path	All Ages & Abilities	0.32	$118,206	High
Meadows Dr	712A	Vallejo	Broadway St	Sonoma Blvd	Neither		x		Class III Bicycle Boulevard	All Ages & Abilities	0.16	$34,782	Medium
Meadows Dr	712B	Vallejo	Sonoma Blvd	Sandpiper Dr	Neither		x		Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.76	$235,673	Medium
Meadows Dr	712C	Vallejo	Sandpiper Dr	Catalina Way	Neither		x		Class IV Separated Bikeway	All Ages & Abilities	0.71	$264,509	Medium
Catalina Way	714A	Vallejo	Meadows Dr	Meadow Bay Dr	Neither		x		Class I Multi-Use Path	All Ages & Abilities	0.80	$1,283,832	High
Broadway St	717E	Vallejo	Lewis Brown Dr	400' south of southern Meadows F	Neither	x			Class IV Separated Bikeway	All Ages & Abilities	0.38	$141,251	High
Broadway St	717F	Vallejo	700' north of northern Meadows F	Mini Dr	Neither	x			Class I Multi-Use Path	All Ages & Abilities	0.50	$805,000	High
Enterprise St	720B	Vallejo	San Francisco Bay Trail	Sonoma Blvd	Neither	x	x		Class IV Separated Bikeway	All Ages & Abilities	0.36	$133,200	Medium
Lewis Brown Dr	720C	Vallejo	Sonoma Blvd	Broadway St	Neither	x	x		Class IV Separated Bikeway	All Ages & Abilities	0.33	$122,206	Medium
Curtola Pkwy	727B	Vallejo	Solano Ave	Marin St	County		x		Class IV Separated Bikeway	All Ages & Abilities	0.54	$199,670	High
Mare Island Way	727C	Vallejo	Marin St	Georgia St	Both		x		Class IV Separated Bikeway	All Ages & Abilities	0.46	$169,370	High
Mare Island Way	727D	Vallejo	Georgia St	Florida St	Both	x			Class IV Separated Bikeway	All Ages & Abilities	0.33	$122,179	High
Mare Island Way	727E	Vallejo	Florida St	Tennessee St	Both	x			Class IV Separated Bikeway	All Ages & Abilities	0.36	$133,271	High
Sonoma Blvd	728A	Vallejo	Maritime Academy Dr	Magazine St	Neither		x		Class IV Separated Bikeway	All Ages & Abilities	0.43	$159,421	High
Sonoma Blvd	728B	Vallejo	Magazine ST	Curtola Pkwy	County		x		Class IV Separated Bikeway	All Ages & Abilities	1.36	$503,992	High
Maritime Academy Dr	729B	Vallejo	Bay Trail (Carquinez Bridge)	Sonoma Blvd	Neither		x		Class II Bicycle Lane	All Ages & Abilities	0.22	$58,878	Medium
SF Bay Trail	732A	Vallejo	Sonoma Blvd	Old Glen Cove Rd Path	Neither		x	x	Class I Multi-Use Path	All Ages & Abilities	0.93	$1,491,652	Medium
SF Bay Trail	732B	Vallejo	Old Glen Cove Rd Path	Glen Cove Marina Rd	Neither		x	x	Class I Multi-Use Path	All Ages & Abilities	0.72	$1,154,654	Medium
SF Bay Trail	732C	Vallejo	Glen Cove Marina Rd	Glen Cove Waterfront Park	Neither		x	x	Class I Multi-Use Path	All Ages & Abilities	0.40	$645,595	Medium
SF Bay Trail	732D	Vallejo	Glen Cove Waterfront Park	Dillon Point Rd	Neither		x	x	Class I Multi-Use Path	All Ages & Abilities	2.50	$4,028,661	Medium
Dillon Point Rd	733A	Vallejo	SF Bay Trail	SF Bay Trail	Neither		x	x	Class III Bicycle Boulevard	All Ages & Abilities	0.50	$110,477	Low
Columbus Pkwy	748C	Vallejo	Lake Herman Rd	Admiral Callaghan Ln	Neither			x	Class IV Separated Bikeway	All Ages & Abilities	2.28	$842,003	Low
SF Bay Trail Hwy 29 Connector	761A	Vallejo	Broadway	Meadows Dr	Neither		x		Class I Multi-Use Path	All Ages & Abilities	0.46	$740,600	Medium
Vallejo Bluffs Trail	730A	Vallejo	Vallejo Bluff Trail	Maritime Academy Dr	Neither		x	x	Class I Multi-Use Path	All Ages & Abilities	1.97	$3,171,700	High
I-680/I-80/CA-12 interchange project	371A	Fairfield / Unincorporated Solano County	Ridge Trail	Ridge Trail	Neither		x	x	Class I Multi-Use Path	All Ages & Abilities	1.32	TBD	High
I-80 crossing	1001C	Unincorporated Solano County	American Canyon Rd	Hiddenbrooke Ridge Trail	Neither		x	x	Class I Multi-Use Path	All Ages & Abilities	1.30	TBD	High

Recommended Project Extents					Backbone Network	Existing Info	Final Recommendation	Comfort Level			Prioritization		
Corridor Name	Segment ID	Jurisdiction	From	To	Designation	Existing- Facility Classification	Facility Class	Network	Length (mi)	Cost	High SRTS Scoring Projects (4 or 5)	Avg Priority Score	Priority Level
Rose Dr	101A	Benicia	Columbus Pkwy	Palace Ct	Neither	Class III Bicycle Route	Class II Bicycle Lane	All Ages & Abilities	0.37	$99,566	5	2.73	High
Rose Dr	101B	Benicia	Hastings Dr	E 2nd St	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	1.59	$493,512	5	2.73	High
Rose Dr	101C	Benicia	Palace Ct	Hastings Dr	Neither	Class III Bicycle Route	Class III Bicycle Boulevard	Connectivity & Gap Closure	1.56	$2,165,616	5	2.73	High
Benicia Highlands Trail (East)	110A	Benicia	Perth Way	Park Rd	Neither		Class I Multi-Use Path	All Ages & Abilities	1.64	$2,648,093	5	2.75	High
Warwick Dr	112A	Benicia	Chelsea Hills Dr	Havenhill Dr	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.45	$166,137	4	2.59	High
Benicia Highlands Trail (West)	113A	Benicia	Warwick Dr	Proposed Trail	Neither		Class I Multi-Use Path	All Ages & Abilities	0.40	$641,823	4	2.59	High
Southampton Rd	114A	Benicia	Military West	I-780 Underpass	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.14	$52,951	4	2.78	High
Southampton Rd	114B	Benicia	I-780 Underpass	Chelsea Hills Dr	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	1.02	$377,242	5	2.78	High
E 2nd St	117A	Benicia	Military East	Riverhill Dr	Local		Class IV Separated Bikeway	All Ages & Abilities	0.19	$70,683	4	2.82	High
E 2nd St	117B	Benicia	Riverhill Dr	Tennys Dr/Benicia Highlands Trail	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.57	$210,613	5	2.82	High
E 2nd St	117C	Benicia	Tennys Dr/Benicia Highlands Trail	Rose Dr	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.98	$361,983	4	2.82	High
1st St	120B	Benicia	E B St	E H St	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.40	$147,334	4	3.66	High
1st St	120C	Benicia	E H St	Military East	Local		Class IV Separated Bikeway	All Ages & Abilities	0.26	$98,046	4	3.66	High
K St/I St/J St Bike Boulevard	121A	Benicia	Military West	W 1st St	Neither	Class II Bicycle Lane	Class III Bicycle Boulevard	All Ages & Abilities	0.01	$1,485	5	3.90	High
E H St	128A	Benicia	1st St	E 4th St	Local		Class II Bicycle Lane	All Ages & Abilities	0.39	$104,956	5	3.11	High
E H St	128B	Benicia	E 4th St	E 5th St	Local		Class III Bicycle Boulevard	All Ages & Abilities	0.12	$27,237	5	3.11	High
Southampton Rd/W 7th St	136A	Benicia	Chelsea Hills Dr	I-780 Eastbound On/Off-ramp	Local		Class IV Separated Bikeway	All Ages & Abilities	0.18	$67,032	4	3.88	High
Southampton Rd/W 7th St	136B	Benicia	I-780 Eastbound On/Off-ramp	Military West	Local	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.35	$127,785	5	3.88	High
Military West	143A	Benicia	Bay Trail	Southampton Rd	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.13	$47,890	4	4.14	High
Military West	143B	Benicia	Southampton Rd	W 13th St	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.08	$31,017	4	4.14	High
Military West	143C	Benicia	W 13th St	Plaza de Oro	Both	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.13	$48,043	5	4.14	High
Military West	143D	Benicia	Plaza de Oro	Drolette Way	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.48	$179,245	5	4.14	High
Military West	143E	Benicia	Drolette Way	W 5th St	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.42	$156,347	5	4.14	High
Military West	143F	Benicia	W 5th St	W 2nd St	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.39	$142,835	4	4.14	High
Military West	143H	Benicia	W 2nd St	1st St	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.13	$48,016	4	4.14	High
Military East	144A	Benicia	1st St	E 2nd St	Local	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.14	$52,035	4	3.50	High
Military East	144B	Benicia	E 2nd St	E 5th St	Local		Class II Buffered Bicycle Lane	All Ages & Abilities	0.39	$119,762	5	3.50	High
Military East	144C	Benicia	E 5th St	Grant St	Local		Class II Bicycle Lane	All Ages & Abilities	0.44	$118,879	5	3.50	High
Proposed Trail	148A	Benicia	Kearney St	E 2nd St	Neither		Class I Multi-Use Path	All Ages & Abilities	1.14	$1,834,762	5	2.99	High
City Center Bike Boulevard	153A	Benicia	1st St	E 5th St	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.63	$139,633	5	3.35	High
N Lincoln St	214A	Dixon	W A St	W H St	Local	None	Class III Bicycle Boulevard	All Ages & Abilities	0.50	$110,376	5	3.10	High
Pheasant Run Dr	218A	Dixon	Rehrmann Dr	W H St	Neither	Class II Bicycle Lane	Class II Bicycle Lane	All Ages & Abilities	0.36	$97,677	5	3.05	High
N Adams St	221A	Dixon	W A St	Lincoln Hwy	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	All Ages & Abilities	0.76	$234,604	5	3.30	High
Porter Rd Path	222A	Dixon	Pitt School Rd	W A St	Neither	None	Class IV Separated Bikeway	All Ages & Abilities	1.55	$573,061	5	3.60	High
Downtown Bike Boulevard	227A	Dixon	Chestnut St	E C St	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	1.07	$235,056	5	3.10	High
Hall Park Bike Boulevard	229A	Dixon	E C St	S 1st St	Local	None	Class III Bicycle Boulevard	All Ages & Abilities	0.62	$136,642	5	3.10	High
Market Ln Path Connection	231A	Dixon	Evans Rd	Market Lane	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.54	$870,792	4	3.05	High
Market Ln Path Connection	231B	Dixon	Market Ln Path	Pitt School Rd	Neither	None	Class IV Separated Bikeway	All Ages & Abilities	0.15	$55,497	4	3.05	High
Train Station Path	234A	Dixon	Porter Rd	1st St	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.43	$699,990	5	3.30	High
Lopes Rd	300A	Fairfield	Southern City Limit	Gold Hill Rd	Neither	None	Class III Bicycle Route	All Ages & Abilities	0.61	$848,850	4	2.73	High
Lopes Rd	300B	Fairfield	Gold Hill Road (S)	North of Oakbrook Dr	Neither	Class II Buffered Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	1.64	$605,111	4	2.73	High
Lopes Rd	300C	Fairfield	North of Oakbrook Dr	Red Top Rd	Neither	Class II Buffered Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.81	$300,126	5	2.73	High
Lopes Rd	300D	Fairfield	Red Top Rd	Fermi Dr	Countywide	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.51	$158,032	5	2.73	High
Lopes Rd	300E	Fairfield	Fermi Dr	W Cordelia Rd	Countywide	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.43	$133,607	4	2.73	High
Red Top Rd	305A	Fairfield	Lopes Rd	River Rd	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.43	$155,259	5	2.98	High
Red Top Rd	305B	Fairfield	River Rd	McGary Rd	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.48	$176,080	5	2.98	High
Business Center Dr	310A	Fairfield	Julia Berger Cr	Green Valley Rd	Countywide	None	Feasibility Study	To Be Determined	0.52	N/A	5	2.68	High
Business Center Dr	310B	Fairfield	Green Valley Rd	Suisun Creek/Fairfield Linear Park Trail	Countywide	Class II Bicycle Lane	Feasibility Study	To Be Determined	2.00	N/A	5	2.68	High
Fairfield Linear Park Trail	320E	Fairfield	Dover Ave	Clay Bank Rd	Neither	None	Class I Multi-Use Path	All Ages & Abilities	1.15	$1,844,635	5	3.44	High
Fairfield Linear Park Trail	320F	Fairfield	Clay Bank Rd	Peabody Rd	Neither	None	Class I Multi-Use Path	All Ages & Abilities	2.44	$3,925,272	5	3.44	High
Hwy 12 Path	322A	Fairfield	Beck Ave	Illinois St	Neither	None	Class I Multi-Use Path	All Ages & Abilities	1.21	$1,946,675	5	3.33	High
Hwy 12 Path	322B	Fairfield	Illinois St	Union Ave	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.27	$429,636	4	3.33	High
Rockville Rd	324A	Fairfield	Ledgewood Creek Trail	Beck Ave	Countywide	None	Class I Multi-Use Path	All Ages & Abilities	0.53	$805,572	5	3.43	High
W Texas St	325A	Fairfield	Beck Ave	Pennsylvania Ave	Countywide	None	Class IV Separated Bikeway	All Ages & Abilities	0.89	$328,059	5	4.53	High
W Texas St	325B	Fairfield	Pennsylvania Ave	Jefferson St	Local	None	Class III Bicycle Route	Connectivity & Gap Closure	0.43	$10,887	5	4.53	High
W Texas St	325C	Fairfield	Jefferson St	Clay St	Neither	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.22	$59,198	5	4.53	High
N Texas St	326A	Fairfield	Clay St	E Travis Blvd	Neither	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.74	$200,356	5	3.36	High
N Texas St	326B	Fairfield	E Travis Blvd	Fairfield Linear Park Trail	Neither	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.50	$1,807	5	3.36	High
N Texas St	326C	Fairfield	Fairfield Linear Park Trail	Air Base Pkwy Ramps (N)	Countywide	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.54	$145,616	5	3.36	High
N Texas St	326D	Fairfield	Air Base Pkwy Ramps (N)	Marigold Dr	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.74	$230,920	5	3.36	High
N Texas St	326E	Fairfield	Marigold Dr	Dickson Hill Rd	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.45	$139,337	4	3.36	High
N Texas St	326F	Fairfield	Dickson Hill Rd	Manuel Campos Pkwy	Countywide	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.24	$73,575	4	3.36	High
Laurel Creek Trail	330A	Fairfield	Putah South Canal	Gulf Dr	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.70	$1,130,811	5	2.75	High
Laurel Creek Trail	330C	Fairfield	Matthew Dr	Railroad Ave (Suisun City)	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.08	$135,132	4	2.75	High

Recommended Project Extents					Backbone Network	Existing Info	Final Recommendation	Comfort Level			Prioritization		
Corridor Name	Segment ID	Jurisdiction	From	To	Designation	Existing- Facility Classification	Facility Class	Network	Length (mi)	Cost	High SRTS Scoring Projects (4 or 5)	Avg Priority Score	Priority Level
Pennsylvania Ave	331A	Fairfield	Woolner Ave	W Texas St	Countywide	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.28	$14,954	5	2.83	High
Pennsylvania Ave	331B	Fairfield	W Texas St	Travis Blvd	Local	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.61	$164,218	5	2.83	High
Pennsylvania Ave	331C	Fairfield	Travis Blvd	Tabor Ave	Local	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.52	$139,438	5	2.83	High
Broadway St	332A	Fairfield	Pennsylvania Ave	Union Ave	Countywide	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.51	$3,001	4	2.93	High
Union Ave/Ohio St	333A	Fairfield	Jefferson St	Broadway St	Local	None	Class IV Separated Bikeway	All Ages & Abilities	0.15	$54,253	4	2.71	High
Jefferson St	334A	Fairfield	Ohio St	Broadway St	Local	None	Class II Bicycle Lane	All Ages & Abilities	0.08	$21,205	4	2.71	High
Jefferson St	334B	Fairfield	Broadway St	Kentucky St	Local	None	Class II Bicycle Lane	All Ages & Abilities	0.38	$102,867	4	2.71	High
Washington St	335A	Fairfield	Texas St	Kentucky St	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.15	$40,126	5	2.80	High
Kentucky St	336A	Fairfield	Pennsylvania Ave	Union Ave	Local	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.52	$134,161	5	2.89	High
Kentucky St	336B	Fairfield	Union Ave	Washington Ave	Local	None	Class III Bicycle Boulevard	All Ages & Abilities	0.07	$16,111	5	2.89	High
2nd St	338A	Fairfield	Travis Blvd	W Texas St	Countywide	None	Class III Bicycle Route	Connectivity & Gap Closure	0.61	$36,539	5	3.15	High
Webster St	340A	Fairfield	Travis Blvd	Kentucky St	Neither	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.53	$165,265	5	2.90	High
Gateway Blvd	341A	Fairfield	Travis Blvd	Pennsylvania Ave	Neither	None	Class I Multi-Use Path	All Ages & Abilities	1.40	$2,249,308	5	2.69	High
Union Ave	342A	Fairfield	Kentucky St	Fairfield Linear Park Trail	Both	None	Feasibility Study	To Be Determined	0.79	N/A	5	2.98	High
Union Ave	342B	Fairfield	Fairfield Linear Park Trail	Peach Tree Dr	Local	None	Feasibility Study	To Be Determined	0.65	N/A	4	2.98	High
E Tabor Ave	356A	Fairfield	N Texas St	Dover Ave	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.50	$154,748	5	2.65	High
E Tabor Ave	356B	Fairfield	Dover Ave	Clay Bank Rd	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.96	$298,696	5	2.65	High
E Tabor Ave	356C	Fairfield	Clay Bank Rd	Railroad Ave (Suisun City)	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.14	$32,532	4	2.65	High
E Tabor Ave	356D	Fairfield	Railroad Ave (Suisun City)	Davis Dr	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.16	$50,565	4	2.65	High
E Tabor Ave	356E	Fairfield	Davis Dr	Walters Rd	Countywide	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.75	$231,074	5	2.65	High
Highway 84	414A	Rio Vista	Airport Rd	N Front St	Local		Class II Buffered Bicycle Lane	All Ages & Abilities	0.72	$222,926	4	3.38	High
Highway 84	414B	Rio Vista	N Front St	Highway 12	Local		Class I Multi-Use Path	All Ages & Abilities	0.16	$256,608	4	3.38	High
N Front St	415A	Rio Vista	Highway 84	Logan St	Local		Class II Bicycle Lane	All Ages & Abilities	0.28	$74,368	4	3.33	High
N Front St	415B	Rio Vista	Logan St	Hamilton Ave	Local		Class III Bicycle Boulevard	All Ages & Abilities	0.44	$96,492	5	3.33	High
Hamilton Ave	417A	Rio Vista	S 2nd St	S Front St	Local		Class III Bicycle Boulevard	All Ages & Abilities	0.06	$13,780	5	3.45	High
Main St	420A	Rio Vista	Highway 12	6th St	Local		Class II Bicycle Lane	All Ages & Abilities	0.25	$67,092	5	3.28	High
Main St	420B	Rio Vista	6th St	Front St	Local		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.30	$66,841	5	3.28	High
Highway 12	423A	Rio Vista	Drouin Dr	N Front St	Local		Class IV Separated Bikeway	All Ages & Abilities	0.62	$228,716	5	3.55	High
River Walk Extension Feasibility Stud	431A	Rio Vista	Logan St	Sandy Beach County Park	Neither		Class I Multi-Use Path	All Ages & Abilities	1.56	$2,518,859	5	3.25	High
Sears Point Rd	1000A	Solano County	County Limits	Napa River Bridge (western end)	Neither	None	Class I Multi-Use Path	All Ages & Abilities	7.71	$12,406,848	5	1.50	High
Sears Point Rd	1000B	Solano County	Napa River Bridge (western end)	Vallejo C/L	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.55	$882,039	5	1.50	High
Benicia Rd	1005A	Solano County	Beach St	Lincoln Rd West	Neither	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.43	$133,590	5	1.95	High
Benicia Rd	1005B	Solano County	Lincoln Rd West	Laurel St	Neither	None	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.18	$40,227	4	1.95	High
Lemon St	1006A	Solano County	Curtola Pkwy	Benicia Rd	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.25	$67,402	5	1.50	High
Magazine St	1008A	Solano County	East of Palou St	Old Glen Cove Rd	Countywide	None	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.33	$72,805	4	1.60	High
Proposed trail	1020A	Solano County	Bella Vista Dr	E Tabor Ave	Neither	None	Class I Multi-Use Path	All Ages & Abilities	1.17	$1,881,631	5	1.50	High
Rio Vista Bridge	1034A	Solano County	N Front Street	River Rd	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.22	$357,152	4	1.50	High
Suisun Valley Wine Trail	1039A	Solano County	Suisun Pkwy	Wooden Valley Rd (county limits)	Neither	None	Class I Multi-Use Path	All Ages & Abilities	5.11	$8,229,992	5	1.50	High
Railroad Ave	500A	Suisun City	Marina Blvd	Sunset Ave	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.82	$305,103	4	3.65	High
Railroad Ave Path	501A	Suisun City	Sunset Ave	E Tabor Ave	Countywide	Class II Bicycle Lane	Class I Multi-Use Path	All Ages & Abilities	1.05	$1,685,640	4	2.60	High
Buena Vista Ave/Pintail Dr	503A	Suisun City	Marina Blvd	Village Dr.	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	0.43	$94,067	4	2.55	High
Buena Vista Ave/Pintail Dr	503B	Suisun City	Village Dr.	Walters Rd	Local	None	Class II Bicycle Lane	Connectivity & Gap Closure	1.79	$483,306	5	2.55	High
Main St	504A	Suisun City	Cordelia St	Central County Bikeway	Both	None	Class II Bicycle Lane	All Ages & Abilities	0.53	$144,447	4	3.00	High
Lotz Way	506A	Suisun City	Main St	Civic Center Blvd	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.12	$200,887	4	3.08	High
Lotz Way	506B	Suisun City	Civic Center Blvd	Marina Blvd	Neither	Class II Bicycle Lane	Class I Multi-Use Path	All Ages & Abilities	0.37	$599,647	5	3.08	High
Marina Blvd	511A	Suisun City	Whispering Bay Ln	Driftwood Ct	Neither	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.44	$117,743	5	2.65	High
Marina Blvd	511D	Suisun City	Hwy 12	Railroad Ave	Both	Class II Bicycle Lane	Class I Multi-Use Path	All Ages & Abilities	0.37	$590,985	4	2.65	High
McCoy Creek Bike Path Extension	514A	Suisun City	McCoy Creek	Railroad Ave	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.32	$508,722	4	2.45	High
McCoy Creek Bike Path Extension	514B	Suisun City	Pintail Dr	Proposed trail	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.32	$522,778	4	2.45	High
Sunset Ave	518A	Suisun City	Hwy 12	Railroad Ave	Local	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.71	$262,700	4	3.73	High
Walters Rd	522A	Suisun City	Hwy 12	E Tabor Ave	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	1.70	$629,000	4	2.75	High
Rail with Trail	526A	Suisun City	Cordelia St	Train Station	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.55	$890,415	4	2.35	High
UPRR Overcrossing	528A	Suisun City	Marina Blvd	W Texas St	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.17	$270,495	5	2.30	High
Wigeon Wy Bike Boulevard	532A	Suisun City	Pintail Dr	Pintail Dr	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	1.03	$226,774	5	2.35	High
Alamo Dr	601A	Vacaville	Path North of Cheyenne Dr	Merchant St	Neither		Class II Bicycle Lane	Connectivity & Gap Closure	1.43	$385,432	5	3.98	High
Alamo Dr	601D	Vacaville	La Cruz Ln (South)	Alamo Ln	Neither		Class II Bicycle Lane	Connectivity & Gap Closure	0.43	$116,100	4	3.98	High
Alamo Dr	601I	Vacaville	Nut Tree Rd	Snowy Owl Dr	Neither	None	Class III Bicycle Route	Connectivity & Gap Closure	0.75	$202,534	5	3.98	High
Marshall Rd	603C	Vacaville	Will C Wood High School Driveway	Peabody Rd	Neither	Class II Bicycle Lane	Class III Bicycle Route (North Side)	Connectivity & Gap Closure	0.22	$58,604	5	4.02	High
Marshall Rd	603F	Vacaville	Beelard Dr	Royal Oaks Dr	Neither	Class III Bicycle Route	Feasibility Study	To Be Determined	0.07	N/A	4	4.02	High
Marshall Rd	603G	Vacaville	Royal Oaks Dr	Nut Tree Rd	Neither	Class III Bicycle Route	Feasibility Study	To Be Determined	0.23	N/A	5	4.02	High
E Monte Vista	610A	Vacaville	Dobbins St	Allison Dr	Both		Class II Bicycle Lane	Connectivity & Gap Closure	1.06	$286,200	5	4.28	High
Mason St/Elmira Rd	613C	Vacaville	McClellan St	Peabody Rd	Countywide	Class II Bicycle Lane	Feasibility Study	To Be Determined	0.38	N/A	5	4.37	High
Mason St/Elmira Rd	613D	Vacaville	Peabody Rd	Allison Dr	Countywide	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.61	$164,700	4	4.37	High

Recommended Project Extents					Backbone Network	Existing Info	Final Recommendation	Comfort Level			Prioritization		
Corridor Name	Segment ID	Jurisdiction	From	To	Designation	Existing- Facility Classification	Facility Class	Network	Length (mi)	Cost	High SRTS Scoring Projects (4 or 5)	Avg Priority Score	Priority Level
Mason St/Elmira Rd	613E	Vacaville	Allison Dr	Nut Tree Rd	Countywide	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.61	$164,700	5	4.37	High
Brown St	615A	Vacaville	E Monte Vista Ave	Markham Ave	Local		Class II Bicycle Lane	All Ages & Abilities	0.75	$203,836	5	3.98	High
Nut Tree Rd	624A	Vacaville	Foxboro Pkwy	Newcastle Dr	Neither		Feasibility Study	To Be Determined	0.78	N/A	5	4.20	High
Nut Tree Rd	624B	Vacaville	Somerville Dr	Alamo Dr	Neither		Feasibility Study	To Be Determined	0.37	N/A	5	4.20	High
Nut Tree Rd	624C	Vacaville	Alamo Dr	End of road	Countywide	Class II Bicycle Lane	Feasibility Study	To Be Determined	3.11	N/A	5	4.20	High
Meadowlands Bike Path (along Puta	626A	Vacaville	Nut Tree Rd	Casa Verde Ct	Neither		Feasibility Study	To Be Determined	1.46	N/A	5	3.93	High
Alamo Creek Trail Connector	632A	Vacaville	Alamo Creek Bike Trail	Marshall Rd	Neither		Feasibility Study	To Be Determined	0.22	N/A	5	3.93	High
Youngsdale Dr	641A	Vacaville	Foxboro Pkwy	Nut Tree Rd	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.91	$244,679	5	4.01	High
Kansas St	704A	Vallejo	Azuar Dr	Walnut Ave	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.11	$24,930	5	3.80	High
Mare Island Causeway	706A	Vallejo	Nimitz Ave	Mare Island Way	Neither		Class III Bicycle Route	Connectivity & Gap Closure	1.00	$1,392,304	5	4.10	High
Existing/Proposed Vine Trail	707A	Vallejo	Wilson Ave	Mare Island Causeway	Neither		Class I Multi-Use Path	All Ages & Abilities	0.52	$830,456	4	3.90	High
Mare Island Way	708A	Vallejo	Mare Island Causeway	Hichborn St	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.25	$91,650	5	4.03	High
Wilson Ave	708B	Vallejo	Hichborn St	Highway 37	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.83	$256,137	4	4.03	High
Wilson Ave	708C	Vallejo	Highway 37	Sacramento St	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.30	$109,247	4	4.03	High
Sacramento St	708D	Vallejo	Wilson Ave	Bay Trail	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.32	$118,206	5	4.03	High
Sacramento St	709A	Vallejo	Georgia St	Capitol St	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.14	$30,132	5	4.40	High
Sacramento St	709B	Vallejo	Capitol St	Tennessee St	Neither		Class II Buffered Bicycle Lane	All Ages & Abilities	0.48	$147,845	5	4.40	High
Sacramento St	709C	Vallejo	Tennessee St	Frisbie St	Both		Class II Buffered Bicycle Lane	All Ages & Abilities	0.49	$152,520	5	4.40	High
Sacramento St	709D	Vallejo	Frisbie St	Redwood St	Both		Class II Buffered Bicycle Lane	All Ages & Abilities	0.41	$126,710	4	4.40	High
Sacramento St	709E	Vallejo	Redwood St	Baldwin St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.35	$131,314	5	4.40	High
Sonoma Blvd	710A	Vallejo	Curtola Pkwy	Tennessee St	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.88	$326,394	5	4.27	High
Sonoma Blvd	710B	Vallejo	Tennessee St	Mississippi St	Local		Class IV Separated Bikeway	All Ages & Abilities	0.35	$128,204	4	4.27	High
Sonoma Blvd	710C	Vallejo	Mississippi St	Lewis Brown Dr	Neither		Class IV Separated Bikeway	All Ages & Abilities	1.56	$577,429	4	4.27	High
Maine St	711A	Vallejo	Mare Island Way	Santa Clara St	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.09	$20,289	4	4.10	High
Maine St	711B	Vallejo	Santa Clara St	Sonoma Blvd	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.28	$60,862	4	4.10	High
Catalina Way	714A	Vallejo	Meadows Dr	Meadow Bay Dr	Neither		Class I Multi-Use Path	All Ages & Abilities	0.80	$1,283,832	4	3.90	High
Mini Dr	715A	Vallejo	Lewis Brown Dr	Broadway St	Neither		Class II Bicycle Lane	All Ages & Abilities	1.16	$314,305	5	3.70	High
Mini Dr	715B	Vallejo	Broadway St	Sonoma Blvd	Neither		Class II Buffered Bicycle Lane	All Ages & Abilities	0.05	$16,217	4	3.70	High
Mini Dr	715C	Vallejo	Sonoma Blvd	Danrose Dr	Neither		Class II Bicycle Lane	Connectivity & Gap Closure	0.11	$29,500	4	3.70	High
Danrose Dr	716A	Vallejo	Mini Dr	Meadow Bay Drive	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.56	$123,315	4	3.70	High
Broadway St	717D	Vallejo	Couch St	Lewis Brown Dr	Local		Class IV Separated Bikeway	All Ages & Abilities	0.99	$366,387	5	4.13	High
Broadway St	717E	Vallejo	Lewis Brown Dr	400' south of southern Meadows Plaza parking lot entrance	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.38	$141,251	4	4.13	High
Broadway St	717F	Vallejo	700' north of northern Meadows Plaza parking lot entrance	Mini Dr	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.50	$185,463	4	4.13	High
Fairgrounds Dr	718A	Vallejo	Redwood St	Six Flags southern parking lot entrance	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.57	$209,205	4	3.78	High
Fairgrounds Dr	718D	Vallejo	Sage St	Whitney Ave	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.52	$192,697	4	3.78	High
Fairgrounds Dr	718E	Vallejo	Whitney Ave	C/L	Neither		Class I Multi-Use Path	All Ages & Abilities	0.59	$947,240	5	3.78	High
Whitney Ave	719A	Vallejo	Mini Dr	Fairgrounds Dr	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.56	$122,717	5	4.40	High
Mississippi St	721A	Vallejo	Sacramento St	Sonoma Blvd	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.20	$43,194	4	3.70	High
Couch St	722A	Vallejo	Sonoma Blvd	Broadway St	Local		Class IV Separated Bikeway	All Ages & Abilities	0.89	$327,491	4	3.90	High
Midtown Rails to Trails Project	724A	Vallejo	Tuolumne St	Sonoma Blvd	Neither		Class I Multi-Use Path	All Ages & Abilities	3.10	$4,987,774	5	4.60	High
Lemon St	726A	Vallejo	Sonoma Blvd	Benicia Rd	Neither		Class II Bicycle Lane	All Ages & Abilities	0.59	$159,149	4	3.80	High
Curtola Pkwy	727A	Vallejo	Lemon St	Solano Ave	Neither		Class I Multi-Use Path	All Ages & Abilities	0.73	$1,181,080	4	3.80	High
Curtola Pkwy	727B	Vallejo	Solano Ave	Marin St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.54	$199,670	4	3.80	High
Mare Island Way	727E	Vallejo	Florida St	Tennessee St	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.36	$133,271	5	3.80	High
Sonoma Blvd	728A	Vallejo	Maritime Academy Dr	Magazine St	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.43	$159,421	5	4.60	High
Sonoma Blvd	728B	Vallejo	Magazine ST	Curtola Pkwy	Countywide		Class IV Separated Bikeway	All Ages & Abilities	1.36	$503,992	5	4.60	High
S Regatta Dr	734A	Vallejo	Glen Cove Pkwy	Paddlewheel Ln	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.29	$107,615	5	3.85	High
S Regatta Dr	734B	Vallejo	Paddlewheel Ln	Substation Access Rd	Neither		Class III Bicycle Boulevard	All Ages & Abilities	1.57	$345,194	4	3.85	High
Glen Cove Path	735A	Vallejo	Glen Cove Pkwy	S Regatta Dr	Neither		Class I Multi-Use Path	All Ages & Abilities	0.60	$963,797	5	4.60	High
Glen Cove Hills Path	736A	Vallejo	Fairhaven Way	Dillon Point Rd	Neither		Class I Multi-Use Path	All Ages & Abilities	0.65	$1,053,574	4	3.90	High
Glen Cove Marina Rd	737A	Vallejo	Glen Cove Pkwy	Glen Cove Marina Rd	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.25	$54,219	4	3.70	High
N Regatta Dr	738A	Vallejo	Glen Cove Pkwy	Proposed Trail	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.19	$70,519	5	4.60	High
Benicia Rd	740A	Vallejo	Solano Ave	Rice St	Neither		Class II Buffered Bicycle Lane	All Ages & Abilities	0.09	$27,980	4	3.93	High
Benicia Rd	740B	Vallejo	Rice St	C/L (Beach St)	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.22	$48,917	4	3.93	High
Benicia Rd	740C	Vallejo	C/L (Beach St)	Lincoln Rd West	Neither		Class II Buffered Bicycle Lane	All Ages & Abilities	0.43	$133,590	5	3.93	High
Benicia Rd	740D	Vallejo	Lincoln Rd West	Laurel St	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.18	$40,227	4	3.93	High
Benicia Rd	741A	Vallejo	Laurel St	West of Glove Cove Rd	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.51	$113,298	4	3.70	High
Maple Ave	743A	Vallejo	Benicia Rd	Georgia St	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.49	$107,677	4	3.70	High
Georgia St	744B	Vallejo	Mare Island Way	Sonoma Blvd	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.43	$93,974	5	4.26	High
Georgia St	744C	Vallejo	Sonoma Blvd	Monterey St	Neither	Class II Bicycle Lane	Class II Bicycle Lane	Connectivity & Gap Closure	0.45	$122,314	5	4.26	High
Georgia St	744D	Vallejo	Monterey St	Solano Ave	Neither		Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.36	$110,205	4	4.26	High
Georgia St	744E	Vallejo	Solano Ave	14th St	Countywide		Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.49	$152,305	5	4.26	High

Recommended Project Extents					Backbone Network	Existing Info	Final Recommendation	Comfort Level			Prioritization		
Corridor Name	Segment ID	Jurisdiction	From	To	Designation	Existing- Facility Classification	Facility Class	Network	Length (mi)	Cost	High SRTS Scoring Projects (4 or 5)	Avg Priority Score	Priority Level
Georgia St	744F	Vallejo	14th St	Steffan St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.14	$52,850	5	4.26	High
Georgia St	744G	Vallejo	Steffan St	Oakwood Ave	Countywide		Class II Buffered Bicycle Lane	All Ages & Abilities	0.59	$181,623	5	4.26	High
Georgia St	744H	Vallejo	Oakwood Ave	Hazelwood St	Countywide		Class II Buffered Bicycle Lane	All Ages & Abilities	0.23	$71,369	5	4.26	High
Georgia St	744I	Vallejo	Hazelwood St	Columbus Pkwy	Countywide		Class II Buffered Bicycle Lane	All Ages & Abilities	0.75	$231,311	5	4.26	High
Tennessee St	745A	Vallejo	Mare Island Way	Sonoma Blvd	Both		Class IV Separated Bikeway	All Ages & Abilities	0.53	$197,179	5	4.12	High
Tennessee St	745D	Vallejo	Sonoma Blvd	Mariposa St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	1.27	$471,353	5	4.12	High
Tennessee St	745E	Vallejo	Mariposa St	Lassen St	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.40	$146,734	4	4.12	High
Tennessee St	745F	Vallejo	Lassen St	Oakwood Ave	Neither		Class II Bicycle Lane	Connectivity & Gap Closure	0.49	$131,023	5	4.12	High
Tennessee St	745G	Vallejo	Oakwood Ave	Rollingwood Dr	Neither		Class III Bicycle Route	Connectivity & Gap Closure	0.48	$662,626	5	4.12	High
Tennessee St	745H	Vallejo	Rollingwood Dr	Columbus Pkwy	Neither		Class III Bicycle Route	Connectivity & Gap Closure	0.35	$483,410	4	4.12	High
Florida St	746A	Vallejo	Marin St	Sutter St	Local		Class II Bicycle Lane	All Ages & Abilities	0.18	$48,960	5	3.84	High
Florida St	746B	Vallejo	Sutter St	Alameda St	Local		Class II Bicycle Lane	All Ages & Abilities	0.27	$73,315	5	3.84	High
Florida St	746C	Vallejo	Alameda St	Amador St	Local		Class II Buffered Bicycle Lane	All Ages & Abilities	0.26	$79,772	4	3.84	High
Florida St	746D	Vallejo	Amador St	Tuolumne St	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.28	$62,671	4	3.84	High
Florida St	746F	Vallejo	Tuolumne St	Solano Ave	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.28	$60,879	4	3.84	High
Tuolumne St	752A	Vallejo	Solano Ave	Illinois St	Neither		Class III Bicycle Route	Connectivity & Gap Closure	0.69	$961,335	4	3.70	High
Tuolumne St	752B	Vallejo	Illinois St	Los Santos Ct	Neither		Class III Bicycle Route	Connectivity & Gap Closure	0.65	$903,885	4	3.70	High
Tuolumne St	752C	Vallejo	Los Santos Ct	Broadway St	Neither		Class II Buffered Bicycle Lane	Connectivity & Gap Closure	1.60	$494,522	5	3.70	High
Oakwood Ave	753A	Vallejo	Georgia St	Bridge Ct	Neither		Class II Buffered Bicycle Lane	All Ages & Abilities	0.72	$222,529	5	4.20	High
Oakwood Ave	753C	Vallejo	Blue Rock Springs Creek	Redwood Pkwy	Neither	Class II Bicycle Lane	Class II Bicycle Lane	Connectivity & Gap Closure	0.13	$36,436	5	4.20	High
Marin St	756A	Vallejo	Curtola Pkwy	York St	Local		Class II Bicycle Lane	All Ages & Abilities	0.20	$54,198	4	4.27	High
Marin St	756B	Vallejo	York St	Capitol St	Local		Class II Bicycle Lane	All Ages & Abilities	0.20	$55,163	5	4.27	High
Marin St	756C	Vallejo	Capitol St	Tennessee St	Local	Class II Bicycle Lane	Class II Bicycle Lane	All Ages & Abilities	0.48	$128,961	5	4.27	High
Amador St	757A	Vallejo	Tennessee St	Solano Ave	Local		Class II Buffered Bicycle Lane	All Ages & Abilities	0.75	$233,331	5	4.30	High
Magazine St	758A	Vallejo	Sonoma Blvd	I-80 Overpass	Countywide		Class II Buffered Bicycle Lane	All Ages & Abilities	0.36	$110,963	5	4.20	High
Magazine St	758B	Vallejo	I-80 Overpass	Lincoln Rd East	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.07	$27,654	4	4.20	High
Magazine St	758D	Vallejo	Lincoln Rd East	Old Glen Cove Rd	Countywide		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.78	$171,522	5	4.20	High
Mariposa St	759A	Vallejo	Springs Rd	Tennessee St	Countywide		Class II Bicycle Lane	All Ages & Abilities	0.28	$74,284	4	3.75	High
Mariposa St/Moorland St	759B	Vallejo	Tennessee St	Moorland St	Countywide		Class II Bicycle Lane	All Ages & Abilities	0.94	$253,354	5	3.75	High
Vallejo Bike Path Connections - Cam	103B	Benicia	Vallejo Bike Path	Vallejo Bike Path	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.05	$11,023	5	2.27	Medium
Hastings Dr	104A	Benicia	Southampton Rd	London Dr	Neither		Class II Buffered Bicycle Lane	All Ages & Abilities	0.18	$55,656	4	2.37	Medium
Hastings Dr	104B	Benicia	London Dr	Brentwood Dr	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	1.24	$272,545	4	2.37	Medium
Hastings Dr	104C	Benicia	Brentwood Dr	Rose Dr	Neither		Class II Buffered Bicycle Lane	All Ages & Abilities	0.56	$174,899	5	2.37	Medium
Panorama Dr	105A	Benicia	Southampton Rd	Drake Ct	Neither		Class II Bicycle Lane	All Ages & Abilities	0.40	$107,340	5	2.25	Medium
Panorama Dr	105B	Benicia	Drake Ct	Rose Dr	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.99	$217,930	4	2.25	Medium
Chelsea Hills Dr	111A	Benicia	Southampton Rd	Warwick Dr	Neither		Class II Bicycle Lane	All Ages & Abilities	0.06	$17,264	4	1.99	Medium
SF Bay Trail	118B	Benicia	E 5th St	SF Bay Trail	Neither		Class I Multi-Use Path	All Ages & Abilities	0.13	$202,105	4	2.40	Medium
E 5th St	119A	Benicia	Bay Trail	E H St	Neither		Class II Bicycle Lane	All Ages & Abilities	0.21	$57,070	5	2.15	Medium
London Cir/London Dr	150A	Benicia	Proposed trail	Hastings Dr	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.30	$66,777	4	2.35	Medium
Yolo County Connector Path	200A	Dixon	Vaughn Rd	City Limit (N)	Neither	None	Class I Multi-Use Path	All Ages & Abilities	2.27	$3,658,577	4	2.80	Medium
W H St	201A	Dixon	N Lincoln St	N Adams St	Local	None	Class II Bicycle Lane	All Ages & Abilities	0.64	$171,879	4	2.60	Medium
W H St	201B	Dixon	N Adams St	Lincoln Hwy	Local	Class II Bicycle Lane	Class II Bicycle Lane	All Ages & Abilities	0.01	$1,625	4	2.60	Medium
W A St/Dixon Ave	202B	Dixon	Batavia Rd	Evans Rd	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.34	$126,456	4	2.67	Medium
W A St/Dixon Ave	202C	Dixon	Evans Rd	Pitt School Rd	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.50	$186,230	5	2.67	Medium
W A St/Dixon Ave	202D	Dixon	Pitt School Rd	Lincoln St	Neither	None	Class IV Separated Bikeway	All Ages & Abilities	0.25	$93,746	5	2.67	Medium
W A St/Dixon Ave	202E	Dixon	Lincoln St	3rd St	Local	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.89	$240,447	5	2.67	Medium
W A St/Dixon Ave	202F	Dixon	3rd St	C/L	Neither	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.44	$118,624	5	2.67	Medium
Austin/Bell Bike Boulevard	206A	Dixon	Dixon Bike Path	Pembroke Wy	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	0.31	$68,731	5	2.80	Medium
Stratford Ave	208A	Dixon	Pitt School Rd	N Lincoln St	Neither	None	Class IV Separated Bikeway	All Ages & Abilities	0.15	$56,494	4	2.78	Medium
Stratford Ave	208B	Dixon	N Lincoln St	Lincoln Hwy	Local	None	Class II Bicycle Lane	All Ages & Abilities	0.89	$240,431	5	2.78	Medium
W Cherry St	210A	Dixon	Folsom Fair Cir	S 1st St	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	0.42	$91,726	4	2.90	Medium
N Lincoln St/Parkgreen Dr	215A	Dixon	W H St	Parkgreen Dr	Local	None	Class II Bicycle Lane	All Ages & Abilities	0.08	$21,101	4	2.65	Medium
N Lincoln St/Parkgreen Dr	215B	Dixon	Parkgreen Dr	Stratford Ave	Local	None	Class III Bicycle Boulevard	All Ages & Abilities	0.35	$76,047	4	2.65	Medium
N Lincoln St/Parkgreen Dr	215C	Dixon	N Lincoln St	Stratford Ave	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	0.37	$80,662	5	2.65	Medium
Pitt School Rd	219A	Dixon	W A St	W H St	Neither	None	Class IV Separated Bikeway	All Ages & Abilities	0.50	$183,660	5	2.82	Medium
Pitt School Rd	219B	Dixon	W H St	Stratford Ave	Neither	None	Class IV Separated Bikeway	All Ages & Abilities	0.35	$129,829	4	2.82	Medium
Pembroke Wy	220A	Dixon	Stratford Ave	Fountain Wy	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	0.10	$22,393	5	2.80	Medium
Lincoln Hwy/1st St	223A	Dixon	Parkway Blvd	Country Fair Dr	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	1.07	$396,200	4	2.68	Medium
Lincoln Hwy/1st St	223B	Dixon	Country Fair Dr	E Chestnut St	Neither	None	Class IV Separated Bikeway	All Ages & Abilities	0.81	$301,480	5	2.68	Medium
Lincoln Hwy/1st St	223D	Dixon	E C St	E H St	Local	None	Class IV Separated Bikeway	All Ages & Abilities	0.36	$134,828	5	2.68	Medium
Lincoln Hwy/1st St	223E	Dixon	E H St	Dixon Bike Path	Local	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.43	$157,599	4	2.68	Medium
Lincoln Hwy/1st St	223F	Dixon	Dixon Bike Path	Dorset Dr	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.71	$155,868	4	2.68	Medium
County Fair Dr	224A	Dixon	S 1st St	College Wy	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	0.29	$63,565	5	2.80	Medium
E C St	230A	Dixon	Lincoln Hwy	N 3rd St	Local	None	Class II Bicycle Lane	All Ages & Abilities	0.20	$55,086	5	2.95	Medium
Hillview Dr Bike Boulevard	230A	Dixon	W A St	Porter Rd	Local	None	Class III Bicycle Boulevard	All Ages & Abilities	0.20	$55,086	5	2.95	Medium
Lincoln Hwy	301B	Fairfield	Auto Plaza Ct	Business Center Dr	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.44	$137,118	5	1.80	Medium
South Cordelia Junction Path	306A	Fairfield	McGary Rd	Lopes Rd	Neither	None	Class I Multi-Use Path	All Ages & Abilities	1.29	$2,075,080	4	1.95	Medium

Recommended Project Extents					Backbone Network	Existing Info	Final Recommendation	Comfort Level			Prioritization		
Corridor Name	Segment ID	Jurisdiction	From	To	Designation	Existing- Facility Classification	Facility Class	Network	Length (mi)	Cost	High SRTS Scoring Projects (4 or 5)	Avg Priority Score	Priority Level
Courage Dr	317A	Fairfield	Chadbourne Rd	Beck Ave	Neither		Class II Buffered Bicycle Lane	Connectivity & Gap Closure	1.02	$314,777	4	2.11	Medium
Beck Ave	318B	Fairfield	California Northern Rail Road	Hwy 12	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.41	$127,323	4	2.45	Medium
Beck Ave	318C	Fairfield	Hwy 12	Cadenasso Dr	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.49	$152,616	5	2.45	Medium
Beck Ave	318D	Fairfield	Cadenasso Dr	W Texas Dr	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.13	$41,254	5	2.45	Medium
Beck Ave	318E	Fairfield	W Texas Dr	Fairfield Linear Park Trail	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.17	$51,209	5	2.45	Medium
Auto Mall Pkwy	319B	Fairfield	Raleigh Dr	Magellan Rd	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.57	$177,903	4	1.97	Medium
Auto Mall Pkwy	319C	Fairfield	Magellan Rd	Beck Ave	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.17	$53,635	4	1.97	Medium
Ledgewood Creek Trail	321A	Fairfield	Rockville Rd	Fairfield Linear Park Trail	Neither		Class I Multi-Use Path	All Ages & Abilities	0.12	$193,699	4	2.43	Medium
Ledgewood Creek Trail	321B	Fairfield	Fairfield Linear Park Trail	Woolner Ave	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.33	$535,988	4	2.43	Medium
Ledgewood Creek Trail	321C	Fairfield	Woolner Ave	Hwy 12	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.46	$742,700	5	2.43	Medium
Ledgewood Creek Trail	321D	Fairfield	Mankas Corner Rd	Existing Ledgewood Creek Trail	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.55	$707,250	5	2.43	Medium
Woolner Ave	323A	Fairfield	Beck Ave	Gregory Ln	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	All Ages & Abilities	0.55	$171,788	5	2.28	Medium
Woolner Ave	323B	Fairfield	Gregory Ln	Pennsylvania Ave	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.33	$89,476	4	2.28	Medium
Oliver Rd	327A	Fairfield	Rockville Rd	Hartford Ave	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.46	$141,606	5	1.97	Medium
Oliver Rd	327B	Fairfield	Hartford Ave	Travis Blvd	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.28	$85,310	4	1.97	Medium
Oliver Rd	327C	Fairfield	Travis Blvd	Mankas Corner Rd	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.92	$286,065	4	1.97	Medium
Putah South Canal Trail	329A	Fairfield	Rancho Solano Pkwy	Hilborn Rd	Neither	None	Class I Multi-Use Path	All Ages & Abilities	1.66	$2,668,082	5	1.97	Medium
Putah South Canal Trail	329B	Fairfield	Hilborn Rd	N Texas St	Neither	None	Class I Multi-Use Path	All Ages & Abilities	1.28	$2,063,270	4	1.97	Medium
Putah South Canal Trail	329C	Fairfield	N Texas St	Laurel Creek Path	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.74	$1,190,807	4	1.97	Medium
Utah St	339A	Fairfield	2nd St	Webster St	Neither	None	Class III Bicycle Route	Connectivity & Gap Closure	0.52	$723,445	5	2.36	Medium
Tabor Ave	343A	Fairfield	Pennsylvania Ave	Union Ave	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	0.51	$112,944	5	2.09	Medium
Pacific Ave	344A	Fairfield	Union Ave	Heath Dr	Neither	None	Class IV Separated Bikeway	All Ages & Abilities	0.07	$27,155	4	2.04	Medium
Heath Dr	345A	Fairfield	Pacific Ave	Air Base Pkwy	Neither	None	Feasibility Study	To Be Determined	0.20	N/A	4	2.04	Medium
Heather Dr	347A	Fairfield	Dahlia St	Atlantic Ave	Neither	None	Class III Bicycle Route	Connectivity & Gap Closure	0.20	$277,191	5	2.12	Medium
Atlantic Ave	348A	Fairfield	Heather Dr	Orchid St	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.20	$60,943	5	2.22	Medium
Atlantic Ave	348B	Fairfield	Orchid St	N Texas St	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.15	$47,318	5	2.22	Medium
Cement Hill Rd	349A	Fairfield	N Texas St	Dover Ave	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.59	$182,315	5	2.16	Medium
Cement Hill Rd	349B	Fairfield	Dover Ave	Clay Bank Rd	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	All Ages & Abilities	1.05	$325,259	5	2.16	Medium
E Atlantic Ave	350A	Fairfield	Cement Hill Rd	Dover Ave	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.35	$93,992	5	2.35	Medium
Rancho Solano Pkwy Path	351A	Fairfield	Mankas Corner Rd	Putah South Canal Trail	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.25	$398,534	5	1.80	Medium
Waterman Blvd	352A	Fairfield	Rancho Solano Pkwy	Barbour Dr	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	1.18	$365,963	5	1.72	Medium
Waterman Blvd	352B	Fairfield	Barbour Dr	Hilborn Rd	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.37	$113,249	5	1.72	Medium
Hilborn Rd	354A	Fairfield	Air Base Pkwy	Putah South Canal Trail	Neither	None	Feasibility Study	To Be Determined	0.49	N/A	5	1.80	Medium
Sunset Ave	355A	Fairfield	Railroad Ave (Suisun City)	Brandon Wy	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.37	$97,047	5	2.46	Medium
Sunset Ave	355B	Fairfield	Brandon Wy	E Tabor Ave	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.26	$80,318	5	2.46	Medium
Huntington Dr	358A	Fairfield	Walters Rd	Crocker Cir	Countywide	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.34	$104,778	4	1.85	Medium
Huntington Dr	358B	Fairfield	Crocker Cir	Peabody Rd	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.81	$250,062	4	1.85	Medium
Peabody Rd	359A	Fairfield	Air Base Pkwy	Dobe Ln	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.25	$76,797	4	2.52	Medium
Peabody Rd	359B	Fairfield	Dobe Ln	Whitney Dr	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.25	$76,923	4	2.52	Medium
Peabody Rd	359C	Fairfield	Whitney Dr	Markley Ln	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.18	$54,931	4	2.52	Medium
Peabody Rd	359D	Fairfield	Markley Ln	Vanden Rd	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.33	$102,334	4	2.52	Medium
Clay Bank Rd	360A	Fairfield	E Tabor Ave	Air Base Pkwy	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.52	$162,611	5	2.13	Medium
Clay Bank Rd	360B	Fairfield	Air Base Pkwy	Horizon Dr	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.24	$73,873	5	2.13	Medium
Clay Bank Rd	360C	Fairfield	Horizon Dr	Manuel Campos Pkwy	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.79	$245,751	5	2.13	Medium
Dover Ave	361A	Fairfield	E Travis Blvd	E Tabor Ave	Neither	None	Class III Bicycle Route	Connectivity & Gap Closure	0.50	$690,585	5	2.38	Medium
Dover Ave	361B	Fairfield	E Tabor Ave	Fairfield Linear Park Trail	Neither	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.30	$80,335	5	2.38	Medium
Dover Ave	361C	Fairfield	Fairfield Linear Park Trail	Air Base Pkwy	Neither	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.22	$58,761	5	2.38	Medium
Dover Ave	361D	Fairfield	Air Base Pkwy	Capricorn Cir	Neither	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.28	$76,370	4	2.38	Medium
Dover Ave	361E	Fairfield	Capricorn Cir	Manuel Campos Pkwy	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	1.09	$337,292	4	2.38	Medium
Dickson Hill Rd	364A	Fairfield	N Texas St	Manuel Campos Pkwy	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	1.44	$447,323	4	2.22	Medium
Vanden Rd	367A	Fairfield	Peabody Rd	West of Fairfield Shop	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.30	$92,251	4	2.03	Medium
Vanden Rd	367B	Fairfield	West of Fairfield Shop	City Limits (N)	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	2.16	$668,210	4	2.03	Medium
Red Top Rd Path Extension	369A	Fairfield	McGary Rd	Existing Red Top Rd Path	Countywide	None	Class I Multi-Use Path	All Ages & Abilities	0.38	$604,891	4	2.08	Medium
Red Top Path Connector Trail	370A	Fairfield	Red Top Rd	Existing Path	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.36	$581,849	4	1.80	Medium
Clay Bank Path	372A	Fairfield	Proposed Fairfield Linear Park Extension	Putah South Canal Trail	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.71	$1,139,531	5	1.95	Medium
St Francis Wy	407A	Rio Vista	Airport Rd	Poppy House Rd	Neither		Class II Bicycle Lane	All Ages & Abilities	0.60	$163,685	5	2.60	Medium
S 2nd St	409A	Rio Vista	Santa Clara Ave	Beach Dr	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.13	$29,198	5	3.15	Medium
Beach Dr	411A	Rio Vista	Montezuma Hills Rd	Sandy Beach County Park	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.51	$111,866	5	2.75	Medium
Highway 12	412A	Rio Vista	City Limit	Drouin Dr	Neither		Class I Multi-Use Path	All Ages & Abilities	1.86	$2,990,323	4	2.75	Medium
Bruning Ave	419A	Rio Vista	S 7th St	S Front St	Local		Class III Bicycle Boulevard	All Ages & Abilities	0.44	$97,185	5	2.95	Medium
S 7th St	422A	Rio Vista	Bruning Ave	Main St	Local		Class III Bicycle Boulevard	All Ages & Abilities	0.24	$53,529	5	2.95	Medium
N Front St On/Off-Ramp	426A	Rio Vista	N Front St	Highway 12	Local		Class II Buffered Bicycle Lane	All Ages & Abilities	0.08	$25,853	4	2.80	Medium
Virginia Dr	427A	Rio Vista	Highway 12	St Francis Way	Local		Class II Bicycle Lane	All Ages & Abilities	0.21	$55,903	5	2.90	Medium
Poppy House Rd	429A	Rio Vista	St Francis Way	Sullivan St	Local	Class II Bicycle Lane	Class II Bicycle Lane	All Ages & Abilities	0.37	$98,993	4	2.70	Medium
Homecoming Park Bike Boulevard	430A	Rio Vista	Poppy House Rd	Church Rd	Local		Class III Bicycle Boulevard	All Ages & Abilities	0.86	$188,307	4	2.85	Medium

Recommended Project Extents					Backbone Network	Existing Info	Final Recommendation	Comfort Level			Prioritization		
Corridor Name	Segment ID	Jurisdiction	From	To	Designation	Existing- Facility Classification	Facility Class	Network	Length (mi)	Cost	High SRTS Scoring Projects (4 or 5)	Avg Priority Score	Priority Level
Midtown Path	433A	Rio Vista	Airport Rd	Hwy 12	Neither		Class I Multi-Use Path	All Ages & Abilities	1.22	$1,970,028	5	2.85	Medium
Flores Bike Boulevard	434A	Rio Vista	Virginia Dr	Hwy 12	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.47	$102,883	5	2.65	Medium
St Francis Downtown Connector Pat	435A	Rio Vista	St Francis Way	N Front St	Local		Class I Multi-Use Path	All Ages & Abilities	0.34	$540,691	5	3.05	Medium
Rockville Rd	1016C	Solano County	Abernathy Rd	Fairfield C/L	Countywide	Class II Bicycle Lane	Class III Bicycle Route	All Ages & Abilities	1.07	$1,480,638	4	1.07	Medium
Mankas Corner Rd	1018A	Solano County	Abernathy Rd	Fairfield C/L	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.74	$229,477	5	0.60	Medium
Vaca Valley RdFarrell Rd	1025A	Solano County	Pleasants Valley Rd	Gibson Canyon Rd	Neither	None	Class III Bicycle Route	All Ages & Abilities	1.66	$2,309,431	5	0.90	Medium
Northside Canal Path	502A	Suisun City	Sunset Ave	Bella Vista Dr	Neither	None	Class I Multi-Use Path	All Ages & Abilities	1.06	$1,700,300	4	2.00	Medium
Civic Center Blvd	507A	Suisun City	Driftwood Dr	Lotz Way	Neither	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.12	$37,622	5	1.95	Medium
Cordelia Rd	509B	Suisun City	West St	Waterfront Path	Countywide	None	Class III Bicycle Boulevard	All Ages & Abilities	0.18	$40,062	4	2.03	Medium
Grizzly Island Trail Extension	512B	Suisun City	Grizzly Island Rd	City Limit (S)	Neither	None	Class I Multi-Use Path	All Ages & Abilities	1.84	$2,962,741	5	2.05	Medium
Lawler Ranch Path	513A	Suisun City	McCoy Creek Bike Path	Johnston Wy	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.56	$898,235	5	1.85	Medium
Lawler Ranch Path	513B	Suisun City	Craven Wy	Whitby Wy	Neither	Class I Multi-Use Path	Class I Multi-Use Path	All Ages & Abilities	1.00	$1,616,073	4	1.85	Medium
McCoy Creek Bike Path Connector	515A	Suisun City	McCoy Creek	Bella Vista Dr	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.40	$650,877	4	2.00	Medium
Whispering Bay Ln	517A	Suisun City	Marina Cir	Driftwood Dr	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	0.41	$91,147	5	1.90	Medium
Scoter Way, Canvasback Dr, Worley	520A	Suisun City	Pintail Dr	Railroad Ave	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	0.94	$206,312	5	1.85	Medium
Waterfront Path Connector	525A	Suisun City	Solano Yacht Club	Marina Blvd	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.29	$467,375	4	2.05	Medium
Waterfront Path Extension	527A	Suisun City	Marina Cir	Marina Blvd	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.28	$444,211	4	2.05	Medium
Vacaville Bike Path Extension	600A	Vacaville	Dennis Dr	Farrell Rd	Neither		Class I Multi-Use Path	All Ages & Abilities	0.36	$571,568	5	3.81	Medium
Vacaville Bike Path Extension	600B	Vacaville	Farrell Rd	1000' wesst of Wrentham	Neither		Class I Multi-Use Path	All Ages & Abilities	0.92	$1,484,370	4	3.81	Medium
Foothill Dr	604A	Vacaville	West of Wykoff Dr	Alamo Dr	Neither	None	Class III Bicycle Route	Connectivity & Gap Closure	0.44	$616,771	4	3.78	Medium
W Monte Vista Dr	604B	Vacaville	Alamo Dr	Chestnut St	Neither	None	Class III Bicycle Route	Connectivity & Gap Closure	0.76	$1,061,664	5	3.78	Medium
W Monte Vista Dr	604C	Vacaville	Chestnut St	Chandler St	Local	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.24	$65,491	5	3.78	Medium
Browns Valley Pkwy Path	630A	Vacaville	Browns Valley Rd Path	Putah South Canal Path (Proposed)	Neither		Class I Multi-Use Path	All Ages & Abilities	0.73	$1,181,499	4	3.87	Medium
Foxboro Pkwy	635A	Vacaville	Vanden Rd / Leisure Town Rd	Peabody Rd	Neither		Class II Bicycle Lane	Connectivity & Gap Closure	1.58	$425,438	5	3.70	Medium
Morning Glory Dr	642A	Vacaville	Peabody Rd	Youngsdale Dr	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.42	$114,454	5	3.83	Medium
Ruby Dr	643A	Vacaville	Youngsdale Dr	Foxboro Pkwy	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.66	$179,050	4	3.77	Medium
California Dr	644A	Vacaville	Alamo Ln	Rivera Rd	Neither	None	Class II Bicycle Lane	All Ages & Abilities	2.59	$699,911	4	3.77	Medium
Sundance Ave	700A	Vallejo	Flagship Dr	Azuar Dr	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.08	$18,659	4	3.10	Medium
Walnut Ave/Railroad Ave	701A	Vallejo	Q St	G St	Neither		Class II Bicycle Lane	Connectivity & Gap Closure	0.85	$229,508	5	3.28	Medium
Walnut Ave	701C	Vallejo	Pintado St	10th St	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.84	$185,891	5	3.28	Medium
Walnut Ave	701D	Vallejo	10th St	Sundance Ave	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.23	$51,447	5	3.28	Medium
Azuar Dr	702A	Vallejo	Sundance Ave	Tyler Rd	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	1.82	$399,414	4	3.55	Medium
Azuar Dr	702B	Vallejo	G St	Kansas St	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.69	$254,684	5	3.55	Medium
Meadows Dr	712A	Vallejo	Broadway St	Sonoma Blvd	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.16	$34,782	4	3.50	Medium
Meadows Dr	712B	Vallejo	Sonoma Blvd	Sandpiper Dr	Neither		Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.76	$235,673	5	3.50	Medium
Louisiana St	713A	Vallejo	Sacramento St	Midtown Rails to Trails Project	Neither		Class II Bicycle Lane	All Ages & Abilities	0.68	$182,770	4	3.40	Medium
Enterprise St	720B	Vallejo	San Francisco Bay Trail	Sonoma Blvd	Neither		Class I Multi-Use Path	All Ages & Abilities	0.36	$576,781	4	2.87	Medium
Valle Vista Ave	723A	Vallejo	Sacramento St	Couch St	Neither		Class II Buffered Bicycle Lane	All Ages & Abilities	0.44	$135,752	4	3.50	Medium
Valle Vista Ave	723C	Vallejo	Couch St	Broadway St	Neither		Class II Bicycle Lane	All Ages & Abilities	0.16	$44,294	4	3.50	Medium
Solano Ave	725C	Vallejo	Curtola Pkwy	Georgia St	Countywide		Class II Buffered Bicycle Lane	All Ages & Abilities	0.45	$140,615	4	3.51	Medium
Solano Ave	725D	Vallejo	Georgia St	Tuolumne St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.12	$46,191	4	3.51	Medium
Solano Ave	725E	Vallejo	Tuolumne St	Florida St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.33	$123,128	4	3.51	Medium
Solano Ave	725F	Vallejo	Florida St	Miller Ave	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.29	$108,020	4	3.51	Medium
Springs Rd	725G	Vallejo	Miller Ave	Columbus Pkwy	Countywide		Class IV Separated Bikeway	All Ages & Abilities	1.41	$520,485	5	3.51	Medium
Maritime Academy Dr	729B	Vallejo	Bay Trail (Carquinez Bridge)	Sonoma Blvd	Neither	Class II Bicycle Lane	Class II Bicycle Lane	All Ages & Abilities	0.22	$58,878	4	3.40	Medium
SF Bay Trail	732A	Vallejo	Sonoma Blvd	Old Glen Cove Rd Path	Neither		Class I Multi-Use Path	All Ages & Abilities	0.93	$1,491,652	4	3.20	Medium
SF Bay Trail	732D	Vallejo	Glen Cove Waterfront Park	Dillon Point Rd	Neither	Class I Multi-Use Path	Class I Multi-Use Path	All Ages & Abilities	2.50	$4,028,661	4	3.20	Medium
Glen Cove Pkwy	739C	Vallejo	Clearview Dr	Drake Ct	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.60	$221,849	5	3.47	Medium
Glen Cove Pkwy	739D	Vallejo	Drake Ct	S Regatta Dr	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.12	$43,859	5	3.47	Medium
Rollingwood Dr	739G	Vallejo	Benicia Rd	Pope Dr	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.31	$68,731	4	3.47	Medium
Rollingwood Dr	739H	Vallejo	Pope Dr	Tennessee St	Neither		Class II Bicycle Lane	Connectivity & Gap Closure	1.08	$291,057	5	3.47	Medium
Blue Rock Springs Creek Path	749B	Vallejo	Skyline Dr	Ascot Pkwy	Neither	Class I Multi-Use Path	Class I Multi-Use Path	All Ages & Abilities	1.29	$2,069,775	5	3.45	Medium
Redwood St	754A	Vallejo	Sacramento St	Couch St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.58	$216,291	4	3.50	Medium
Redwood St	754C	Vallejo	Hermosa Ave	Tuolumne St	Both		Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.54	$166,978	4	3.50	Medium
Redwood St	754D	Vallejo	Tuolumne St	Fairgrounds Dr	Both		Class IV Separated Bikeway	All Ages & Abilities	0.38	$139,772	4	3.50	Medium
Redwood Pkwy	754F	Vallejo	Admiral Callaghan Ln	Columbus Pkwy	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	2.17	$802,192	5	3.50	Medium
Vaughn Dr/N Lincoln St	203A	Dixon	Stratford Ave	Russell Ln	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	All Ages & Abilities	0.33	$103,555	4	2.23	Low
Future Development - Southwest	232A	Dixon	Batavia Rd	Pitt School Rd	Neither	None	Class IV Separated Bikeway	All Ages & Abilities	1.02	$376,367	4	1.83	Low
Future Development - Southwest	232B	Dixon	George Ln	W A St	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.50	$134,604	4	1.83	Low
Future Development - Southwest	232C	Dixon	W A St	George Ln	Neither	None	Class IV Separated Bikeway	All Ages & Abilities	0.51	$188,614	4	1.83	Low
Salisbury Dr/ Larkmont Dr Bike Boul	328A	Fairfield	Ledgewood Creek Trail	Oliver Rd	Neither	None	Class III Bicycle Route	Connectivity & Gap Closure	0.40	$555,464	4	1.32	Low
Dahlia St	346A	Fairfield	Heather Dr	Heath Dr	Neither	None	Class III Bicycle Route	Connectivity & Gap Closure	0.11	$157,019	4	1.47	Low
Manuel Campos Pkwy	365A	Fairfield	Hilborn Rd	N Texas St	Countywide	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.30	$91,829	4	1.49	Low
Montezuma Hills Rd	408A	Rio Vista	Beach Dr	Burgundy Wy	Neither		Class III Bicycle Route	Connectivity & Gap Closure	0.40	$560,394	5	2.30	Low
Benicia Rd	1007A	Solano County	Home Acres Ave	West of Glove Cove Rd	Neither	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.40	$107,069	4	0.30	Low

Recommended Project Extents					Backbone Network	Existing Info	Final Recommendation	Comfort Level			Prioritization		
Corridor Name	Segment ID	Jurisdiction	From	To	Designation	Existing- Facility Classification	Facility Class	Network	Length (mi)	Cost	High SRTS Scoring Projects (4 or 5)	Avg Priority Score	Priority Level
Abernathy Rd / Mankas Corner Rd	1019B	Solano County	Rockville Rd	Wooden Valley Rd (county limits)	Neither	None	Class III Bicycle Route	All Ages & Abilities	6.31	$8,769,520	5	0.45	Low
Gibson Canyon Rd	1026A	Solano County	Fruitvale Rd	Cantelow Rd	Neither	None	Class III Bicycle Route	All Ages & Abilities	3.42	$4,760,541	4	0.36	Low
Driftwood Dr	508A	Suisun City	Marina Blvd	Josiah Cir	Neither	Class II Bicycle Lane	Class II Bicycle Lane	All Ages & Abilities	0.17	$45,781	5	1.70	Low
Driftwood Dr	508B	Suisun City	Josiah Cir	Civic Center Blvd	Neither	None	Class III Bicycle Route	Connectivity & Gap Closure	0.20	$272,842	5	1.70	Low
Driftwood Dr	508C	Suisun City	Civic Center Blvd	Main St	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	0.16	$34,936	5	1.70	Low
Walnut St	510A	Suisun City	Kellogg St	trail	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	0.08	$17,242	4	1.75	Low
Kellogg St	516A	Suisun City	C/L	Cordelia St	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	0.25	$55,501	4	1.75	Low
Lawler Ranch Bike Boulevard	521A	Suisun City	Pintail Dr	Hwy 12 (E)	Neither	None	Class III Bicycle Boulevard	Connectivity & Gap Closure	1.61	$353,686	4	1.50	Low
Bella Vista Dr	524A	Suisun City	Northside Canal Path (Proposed)	Walters Rd	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.67	$181,691	5	1.48	Low
Bella Vista Dr	524B	Suisun City	Walters Rd	Charleston St	Neither	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.14	$43,656	4	1.48	Low
Village Dr	529A	Suisun City	Hwy 12	Railroad Ave	Neither	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.67	$207,306	4	1.55	Low
Merganser Dr	530A	Suisun City	Village Dr.	Sunset Ave	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.24	$64,624	4	1.25	Low
Merganser Dr	531A	Suisun City	Sunset Ave	Wigeon Wy	Neither	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.18	$57,066	4	1.55	Low
Blossom Ave	533A	Suisun City	Pintail Dr	Canvasback Dr	Neither	None	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.23	$50,499	5	1.65	Low
Blossom Ave	534A	Suisun City	Canvasback Dr	Railroad Ave	Neither	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.46	$143,479	4	1.55	Low
Gibson Canyon Dr/Dobbins St	605A	Vacaville	E Hemlock St	North of Fruitvale Rd	Neither		Class I Multi-Use Path	All Ages & Abilities	0.45	$722,945	4	3.69	Low
Merchant St	606B	Vacaville	Alamo Dr	E Walnut Ave	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.43	$159,586	4	3.23	Low
Ulatis Creek Trail Extension	618A	Vacaville	Vaca Valley Rd	East Main and Davis St	Local		Class I Multi-Use Path	All Ages & Abilities	0.24	$388,009	5	3.38	Low
Ulatis Creek Trail Extension	618B	Vacaville	I-80 Underpass	Approximately Camden Apartments	Local		Class I Multi-Use Path	All Ages & Abilities	0.81	$1,299,270	5	3.38	Low
Ulatis Creek Trail Extension	618C	Vacaville	Ulatis Dr	Nut Tree Rd	Neither		Class I Multi-Use Path	All Ages & Abilities	0.07	$112,700	4	3.38	Low
Vaca Valley Pkwy	620B	Vacaville	Crocker Dr	New Horizons Wy	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.54	$200,436	5	3.11	Low
Vaca Valley Pkwy	620C	Vacaville	New Horizons Wy	Crescent Dr	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.42	$156,516	5	3.11	Low
Putah South Canal Path	621A	Vacaville	Vaca Valley Pkwy	Aldridge Rd	Neither		Class I Multi-Use Path	All Ages & Abilities	6.32	$10,181,747	4	3.45	Low
Mesa Rd	703C	Vallejo	Ribeiro Rd	Flagship Dr	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.32	$71,139	4	2.17	Low

Implementation Note: All recommended proposed projects

Recommended Projects					Gaps to Backbone		School Access			
Project ID	Location	Jurisdiction	Description	Project Type	School Access	Length (mi)	Prioritization Score (5/4)	Prioritization Score	Priority Level	Cost
BE.SA.2	Military Way bet. W 3rd St and E 5th St	Benicia	Pedestrian Crossing and ADA ramps	Safety		n/a	4	2.9	High	-
BE.SA.4	Military Way bet. W 3rd St and E 7th St	Benicia	Pedestrian Crossing and ADA ramps	Safety		n/a	5	3.05	High	-
BE.SG.1	Southhampton Rd, Military West St, Panorama Dr, W K St, W 7th St	Benicia	School Access and Transit Access	Sidewalk Gap Closure	n/a	3.09	5	3.05	High	$3,061,688
BE.SG.2	Adams St, Park Rd, E 5th St, H St, E 2nd St, Bayshore Rrd, E J St, West 3rd St	Benicia	School Access and Transit Access	Sidewalk Gap Closure	n/a	6.73	5	3.35	High	$6,664,500
DI.SA.1	CA-113 & Walnut St	Dixon	Pedestrian Crossing	Safety		n/a	5	2.65	High	-
DI.SA.2	CA-113 & F St	Dixon	Pedestrian Crossing	Safety		n/a	5	2.35	High	-
DI.SA.3	CA-113 & E St	Dixon	Pedestrian Crossing	Safety		n/a	5	2.35	High	-
DI.SG.1	Mostly sidewalk on south side of Parkway Blvd and E Park Blvd between S 1st St and Harvard Dr	Dixon	School Access	Sidewalk Gap Closure	n/a	1.34	4	2.85	High	$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	Dixon	School Access and Transit Access	Sidewalk Gap Closure	n/a	6.52	5	3.7	High	$6,456,938
DI.SG.3	East and west side of Pitt School Rd from Stratford Ave til just after Highway Crossing, N Linconln St, southeast side of N Adams St near N 1st street, and N Vaughn Rd near Lincoln Hwy	Dixon	School Access and Transit Access	Sidewalk Gap Closure	n/a	1.33	4	3.85	High	$1,315,125
FA.SA.3	Pennsylvania & Empire	Fairfield	Improved Crossing, Curb Extension	Safety		n/a	5	3.2	High	-
FA.SA.4	W Texas & Park Crossing Apts	Fairfield	Curb Extension/ADA	Safety		n/a	5	3.75	High	-
FA.SA.5	W Texas from 5th to Pennsylvania	Fairfield	Access Management	Safety		n/a	5	3.55	High	-
FA.SG.10	Beck Ave, Courage Dr, Auto Mall Pkwy	Fairfield	Transit Access	Sidewalk Gap Closure	n/a	1.44	4	3.42	High	$1,426,125
FA.SG.11	Peabody Rd, Cement Hill Rd	Fairfield	Transit Access	Sidewalk Gap Closure	n/a	3.41	4	3.2	High	$3,372,188
FA.SG.3	Rockville Rd from Beck Ave to city boundary, Becky Ave, Pennsylvania Ave	Fairfield	School Access and Transit Access	Sidewalk Gap Closure	n/a	2.56	5	3.9	High	$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	Fairfield	School Access	Sidewalk Gap Closure	n/a	0.47	5	3.7	High	$466,125
RV.SG.1	S 2nd street between Marina Dr and Montezuma Hills Rd	Rio Vista	School Access and Transit Access	Sidewalk Gap Closure	X	0.08	5	1.85	High	$82,313
SU.SG.1	West side of Walters Rd from McClellan Dr to just north of Bella Vista Dr	Siusun City	School Access and Transit Access	Sidewalk Gap Closure	n/a	1.11	5	2.95	High	$1,097,813
SU.SG.2	Main St, County Bikeway, Lotz Way	Siusun City	School Access and Transit Access	Sidewalk Gap Closure	n/a	0.73	5	3.1	High	$722,438
UN.SG.4	East Tabor Ave (east of Olive Ave), Olive Ave	Solano County	School Access and Transit Access	Sidewalk Gap Closure	x	1.87	4	3.6	High	$1,851,188
UN.SG.5	Benicia Rd, Lemon St	Solano County	School Access and Transit Access	Sidewalk Gap Closure	x	1.61	5	4.4	High	$1,593,938
UN.SG.6	Magazine St, Fulton Ave	Solano County	Transit Access	Sidewalk Gap Closure		0.93	4	3.6	High	$918,188
SU.SRTS.8	Marina Blvd from Railroad Ave to Hwy 12	Suisun City	School Access and Transit Access	Sidewalk Gap Closure	x	0.30	4	3.25	High	$295,313
VC.SA.1	Monte Vista & Eldridge	Vacaville	Third Pedestrian Crossing	Safety		n/a	4	3.2	High	-
VC.SA.2	Monte Vist & N Orchard	Vacaville	ADA Ramps	Safety		n/a	4	3.15	High	-
VC.SG.2	Vaca Valley Pkwy, Browns Valley Rd, Allison Dr, Dobbins St	Vacaville	School Access and Transit Access	Sidewalk Gap Closure	n/a	6.27	5	4.6	High	$6,209,438
VC.SG.3	Buck Ave, Foothill Dr, N Orchard Ave, Gibson Canyon Rd, Farrell Rd, Fruitvale Rd	Vacaville	School Access and Transit Access	Sidewalk Gap Closure	n/a	6.41	5	3.65	High	$6,350,438
VC.SG.4	Elmira Rd, Alamo Dr, Butcher Rd, California Dr, Peabody Rd, Nut Tree Rd	Vacaville	School Access and Transit Access	Sidewalk Gap Closure	n/a	3.36	5	4.4	High	$3,322,125
VC.SG.5	Peabody Rd, Vanden Rd, Elmira Rd, Leisure Town Rd	Vacaville	School Access	Sidewalk Gap Closure	n/a	2.10	4	3.45	High	$2,076,563
VC.SG.6	Leisure Town Rd, Elmira Rd, Fry Rd	Vacaville	School Access	Sidewalk Gap Closure	n/a	3.54	5	3.35	High	$3,500,438
VC.SRTS.2	Markham Ave	Vacaville	Improved Crossing	Safe Routes to Transit		n/a	5	3.2	High	-

Recommended Projects					Gaps to Backbone	School Access				
Project ID	Location	Jurisdiction	Description	Project Type	School Access	Length (mi)	Prioritization Score (5/4)	Prioritization Score	Priority Level	Cost
VL.SA.1	Springs and Tregaskis	Vallejo	Install HAWK	Safety		n/a	5	4.6	High	-
VL.SG.10	Benicia Rd, Rollingwood Dr	Vallejo	School Access and Transit Access	Sidewalk Gap Closure	n/a	4.21	5	4.2	High	$4,168,688
VL.SG.2	Broadway St north of HWY 37, and Fairgrounds Dr north of Taper Ave	Vallejo	School Access and Transit Access	Sidewalk Gap Closure	n/a	3.70	5	4.2	High	$3,666,188
VL.SG.3	Broadway St, Redwood St, Fairgrounds Dr	Vallejo	School Access and Transit Access	Sidewalk Gap Closure	n/a	8.89	5	4.2	High	$8,799,750
VL.SG.4	Redwood St, Sacramento St, Valle Vista Ave	Vallejo	School Access and Transit Access	Sidewalk Gap Closure	n/a	2.68	5	4.2	High	$2,649,188
VL.SG.5	Valle Vista St, Broadway St, Admiral Callaghan Ln, Camino Alto	Vallejo	School Access	Sidewalk Gap Closure	n/a	10.48	5	4.2	High	$10,378,688
VL.SG.7	Solano Ave, Georgia St, Benicia Rd, Sprrings Rd, Maple Av	Vallejo	School Access and Transit Access	Sidewalk Gap Closure	n/a	17.32	5	4.2	High	$17,150,250
VL.SG.8	Lake Herman Rd, Ascot Pkwy, Redwood Pkwy, Admiral Callaghan Ln	Vallejo	School Access and Transit Access	Sidewalk Gap Closure	n/a	12.09	5	4.2	High	$11,972,250
VL.SG.9	Magazine St, Laurel St, Lincoln Rd, Porter St	Vallejo	School Access and Transit Access	Sidewalk Gap Closure	n/a	4.51	5	4.2	High	$4,463,438
VL.SR2S.2	Georgia St and 12th St	Vallejo	Improve Crossing	Safe Routes to School	X	n/a	5	4.2	High	-
VL.SR2S.3	Georgia St and Gleason Ave	Vallejo	Improve Crossing	Safe Routes to School	X	n/a	5	4.2	High	-
VL.SR2S.5	Amador St and Indiana St	Vallejo	Improve Crossing	Safe Routes to School	X	n/a	5	4.2	High	-
VL.SR2S.8	Tuolumne St and Panorama Dr	Vallejo	Improve Crossing	Safe Routes to School	X	n/a	5	4.2	High	-
BE.SA.1	Military Way bet. W 3rd St and E 5th St	Benicia	Pedestrian Crossing and ADA ramps	Safety		n/a	5	2.6	Medium	-
BE.SA.5	Military Way bet. W 3rd St and E 5th St	Benicia	Pedestrian Crossing and ADA ramps	Safety		n/a	5	2.6	Medium	-
BE.SG.11	E 5th St. bet. E. E St and E. G St	Benicia	School Access	Sidewalk Gap Closure	x	0.12	4	2.45	Medium	$121,875
BE.SG.7	Sweetbrier Ln bet. Solano Dr and Cypress Ct	Benicia	School Access and Transit Access	Sidewalk Gap Closure	X	0.02	5	2.6	Medium	$17,438
BE.SG.8	Solano Dr bet. Poppy Cir and Buckeye Ct	Benicia	School Access and Transit Access	Sidewalk Gap Closure	X	0.01	5	2.6	Medium	$7,500
DI.SA.4	Adams St & H St	Dixon	Pedestrian Crossing Improvement	Safety		n/a	4	1.9	Medium	-
DI.SR2S.2	Rehman Dr	Dixon	Pedestrian crossing	Safe Routes to School	X	n/a	5	1.85	Medium	-
DI.SR2S.3	Fountain & Pembroke	Dixon	Pedestrian crossing	Safe Routes to School	X	n/a	5	1.85	Medium	-
DI.SR2S.5	Almond St	Dixon	Pedestrian crossing	Safe Routes to School	X	n/a	5	1.85	Medium	-
DI.SR2S.6	Almond St	Dixon	Pedestrian crossing	Safe Routes to School	X	n/a	5	1.85	Medium	-
DI.SR2S.7	Almond St	Dixon	Pedestrian crossing	Safe Routes to School	X	n/a	5	1.85	Medium	-
DI.SR2S.8	Almond St	Dixon	Pedestrian crossing	Safe Routes to School	X	n/a	5	1.85	Medium	-
FA.SA.1	CA-12 & Beck	Fairfield	Pedestrian Overcrossing	Safety		n/a	4	2.15	Medium	-
FA.SA.10	Pennsylvania & Buckingham Dr	Fairfield	Improve Crossing	Safety		n/a	5	2.45	Medium	-
FA.SA.2	N Texas & E Tabor	Fairfield	Curb Extension/ADA/No RTOR	Safety		n/a	4	2.85	Medium	-
FA.SA.7	E Tabor west of Falcon	Fairfield	Improve Crossing	Safety		n/a	5	2.75	Medium	-
FA.SA.8	E Travis & San Brun	Fairfield	Improve Crossing	Safety		n/a	5	2.75	Medium	-
FA.SA.9	Pennsylvania & Del Prado St	Fairfield	Improve Crossing	Safety		n/a	5	2.45	Medium	-
FA.SG.1	Red Top Rd between the railroad and Watt Dr	Fairfield	School Access	Sidewalk Gap Closure	n/a	8.38	5	2.67	Medium	$8,301,000
FA.SG.5	North side of Travis Blv	Fairfield	School Access	Sidewalk Gap Closure	n/a	2.91	5	2.97	Medium	$2,878,500
FA.SG.6	southwestern side of Hibborn Rd, northeast side of Lloyd Rd	Fairfield	School Access	Sidewalk Gap Closure	n/a	1.66	5	2.25	Medium	$1,642,688
FA.SG.7	Clay Bank Rd, Cement Hill Rd	Fairfield	School Access	Sidewalk Gap Closure	n/a	2.11	5	2.67	Medium	$2,086,313
FA.SG.8	East and west sides of Peabody Rd from Air Base Pkwy to the railroad	Fairfield	School Access and Transit Access	Sidewalk Gap Closure	n/a	2.09	4	2.7	Medium	$2,068,500
FA.SR2S.3	Cement Hill Rd	Fairfield	Improve Crossing	Safe Routes to School	X	n/a	4	2.05	Medium	-
RV.SG.2	River Rd, Montezuma Hills Rd	Rio Vista	Transit Access	Class I Path	n/a	0.76	4	1.6	Medium	$750,000
RV.SG.3	N. Front St	Rio Vista	Transit Access	Class I Path	n/a	0.11	4	1.6	Medium	$112,500
UN.CIP.5	Benicia Rd from Beach St to I-80-Overpass	Solano County	Sidewalk and Striping Iprovements	Capital Improvement Program		0.47	5	2.25	Medium	$465,300
UN.SG.2	Mankas Corner Rd, southern end of Gordon Valley Rd	Solano County	School Access	Sidewalk Gap Closure	x	0.63	5	2.85	Medium	$618,750
SU.GC.1	Pintail/Golden Eye Way	Suisun City	Improved Crossing, School Signage	Gap Closure	X	n/a	5	1.4	Medium	-

Recommended Projects					Gaps to Backbone		School Access			
Project ID	Location	Jurisdiction	Description	Project Type	School Access	Length (mi)	Prioritization Score (5/4)	Prioritization Score	Priority Level	Cost
SU.SR2S.1	Hwy 12 & Sunset/Grizzly Island	Suisun City	Pedestrian Refuge/ADA Ramp	Safe Routes to School	X	n/a	4	2.5	Medium	-
SU.SRTS.1	Pintail/White Wing Lane	Suisun City	Add Crossing/ADA Ramp	Safe Routes to Transit	X	n/a	5	1.4	Medium	-
SU.SRTS.3	Pintail/Seagull	Suisun City	Pedestrian Refuge/ADA Ramp	Safe Routes to School		n/a	5	1.95	Medium	-
SU.SRTS.5	Hwy 12 & Marina Blvd	Suisun City	Pedestrian Refuge/ADA Ramp	Safe Routes to Transit	x	n/a	4	2.5	Medium	-
VC.SA.3	I-80/Alamo Dr Interchange Ramp Ped Safety Improvements	Vacaville	Improved Crossings & ADA Enhancements	Safety			4	2.7	Medium	-
VC.SA.4	I-80 Depot Rd Intersection Ped Safety Improvements	Vacaville	Improved Crossings & ADA Enhancements	Safety			5	2.9	Medium	-
VC.SR2S.1	Bel Air Dr	Vacaville	Improved Crossing	Safe Routes to School	X	n/a	5	2.9	Medium	-
VC.SR2S.2	Bel Air Dr	Vacaville	Improved Crossing	Safe Routes to School	X	n/a	5	2.9	Medium	-
VC.SR2S.3	Bel Air Dr	Vacaville	Improved Crossing	Safe Routes to School	X	n/a	5	2.9	Medium	-
VC.SR2S.4	Morning Glory Dr	Vacaville	Improved Crossing	Safe Routes to School	X	n/a	5	2.9	Medium	-
VC.SR2S.5	Morning Glory Dr	Vacaville	Improved Crossing	Safe Routes to School	X	n/a	5	2.9	Medium	-
VC.SR2S.6	Morning Glory Dr	Vacaville	Improved Crossing	Safe Routes to School	X	n/a	5	2.9	Medium	-
VC.SRTS.1	Markham Ave	Vacaville	Improved Crossing	Safe Routes to Transit		n/a	4	2.7	Medium	-
VC.SRTS.3	Buck & Eldridge	Vacaville	Improved Crossing	Safe Routes to Transit		n/a	4	2.7	Medium	-
VC.SRTS.4	Anita & S Orchard	Vacaville	Improved Crossing	Safe Routes to Transit		n/a	4	2.7	Medium	-
VC.WA.1	Solano County Library	Vacaville	Pedestrian Comfort and Accessibility	Walk Audit		n/a	5	2.7	Medium	-
VL.SA.2	Springs and Heartwood	Vallejo	Install HAWK	Safety		n/a	4	3.9	Medium	-
VL.SA.3	Springs and Lassen/Hilton	Vallejo	Install HAWK	Safety		n/a	4	3.9	Medium	-
VL.SG.1	Azuar Dr, Railroad Ave, Walnut Ave	Vallejo	School Access	Sidewalk Gap Closure	n/a	7.22	5	3.6	Medium	$7,144,500
VL.SG.12	Mare Island Dr, Maine St, Georgia St	Vallejo	School Access and Transit Access	Sidewalk Gap Closure	n/a	0.81	4	3.9	Medium	$800,063
VL.SG.6	Alameda St, Solano Ave, Amador St, 5th St	Vallejo	School Access and Transit Access	Sidewalk Gap Closure	n/a	7.93	4	3.9	Medium	$7,850,438
VL.SR2S.1	Georgia St and Mayo Ave	Vallejo	Improve Crossing	Safe Routes to School	X	n/a	5	3.6	Medium	-
VL.SR2S.4	Georgia St and Wallace Ave	Vallejo	Improve Crossing	Safe Routes to School	X	n/a	4	3.5	Medium	-
VL.SR2S.6	Nebraska St and El Dorado St	Vallejo	Improve Crossing	Safe Routes to School	X	n/a	4	3.5	Medium	-
VL.SR2S.7	Nebraska St and Napa St	Vallejo	Improve Crossing	Safe Routes to School	X	n/a	4	3.5	Medium	-
VL.SR2S.9	Florida @ St. Vincent	Vallejo	Improve Crossing	Safe Routes to School	X	n/a	4	3.5	Medium	-
VL.SRTS.1	Maine Street	Vallejo	Improve Crossing	Safe Routes to Transit		n/a	4	3.5	Medium	-
VL.SRTS.2	Maine Street	Vallejo	Improve Crossing	Safe Routes to Transit		n/a	4	3.5	Medium	-
VL.SRTS.3	Alameda Street	Vallejo	Improve Crossing	Safe Routes to Transit		n/a	4	3.5	Medium	-
VL.SRTS.4	Alameda Street and Carolina St	Vallejo	Improve Crossing	Safe Routes to Transit		n/a	4	3.5	Medium	-
VL.SRTS.5	Tuolumne St and La Cadena St	Vallejo	Improve Crossing	Safe Routes to Transit		n/a	4	3.5	Medium	-
VL.SRTS.6	Tuolumne St and Illinois St	Vallejo	Improve Crossing	Safe Routes to Transit		n/a	4	3.5	Medium	-
BE.SA.6	E 5th bet. E K St and Vecina St	Benicia	ADA Ramps	Safety		n/a	4	2.25	Low	-
BE.SA.7	E 5th bet. E K St and Vecina St	Benicia	ADA Ramps	Safety		n/a	4	2.25	Low	-
BE.SA.8	I-780 Overcrossing and Path from Southampton Rd to Denfield Ave	Benicia	Pedestrian Crossings	Safety	X	0.28	5	1.85	Low	-
DI.SR2S.1	Rehman Dr	Dixon	Pedestrian crossing	Safe Routes to School	X	n/a	4	1.6	Low	-
DI.SR2S.4	Almond St	Dixon	Pedestrian crossing	Safe Routes to School	X	n/a	4	1.6	Low	-
FA.SA.6	Atlantic & Orchid	Fairfield	ADA Ramps	Safety	X	n/a	5	1.6	Low	-
FA.SR2S.1	Hilborn Rd	Fairfield	Improve Crossing	Safe Routes to School	X	n/a	5	1.45	Low	-
FA.SR2S.2	Hilborn Rd	Fairfield	Improve Crossing	Safe Routes to School	X	n/a	4	1.25	Low	-
FA.SR2S.4	Waterman Blvd	Fairfield	Improve Crossing	Safe Routes to School	X	n/a	4	1.25	Low	-
FA.SR2S.6	Oakbrook Dr	Fairfield	Improve Crossing	Safe Routes to School	X	n/a	5	1.75	Low	-
FA.WA.1	Kensington/Pennsylvania/Gateway	Fairfield	Pedestrian Comfort	Walk Audit		n/a	5	1.72	Low	-
RV.SR2S.1	4th & Montezuma	Rio Vista	ADA Ramp	Safe Routes to School	X	n/a	5	1.25	Low	-
RV.SR2S.2	4th & Gertrudes	Rio Vista	Improve Crossing/ADA Ramps	Safe Routes to School	X	n/a	5	1.35	Low	-
RV.SR2S.3	Main St from Hwy 12 to 4th St	Rio Vista	Sidewalk Gap Closures/ADA	Safe Routes to School	X	0.34	5	1.35	Low	$334,500

Recommended Projects					Gaps to Backbone	School Access				
Project ID	Location	Jurisdiction	Description	Project Type	School Access	Length (mi)	Prioritization Score (5/4)	Prioritization Score	Priority Level	Cost
UN.CIP.4	Starr Ct, various locations	Solano County	Sidewalk and Roadway Improvements	Capital Improvement Program		0.47	4	1.45	Low	$465,300
UN.CIP.6	Home Acres	Solano County	Sidewalk Improvement	Capital Improvement Program		1.23	5	1.45	Low	$1,218,750
SU.SR2S.2	Anderson/Craven	Suisun City	Pedestrian Refuge/ADA Ramp	Safe Routes to School	X	n/a	4	1.05	Low	-
SU.SR2S.3	Anderson/Kinsmill	Suisun City	Pedestrian Refuge/ADA Ramp	Safe Routes to School	X	n/a	4	1.05	Low	-
SU.SRTS.2	Pintail/Crane	Suisun City	Pedestrian Refuge/ADA Ramp	Safe Routes to School		n/a	5	1.2	Low	-
SU.SRTS.6	Hwy 12 & Emperor Dr	Suisun City	Pedestrian Refuge/ADA Ramp	Safe Routes to Transit	x	n/a	4	1.25	Low	-

Recommended Project Extents					Backbone Network	Existing Info	Final Recommendation	Comfort Level			Prioritization		
Corridor Name	Segment ID	Jurisdiction	From	To	Designation	Existing- Facility Classification	Facility Class	Network	Length (mi)	Cost	High Scoring Transit Access Projects	Avg Priority Score	Priority Level
Rose Dr	101A	Benicia	Columbus Pkwy	Palace Ct	Neither	Class III Bicycle Route	Class II Bicycle Lane	All Ages & Abilities	0.37	$99,566	3	2.73	High
Rose Dr	101B	Benicia	Hastings Dr	E 2nd St	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	1.59	$493,512	3	2.73	High
Rose Dr	101C	Benicia	Palace Ct	Hastings Dr	Neither	Class III Bicycle Route	Class III Bicycle Boulevard	Connectivity & Gap Closure	1.56	$2,165,616	3	2.73	High
Benicia Highlands Trail (East)	110A	Benicia	Perth Way	Park Rd	Neither		Class I Multi-Use Path	All Ages & Abilities	1.64	$2,648,093	3	2.75	High
Warwick Dr	112A	Benicia	Chelsea Hills Dr	Havenhill Dr	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.45	$166,137	3	2.59	High
Benicia Highlands Trail (West)	113A	Benicia	Warwick Dr	Proposed Trail	Neither		Class I Multi-Use Path	All Ages & Abilities	0.40	$641,823	3	2.59	High
Southampton Rd	114A	Benicia	Military West	I-780 Underpass	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.14	$52,951	3	2.78	High
Southampton Rd	114B	Benicia	I-780 Underpass	Chelsea Hills Dr	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	1.02	$377,242	3	2.78	High
E 2nd St	117A	Benicia	Military East	Riverhill Dr	Local		Class IV Separated Bikeway	All Ages & Abilities	0.19	$70,683	3	2.82	High
E 2nd St	117B	Benicia	Riverhill Dr	Tennys Dr/Benicia Highlands Trail	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.57	$210,613	3	2.82	High
E 2nd St	117C	Benicia	Tennys Dr/Benicia Highlands Trail	Rose Dr	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.98	$361,983	3	2.82	High
1st St	120B	Benicia	E B St	E H St	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.40	$147,334	3	3.66	High
1st St	120C	Benicia	E H St	Military East	Local		Class IV Separated Bikeway	All Ages & Abilities	0.26	$98,046	3	3.66	High
K St/I St/J St Bike Boulevard	121A	Benicia	Military West	W 1st St	Neither	Class II Bicycle Lane	Class III Bicycle Boulevard	All Ages & Abilities	0.01	$1,485	3	3.90	High
E H St	128A	Benicia	1st St	E 4th St	Local		Class II Bicycle Lane	All Ages & Abilities	0.39	$104,956	3	3.11	High
E H St	128B	Benicia	E 4th St	E 5th St	Local		Class III Bicycle Boulevard	All Ages & Abilities	0.12	$27,237	3	3.11	High
Park Rd	132A	Benicia	Oak Rd	Bayshore Rd	Local		Class II Buffered Bicycle Lane	All Ages & Abilities	1.14	$354,623	5	2.77	High
Park Rd	132B	Benicia	Bayshore Rd	Industrial Way	Local		Class IV Separated Bikeway	All Ages & Abilities	0.30	$111,226	5	2.77	High
Park Rd	132C	Benicia	Industrial Way	E 2nd St	Local		Class I Multi-Use Path	All Ages & Abilities	1.05	$1,691,683	5	2.77	High
Southampton Rd/W 7th St	136A	Benicia	Chelsea Hills Dr	I-780 Eastbound On/Off-ramp	Local		Class IV Separated Bikeway	All Ages & Abilities	0.18	$67,032	3	3.88	High
Southampton Rd/W 7th St	136B	Benicia	I-780 Eastbound On/Off-ramp	Military West	Local	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.35	$127,785	3	3.88	High
Military West	143A	Benicia	Bay Trail	Southampton Rd	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.13	$47,890	3	4.14	High
Military West	143B	Benicia	Southampton Rd	W 13th St	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.08	$31,017	3	4.14	High
Military West	143C	Benicia	W 13th St	Plaza de Oro	Both	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.13	$48,043	3	4.14	High
Military West	143D	Benicia	Plaza de Oro	Drolette Way	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.48	$179,245	3	4.14	High
Military West	143E	Benicia	Drolette Way	W 5th St	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.42	$156,347	3	4.14	High
Military West	143F	Benicia	W 5th St	W 2nd St	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.39	$142,835	3	4.14	High
Military West	143H	Benicia	W 2nd St	1st St	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.13	$48,016	3	4.14	High
Military East	144A	Benicia	1st St	E 2nd St	Local	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.14	$52,035	3	3.50	High
Military East	144B	Benicia	E 2nd St	E 5th St	Local		Class II Buffered Bicycle Lane	All Ages & Abilities	0.39	$119,762	3	3.50	High
Military East	144C	Benicia	E 5th St	Grant St	Local		Class II Bicycle Lane	All Ages & Abilities	0.44	$118,879	3	3.50	High
Columbus Pkwy	145A	Benicia	San Francisco Bay Trail	Benicia Rd	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.20	$74,914	3	3.27	High
Proposed Trail	148A	Benicia	Kearney St	E 2nd St	Neither		Class I Multi-Use Path	All Ages & Abilities	1.14	$1,834,762	3	2.99	High
City Center Bike Boulevard	153A	Benicia	1st St	E 5th St	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.63	$139,633	3	3.35	High
Pheasant Run Dr	218A	Dixon	Rehrmann Dr	W H St	Neither	Class II Bicycle Lane	Class II Bicycle Lane	All Ages & Abilities	0.36	$97,677	5	3.05	High
Market Ln Path Connection	231A	Dixon	Evans Rd	Market Lane	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.54	$870,792	5	3.05	High
Market Ln Path Connection	231B	Dixon	Market Ln Path	Pitt School Rd	Neither	None	Class IV Separated Bikeway	All Ages & Abilities	0.15	$55,497	5	3.05	High
Lopes Rd	300B	Fairfield	Gold Hill Road (S)	North of Oakbrook Dr	Neither	Class II Buffered Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	1.64	$605,111	3	2.73	High
Lopes Rd	300C	Fairfield	North of Oakbrook Dr	Red Top Rd	Neither	Class II Buffered Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.81	$300,126	3	2.73	High
Lopes Rd	300D	Fairfield	Red Top Rd	Fermi Dr	Countywide	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.51	$158,032	3	2.73	High
Lopes Rd	300E	Fairfield	Fermi Dr	W Cordelia Rd	Countywide	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.43	$133,607	3	2.73	High
Red Top Rd	305A	Fairfield	Lopes Rd	River Rd	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.43	$155,259	3	2.98	High
Red Top Rd	305B	Fairfield	River Rd	McGary Rd	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.48	$176,080	3	2.98	High
Business Center Dr	310A	Fairfield	Julia Berger Cr	Green Valley Rd	Countywide	None	Feasibility Study	To Be Determined	0.52	N/A	3	2.68	High
Business Center Dr	310B	Fairfield	Green Valley Rd	Suisun Creek/Fairfield Linear Park Trail	Countywide	Class II Bicycle Lane	Feasibility Study	To Be Determined	2.00	N/A	3	2.68	High
Fairfield Linear Park Trail	320E	Fairfield	Dover Ave	Clay Bank Rd	Neither	None	Class I Multi-Use Path	All Ages & Abilities	1.15	$1,844,635	3	3.44	High
Fairfield Linear Park Trail	320F	Fairfield	Clay Bank Rd	Peabody Rd	Neither	None	Class I Multi-Use Path	All Ages & Abilities	2.44	$3,925,272	3	3.44	High
Hwy 12 Path	322A	Fairfield	Beck Ave	Illinois St	Neither	None	Class I Multi-Use Path	All Ages & Abilities	1.21	$1,946,675	5	3.33	High
Hwy 12 Path	322B	Fairfield	Illinois St	Union Ave	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.27	$429,636	5	3.33	High
Rockville Rd	324A	Fairfield	Ledgewood Creek Trail	Beck Ave	Countywide	None	Class I Multi-Use Path	All Ages & Abilities	0.53	$805,572	5	3.43	High
W Texas St	325A	Fairfield	Beck Ave	Pennsylvania Ave	Countywide	None	Class IV Separated Bikeway	All Ages & Abilities	0.89	$328,059	5	4.53	High
W Texas St	325B	Fairfield	Pennsylvania Ave	Jefferson St	Local	None	Class III Bicycle Route	Connectivity & Gap Closure	0.43	$10,887	3	4.53	High
W Texas St	325C	Fairfield	Jefferson St	Clay St	Neither	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.22	$59,198	3	4.53	High
N Texas St	326A	Fairfield	Clay St	E Travis Blvd	Neither	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.74	$200,356	3	3.36	High
N Texas St	326B	Fairfield	E Travis Blvd	Fairfield Linear Park Trail	Neither	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.50	$1,807	3	3.36	High
N Texas St	326C	Fairfield	Fairfield Linear Park Trail	Air Base Pkwy Ramps (N)	Countywide	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.54	$145,616	3	3.36	High
N Texas St	326D	Fairfield	Air Base Pkwy Ramps (N)	Marigold Dr	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.74	$230,920	3	3.36	High
N Texas St	326E	Fairfield	Marigold Dr	Dickson Hill Rd	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.45	$139,337	3	3.36	High
N Texas St	326F	Fairfield	Dickson Hill Rd	Manuel Campos Pkwy	Countywide	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.24	$73,575	3	3.36	High
Laurel Creek Trail	330A	Fairfield	Putah South Canal	Gulf Dr	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.70	$1,130,811	3	2.75	High
Laurel Creek Trail	330C	Fairfield	Matthew Dr	Railroad Ave (Suisun City)	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.08	$135,132	3	2.75	High
Pennsylvania Ave	331A	Fairfield	Woolner Ave	W Texas St	Countywide	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.28	$14,954	3	2.83	High
Pennsylvania Ave	331B	Fairfield	W Texas St	Travis Blvd	Local	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.61	$164,218	3	2.83	High
Pennsylvania Ave	331C	Fairfield	Travis Blvd	Tabor Ave	Local	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.52	$139,438	3	2.83	High

Recommended Project Extents					Backbone Network	Existing Info	Final Recommendation	Comfort Level			Prioritization		
Corridor Name	Segment ID	Jurisdiction	From	To	Designation	Existing- Facility Classification	Facility Class	Network	Length (mi)	Cost	High Scoring Transit Access Projects	Avg Priority Score	Priority Level
Broadway St	332A	Fairfield	Pennsylvania Ave	Union Ave	Countywide	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.51	$3,001	5	2.93	High
Union Ave/Ohio St	333A	Fairfield	Jefferson St	Broadway St	Local	None	Class IV Separated Bikeway	All Ages & Abilities	0.15	$54,253	5	2.71	High
Jefferson St	334A	Fairfield	Ohio St	Broadway St	Local	None	Class II Bicycle Lane	All Ages & Abilities	0.08	$21,205	5	2.71	High
Jefferson St	334B	Fairfield	Broadway St	Kentucky St	Local	None	Class II Bicycle Lane	All Ages & Abilities	0.38	$102,867	5	2.71	High
Washington St	335A	Fairfield	Texas St	Kentucky St	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.15	$40,126	3	2.80	High
Kentucky St	336A	Fairfield	Pennsylvania Ave	Union Ave	Local	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.52	$134,161	3	2.89	High
Kentucky St	336B	Fairfield	Union Ave	Washington Ave	Local	None	Class III Bicycle Boulevard	All Ages & Abilities	0.07	$16,111	3	2.89	High
2nd St	338A	Fairfield	Travis Blvd	W Texas St	Countywide	None	Class III Bicycle Route	Connectivity & Gap Closure	0.61	$36,539	3	3.15	High
Webster St	340A	Fairfield	Travis Blvd	Kentucky St	Neither	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.53	$165,265	3	2.90	High
Gateway Blvd	341A	Fairfield	Travis Blvd	Pennsylvania Ave	Neither	None	Class I Multi-Use Path	All Ages & Abilities	1.40	$2,249,308	3	2.69	High
Union Ave	342A	Fairfield	Kentucky St	Fairfield Linear Park Trail	Both	None	Feasibility Study	To Be Determined	0.79	N/A	3	2.98	High
Union Ave	342B	Fairfield	Fairfield Linear Park Trail	Peach Tree Dr	Local	None	Feasibility Study	To Be Determined	0.65	N/A	3	2.98	High
E Tabor Ave	356A	Fairfield	N Texas St	Dover Ave	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.50	$154,748	3	2.65	High
E Tabor Ave	356B	Fairfield	Dover Ave	Clay Bank Rd	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.96	$298,696	3	2.65	High
E Tabor Ave	356C	Fairfield	Clay Bank Rd	Railroad Ave (Suisun City)	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.14	$32,532	3	2.65	High
E Tabor Ave	356D	Fairfield	Railroad Ave (Suisun City)	Davis Dr	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.16	$50,565	3	2.65	High
E Tabor Ave	356E	Fairfield	Davis Dr	Walters Rd	Countywide	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.75	$231,074	3	2.65	High
Sears Point Rd	1000B	Solano County	Napa River Bridge (western end)	Vallejo C/L	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.55	$882,039	3	1.50	High
Benicia Rd	1005A	Solano County	Beach St	Lincoln Rd West	Neither	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.43	$133,590	5	1.95	High
Benicia Rd	1005B	Solano County	Lincoln Rd West	Laurel St	Neither	None	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.18	$40,227	3	1.95	High
Lemon St	1006A	Solano County	Curtola Pkwy	Benicia Rd	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.25	$67,402	5	1.50	High
Magazine St	1008A	Solano County	East of Palou St	Old Glen Cove Rd	Countywide	None	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.33	$72,805	3	1.60	High
Proposed Putah South Canal Trail ex	1015A	Solano County	Fairfield C/L	Rockville Rd	Neither		Class I Multi-Use Path	All Ages & Abilities	0.51	$825,561	3	1.50	High
Suisun Valley Rd	1017A	Solano County	Solano College Rd	Rockville Rd	Countywide	None	Class IV Separated Bikeway	All Ages & Abilities	0.46	$169,121	3	1.90	High
Proposed trail	1020A	Solano County	Bella Vista Dr	E Tabor Ave	Neither	None	Class I Multi-Use Path	All Ages & Abilities	1.17	$1,881,631	3	1.50	High
I-80 proposed trail	1028A	Solano County	Leisure Town Rd	W A St	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.38	$603,915	3	1.50	High
Railroad Ave	500A	Suisun City	Marina Blvd	Sunset Ave	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.82	$305,103	3	3.65	High
Railroad Ave Path	501A	Suisun City	Sunset Ave	E Tabor Ave	Countywide	Class II Bicycle Lane	Class I Multi-Use Path	All Ages & Abilities	1.05	$1,685,640	3	2.60	High
Buena Vista Ave/Pintail Dr	503A	Suisun City	Marina Blvd	Village Dr.	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	0.43	$94,067	3	2.55	High
Buena Vista Ave/Pintail Dr	503B	Suisun City	Village Dr.	Walters Rd	Local	None	Class II Bicycle Lane	Connectivity & Gap Closure	1.79	$483,306	3	2.55	High
Main St	504A	Suisun City	Cordelia St	Central County Bikeway	Both	None	Class II Bicycle Lane	All Ages & Abilities	0.53	$144,447	5	3.00	High
Lotz Way	506A	Suisun City	Main St	Civic Center Blvd	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.12	$200,887	5	3.08	High
Lotz Way	506B	Suisun City	Civic Center Blvd	Marina Blvd	Neither	Class II Bicycle Lane	Class I Multi-Use Path	All Ages & Abilities	0.37	$599,647	5	3.08	High
Marina Blvd	511A	Suisun City	Whispering Bay Ln	Driftwood Ct	Neither	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.44	$117,743	3	2.65	High
Marina Blvd	511D	Suisun City	Hwy 12	Railroad Ave	Both	Class II Bicycle Lane	Class I Multi-Use Path	All Ages & Abilities	0.37	$590,985	3	2.65	High
McCoy Creek Bike Path Extension	514A	Suisun City	McCoy Creek	Railroad Ave	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.32	$508,722	3	2.45	High
McCoy Creek Bike Path Extension	514B	Suisun City	Pintail Dr	Proposed trail	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.32	$522,778	3	2.45	High
Sunset Ave	518A	Suisun City	Hwy 12	Railroad Ave	Local	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.71	$262,700	3	3.73	High
Sunset Ave	518B	Suisun City	Railroad Ave	Railroad Ave	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.16	$59,579	3	3.73	High
Walters Rd	522A	Suisun City	Hwy 12	E Tabor Ave	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	1.70	$629,000	3	2.75	High
Rail with Trail	526A	Suisun City	Cordelia St	Train Station	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.55	$890,415	5	2.35	High
UPRR Overcrossing	528A	Suisun City	Marina Blvd	W Texas St	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.17	$270,495	3	2.30	High
Wigeon Wy Bike Boulevard	532A	Suisun City	Pintail Dr	Pintail Dr	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	1.03	$226,774	3	2.35	High
Alamo Dr	601A	Vacaville	Path North of Cheyenne Dr	Merchant St	Neither		Class II Bicycle Lane	Connectivity & Gap Closure	1.43	$385,432	3	3.98	High
Alamo Dr	601D	Vacaville	La Cruz Ln (South)	Alamo Ln	Neither		Class II Bicycle Lane	Connectivity & Gap Closure	0.43	$116,100	3	3.98	High
Alamo Dr	601I	Vacaville	Nut Tree Rd	Snowy Owl Dr	Neither	None	Class III Bicycle Route	Connectivity & Gap Closure	0.75	$202,534	3	3.98	High
Marshall Rd	603C	Vacaville	Will C Wood High School Driveway	Peabody Rd	Neither	Class II Bicycle Lane	Class III Bicycle Route (North Side)	Connectivity & Gap Closure	0.22	$58,604	3	4.02	High
Marshall Rd	603F	Vacaville	Beelard Dr	Royal Oaks Dr	Neither	Class III Bicycle Route	Class II Bicycle Lane	Connectivity & Gap Closure	0.07	$19,841	3	4.02	High
Marshall Rd	603G	Vacaville	Royal Oaks Dr	Nut Tree Rd	Neither	Class III Bicycle Route	Class II Bicycle Lane	Connectivity & Gap Closure	0.23	$61,052	3	4.02	High
E Monte Vista	610A	Vacaville	Dobbins St	Allison Dr	Both		Class II Bicycle Lane	Connectivity & Gap Closure	1.06	$286,200	3	4.28	High
Mason St/Elmira Rd	613C	Vacaville	McClellan St	Peabody Rd	Countywide	Class II Bicycle Lane	Class II Bicycle Lane	Connectivity & Gap Closure	0.38	$103,896	3	4.37	High
Mason St/Elmira Rd	613D	Vacaville	Peabody Rd	Allison Dr	Countywide	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.61	$164,700	3	4.37	High
Mason St/Elmira Rd	613E	Vacaville	Allison Dr	Nut Tree Rd	Countywide	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.61	$164,700	3	4.37	High
Brown St	615A	Vacaville	E Monte Vista Ave	Markham Ave	Local		Class II Bicycle Lane	All Ages & Abilities	0.75	$203,836	3	3.98	High
Nut Tree Rd	624A	Vacaville	Foxboro Pkwy	Newcastle Dr	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.78	$288,600	3	4.20	High
Nut Tree Rd	624B	Vacaville	Somerville Dr	Alamo Dr	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.37	$136,900	3	4.20	High
Nut Tree Rd	624C	Vacaville	Alamo Dr	End of road	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	3.11	$1,150,708	3	4.20	High
Meadowlands Bike Path (along Puta	626A	Vacaville	Nut Tree Rd	Casa Verde Ct	Neither		Class I Multi-Use Path	All Ages & Abilities	1.46	$2,349,517	3	3.93	High
Alamo Creek Trail Connector	632A	Vacaville	Alamo Creek Bike Trail	Marshall Rd	Neither		Class I Multi-Use Path	All Ages & Abilities	0.22	$357,863	3	3.93	High
Leisure Town Rd/Foxboro Pkwy	634A	Vacaville	I-80	Vanden Rd / Foxboro Pkwy	Neither	Class II Bicycle Lane	Class I Multi-Use Path	All Ages & Abilities	5.37	$8,646,105	3	3.93	High
Youngsdale Dr	641A	Vacaville	Foxboro Pkwy	Nut Tree Rd	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.91	$244,679	3	4.01	High
Mare Island Causeway	706A	Vallejo	Nimitz Ave	Mare Island Way	Neither		Class III Bicycle Route	Connectivity & Gap Closure	1.00	$1,392,304	3	4.10	High
Existing/Proposed Vine Trail	707A	Vallejo	Wilson Ave	Mare Island Causeway	Neither		Class I Multi-Use Path	All Ages & Abilities	0.52	$830,456	3	3.90	High
Mare Island Way	708A	Vallejo	Mare Island Causeway	Hichborn St	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.25	$91,650	3	4.03	High
Wilson Ave	708B	Vallejo	Hichborn St	Highway 37	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.83	$256,137	3	4.03	High

Recommended Project Extents					Backbone Network	Existing Info	Final Recommendation	Comfort Level			Prioritization		
Corridor Name	Segment ID	Jurisdiction	From	To	Designation	Existing- Facility Classification	Facility Class	Network	Length (mi)	Cost	High Scoring Transit Access Projects	Avg Priority Score	Priority Level
Sacramento St	708D	Vallejo	Wilson Ave	Bay Trail	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.32	$118,206	3	4.03	High
Sacramento St	709A	Vallejo	Georgia St	Capitol St	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.14	$30,132	5	4.40	High
Sacramento St	709B	Vallejo	Capitol St	Tennessee St	Neither		Class II Buffered Bicycle Lane	All Ages & Abilities	0.48	$147,845	5	4.40	High
Sacramento St	709C	Vallejo	Tennessee St	Frisbie St	Both		Class II Buffered Bicycle Lane	All Ages & Abilities	0.49	$152,520	3	4.40	High
Sacramento St	709D	Vallejo	Frisbie St	Redwood St	Both		Class II Buffered Bicycle Lane	All Ages & Abilities	0.41	$126,710	3	4.40	High
Sacramento St	709E	Vallejo	Redwood St	Baldwin St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.35	$131,314	3	4.40	High
Sonoma Blvd	710A	Vallejo	Curtola Pkwy	Tennessee St	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.88	$326,394	5	4.27	High
Sonoma Blvd	710B	Vallejo	Tennessee St	Mississippi St	Local		Class IV Separated Bikeway	All Ages & Abilities	0.35	$128,204	3	4.27	High
Sonoma Blvd	710C	Vallejo	Mississippi St	Lewis Brown Dr	Neither		Class IV Separated Bikeway	All Ages & Abilities	1.56	$577,429	3	4.27	High
Maine St	711A	Vallejo	Mare Island Way	Santa Clara St	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.09	$20,289	5	4.10	High
Maine St	711B	Vallejo	Santa Clara St	Sonoma Blvd	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.28	$60,862	5	4.10	High
Catalina Way	714A	Vallejo	Meadows Dr	Meadow Bay Dr	Neither		Class I Multi-Use Path	All Ages & Abilities	0.80	$1,283,832	3	3.90	High
Mini Dr	715A	Vallejo	Lewis Brown Dr	Broadway St	Neither		Class II Bicycle Lane	All Ages & Abilities	1.16	$314,305	3	3.70	High
Mini Dr	715B	Vallejo	Broadway St	Sonoma Blvd	Neither		Class II Buffered Bicycle Lane	All Ages & Abilities	0.05	$16,217	3	3.70	High
Mini Dr	715C	Vallejo	Sonoma Blvd	Danrose Dr	Neither		Class II Bicycle Lane	Connectivity & Gap Closure	0.11	$29,500	3	3.70	High
Danrose Dr	716A	Vallejo	Mini Dr	Meadow Bay Drive	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.56	$123,315	3	3.70	High
Broadway St	717D	Vallejo	Couch St	Lewis Brown Dr	Local		Class IV Separated Bikeway	All Ages & Abilities	0.99	$366,387	3	4.13	High
Broadway St	717E	Vallejo	Lewis Brown Dr	400' south of southern Meadows Plaza parking lot entrance	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.38	$141,251	3	4.13	High
Broadway St	717F	Vallejo	700' north of northern Meadows Plaza parking lot entrance	Mini Dr	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.50	$185,463	3	4.13	High
Fairgrounds Dr	718A	Vallejo	Redwood St	Six Flags southern parking lot entrance	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.57	$209,205	3	3.78	High
Fairgrounds Dr	718C	Vallejo	Six Flags southern parking lot entrance	Sage St	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.68	$251,864	3	3.78	High
Fairgrounds Dr	718D	Vallejo	Sage St	Whitney Ave	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.52	$192,697	4	3.78	High
Fairgrounds Dr	718E	Vallejo	Whitney Ave	C/L	Neither		Class I Multi-Use Path	All Ages & Abilities	0.59	$947,240	3	3.78	High
Whitney Ave	719A	Vallejo	Mini Dr	Fairgrounds Dr	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.56	$122,717	3	4.40	High
Mississippi St	721A	Vallejo	Sacramento St	Sonoma Blvd	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.20	$43,194	3	3.70	High
Couch St	722A	Vallejo	Sonoma Blvd	Broadway St	Local		Class IV Separated Bikeway	All Ages & Abilities	0.89	$327,491	3	3.90	High
Midtown Rails to Trails Project	724A	Vallejo	Tuolumne St	Sonoma Blvd	Neither		Class I Multi-Use Path	All Ages & Abilities	3.10	$4,987,774	3	4.60	High
Lemon St	726A	Vallejo	Sonoma Blvd	Benicia Rd	Neither		Class II Bicycle Lane	All Ages & Abilities	0.59	$159,149	5	3.80	High
Curtola Pkwy	727A	Vallejo	Lemon St	Solano Ave	Neither		Class I Multi-Use Path	All Ages & Abilities	0.73	$1,181,080	5	3.80	High
Curtola Pkwy	727B	Vallejo	Solano Ave	Marin St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.54	$199,670	5	3.80	High
Mare Island Way	727C	Vallejo	Marin St	Georgia St	Both		Class IV Separated Bikeway	All Ages & Abilities	0.46	$169,370	5	3.80	High
Mare Island Way	727D	Vallejo	Georgia St	Florida St	Both		Class IV Separated Bikeway	All Ages & Abilities	0.33	$122,179	5	3.80	High
Mare Island Way	727E	Vallejo	Florida St	Tennessee St	Both	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.36	$133,271	3	3.80	High
Sonoma Blvd	728A	Vallejo	Maritime Academy Dr	Magazine St	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.43	$159,421	3	4.60	High
Sonoma Blvd	728B	Vallejo	Magazine ST	Curtola Pkwy	Countywide		Class IV Separated Bikeway	All Ages & Abilities	1.36	$503,992	3	4.60	High
S Regatta Dr	734A	Vallejo	Glen Cove Pkwy	Paddlewheel Ln	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.29	$107,615	3	3.85	High
Glen Cove Path	735A	Vallejo	Glen Cove Pkwy	S Regatta Dr	Neither		Class I Multi-Use Path	All Ages & Abilities	0.60	$963,797	3	4.60	High
Glen Cove Hills Path	736A	Vallejo	Fairhaven Way	Dillon Point Rd	Neither		Class I Multi-Use Path	All Ages & Abilities	0.65	$1,053,574	3	3.90	High
Glen Cove Marina Rd	737A	Vallejo	Glen Cove Pkwy	Glen Cove Marina Rd	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.25	$54,219	3	3.70	High
N Regatta Dr	738A	Vallejo	Glen Cove Pkwy	Proposed Trail	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.19	$70,519	3	4.60	High
Benicia Rd	740A	Vallejo	Solano Ave	Rice St	Neither		Class II Buffered Bicycle Lane	All Ages & Abilities	0.09	$27,980	3	3.93	High
Benicia Rd	740B	Vallejo	Rice St	C/L (Beach St)	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.22	$48,917	3	3.93	High
Benicia Rd	740C	Vallejo	C/L (Beach St)	Lincoln Rd West	Neither		Class II Buffered Bicycle Lane	All Ages & Abilities	0.43	$133,590	5	3.93	High
Benicia Rd	740D	Vallejo	Lincoln Rd West	Laurel St	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.18	$40,227	3	3.93	High
Benicia Rd	741A	Vallejo	Laurel St	West of Glove Cove Rd	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.51	$113,298	3	3.70	High
Maple Ave	743A	Vallejo	Benicia Rd	Georgia St	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.49	$107,677	3	3.70	High
Georgia St	744B	Vallejo	Mare Island Way	Sonoma Blvd	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.43	$93,974	5	4.26	High
Georgia St	744C	Vallejo	Sonoma Blvd	Monterey St	Neither	Class II Bicycle Lane	Class II Bicycle Lane	Connectivity & Gap Closure	0.45	$122,314	5	4.26	High
Georgia St	744D	Vallejo	Monterey St	Solano Ave	Neither		Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.36	$110,205	3	4.26	High
Georgia St	744E	Vallejo	Solano Ave	14th St	Countywide		Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.49	$152,305	3	4.26	High
Georgia St	744G	Vallejo	Steffan St	Oakwood Ave	Countywide		Class II Buffered Bicycle Lane	All Ages & Abilities	0.59	$181,623	3	4.26	High
Georgia St	744H	Vallejo	Oakwood Ave	Hazelwood St	Countywide		Class II Buffered Bicycle Lane	All Ages & Abilities	0.23	$71,369	3	4.26	High
Georgia St	744I	Vallejo	Hazelwood St	Columbus Pkwy	Countywide		Class II Buffered Bicycle Lane	All Ages & Abilities	0.75	$231,311	3	4.26	High
Tennessee St	745A	Vallejo	Mare Island Way	Sonoma Blvd	Both		Class IV Separated Bikeway	All Ages & Abilities	0.53	$197,179	3	4.12	High
Tennessee St	745D	Vallejo	Sonoma Blvd	Mariposa St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	1.27	$471,353	3	4.12	High
Tennessee St	745E	Vallejo	Mariposa St	Lassen St	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.40	$146,734	3	4.12	High
Tennessee St	745F	Vallejo	Lassen St	Oakwood Ave	Neither		Class II Bicycle Lane	Connectivity & Gap Closure	0.49	$131,023	3	4.12	High
Tennessee St	745G	Vallejo	Oakwood Ave	Rollingwood Dr	Neither		Class III Bicycle Route	Connectivity & Gap Closure	0.48	$662,626	3	4.12	High
Tennessee St	745H	Vallejo	Rollingwood Dr	Columbus Pkwy	Neither		Class III Bicycle Route	Connectivity & Gap Closure	0.35	$483,410	3	4.12	High
Florida St	746A	Vallejo	Marin St	Sutter St	Local		Class II Bicycle Lane	All Ages & Abilities	0.18	$48,960	3	3.84	High
Florida St	746B	Vallejo	Sutter St	Alameda St	Local		Class II Bicycle Lane	All Ages & Abilities	0.27	$73,315	3	3.84	High

Recommended Project Extents					Backbone Network	Existing Info	Final Recommendation	Comfort Level			Prioritization		
Corridor Name	Segment ID	Jurisdiction	From	To	Designation	Existing- Facility Classification	Facility Class	Network	Length (mi)	Cost	High Scoring Transit Access Projects	Avg Priority Score	Priority Level
Florida St	746C	Vallejo	Alameda St	Amador St	Local		Class II Buffered Bicycle Lane	All Ages & Abilities	0.26	$79,772	3	3.84	High
Florida St	746D	Vallejo	Amador St	Tuolumne St	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.28	$62,671	3	3.84	High
Florida St	746F	Vallejo	Tuolumne St	Solano Ave	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.28	$60,879	3	3.84	High
Tuolumne St	752A	Vallejo	Solano Ave	Illinois St	Neither		Class III Bicycle Route	Connectivity & Gap Closure	0.69	$961,335	3	3.70	High
Tuolumne St	752B	Vallejo	Illinois St	Los Santos Ct	Neither		Class III Bicycle Route	Connectivity & Gap Closure	0.65	$903,885	3	3.70	High
Tuolumne St	752C	Vallejo	Los Santos Ct	Broadway St	Neither		Class II Buffered Bicycle Lane	Connectivity & Gap Closure	1.60	$494,522	3	3.70	High
Oakwood Ave	753A	Vallejo	Georgia St	Bridge Ct	Neither		Class II Buffered Bicycle Lane	All Ages & Abilities	0.72	$222,529	3	4.20	High
Oakwood Ave	753C	Vallejo	Blue Rock Springs Creek	Redwood Pkwy	Neither	Class II Bicycle Lane	Class II Bicycle Lane	Connectivity & Gap Closure	0.13	$36,436	3	4.20	High
Marin St	756A	Vallejo	Curtola Pkwy	York St	Local		Class II Bicycle Lane	All Ages & Abilities	0.20	$54,198	5	4.27	High
Marin St	756B	Vallejo	York St	Capitol St	Local		Class II Bicycle Lane	All Ages & Abilities	0.20	$55,163	5	4.27	High
Marin St	756C	Vallejo	Capitol St	Tennessee St	Local	Class II Bicycle Lane	Class II Bicycle Lane	All Ages & Abilities	0.48	$128,961	5	4.27	High
Amador St	757A	Vallejo	Tennessee St	Solano Ave	Local		Class II Buffered Bicycle Lane	All Ages & Abilities	0.75	$233,331	3	4.30	High
Magazine St	758A	Vallejo	Sonoma Blvd	I-80 Overpass	Countywide		Class II Buffered Bicycle Lane	All Ages & Abilities	0.36	$110,963	3	4.20	High
Magazine St	758B	Vallejo	I-80 Overpass	Lincoln Rd East	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.07	$27,654	3	4.20	High
Magazine St	758D	Vallejo	Lincoln Rd East	Old Glen Cove Rd	Countywide		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.78	$171,522	3	4.20	High
Mariposa St	759A	Vallejo	Springs Rd	Tennessee St	Countywide		Class II Bicycle Lane	All Ages & Abilities	0.28	$74,284	3	3.75	High
Mariposa St/Moorland St	759B	Vallejo	Tennessee St	Moorland St	Countywide		Class II Bicycle Lane	All Ages & Abilities	0.94	$253,354	3	3.75	High
Dillon Point Rd	100A	Benicia	Regatta Dr	Rose Dr	Neither		Class I Multi-Use Path	All Ages & Abilities	1.19	$1,910,218	3	2.38	Medium
Vallejo Bike Path Connections - Pala	103A	Benicia	Vallejo Bike Path	Rose Dr	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.09	$20,746	3	2.27	Medium
Vallejo Bike Path Connections - Cam	103B	Benicia	Vallejo Bike Path	Vallejo Bike Path	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.05	$11,023	3	2.27	Medium
Hastings Dr	104A	Benicia	Southampton Rd	London Dr	Neither		Class II Buffered Bicycle Lane	All Ages & Abilities	0.18	$55,656	3	2.37	Medium
Hastings Dr	104B	Benicia	London Dr	Brentwood Dr	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	1.24	$272,545	3	2.37	Medium
Hastings Dr	104C	Benicia	Brentwood Dr	Rose Dr	Neither		Class II Buffered Bicycle Lane	All Ages & Abilities	0.56	$174,899	3	2.37	Medium
Panorama Dr	105A	Benicia	Southampton Rd	Drake Ct	Neither		Class II Bicycle Lane	All Ages & Abilities	0.40	$107,340	3	2.25	Medium
Panorama Dr	105B	Benicia	Drake Ct	Rose Dr	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.99	$217,930	3	2.25	Medium
Chelsea Hill Bike Boulevard	106A	Benicia	Perth Way	Panorama Dr	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.54	$117,946	3	2.03	Medium
Chelsea Hills Dr	111A	Benicia	Southampton Rd	Warwick Dr	Neither		Class II Bicycle Lane	All Ages & Abilities	0.06	$17,264	3	1.99	Medium
E 5th St	119A	Benicia	Bay Trail	E H St	Neither		Class II Bicycle Lane	All Ages & Abilities	0.21	$57,070	3	2.15	Medium
W 3rd St	126A	Benicia	W H St	W J St	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.07	$14,302	3	2.03	Medium
Industrial Way	146A	Benicia	Park Rd	Lake Herman Rd	Neither		Class I Multi-Use Path	Connectivity & Gap Closure	1.77	$2,843,714	5	2.39	Medium
Proposed Trail	149A	Benicia	London Cir	Cambridge Dr	Neither		Class I Multi-Use Path	All Ages & Abilities	1.11	$1,780,263	3	2.27	Medium
London Cir/London Dr	150A	Benicia	Proposed trail	Hastings Dr	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.30	$66,777	3	2.35	Medium
Cambridge Dr	151A	Benicia	Proposed trail	Rose Dr	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.22	$48,090	3	2.39	Medium
Havenhill Dr	152A	Benicia	Proposed trail	Warwick Dr	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.22	$47,394	3	2.03	Medium
Stratford Ave	208A	Dixon	Pitt School Rd	N Lincoln St	Neither	None	Class IV Separated Bikeway	All Ages & Abilities	0.15	$56,494	5	2.78	Medium
N Lincoln St/Parkgreen Dr	215B	Dixon	Parkgreen Dr	Stratford Ave	Local	None	Class III Bicycle Boulevard	All Ages & Abilities	0.35	$76,047	5	2.65	Medium
Pitt School Rd	219A	Dixon	W A St	W H St	Neither	None	Class IV Separated Bikeway	All Ages & Abilities	0.50	$183,660	5	2.82	Medium
Pitt School Rd	219B	Dixon	W H St	Stratford Ave	Neither	None	Class IV Separated Bikeway	All Ages & Abilities	0.35	$129,829	5	2.82	Medium
Pitt School Rd	219C	Dixon	Stratford Ave	C/L	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.23	$61,276	5	2.82	Medium
Lincoln Hwy	301A	Fairfield	W Cordelia Rd	Auto Plaza Ct	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.17	$53,545	3	1.80	Medium
Lincoln Hwy	301B	Fairfield	Auto Plaza Ct	Business Center Dr	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.44	$137,118	3	1.80	Medium
South Cordelia Junction Path	306A	Fairfield	McGary Rd	Lopes Rd	Neither	None	Class I Multi-Use Path	All Ages & Abilities	1.29	$2,075,080	3	1.95	Medium
Courage Dr	317A	Fairfield	Chadbourne Rd	Beck Ave	Neither		Class II Buffered Bicycle Lane	Connectivity & Gap Closure	1.02	$314,777	3	2.11	Medium
Beck Ave	318A	Fairfield	Cordelia Rd	California Northern Rail Road	Neither	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.28	$87,425	3	2.45	Medium
Beck Ave	318B	Fairfield	California Northern Rail Road	Hwy 12	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.41	$127,323	3	2.45	Medium
Beck Ave	318C	Fairfield	Hwy 12	Cadenasso Dr	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.49	$152,616	5	2.45	Medium
Beck Ave	318D	Fairfield	Cadenasso Dr	W Texas Dr	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.13	$41,254	5	2.45	Medium
Beck Ave	318E	Fairfield	W Texas Dr	Fairfield Linear Park Trail	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.17	$51,209	5	2.45	Medium
Auto Mall Pkwy	319B	Fairfield	Raleigh Dr	Magellan Rd	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.57	$177,903	5	1.97	Medium
Auto Mall Pkwy	319C	Fairfield	Magellan Rd	Beck Ave	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.17	$53,635	5	1.97	Medium
Ledgewood Creek Trail	321A	Fairfield	Rockville Rd	Fairfield Linear Park Trail	Neither		Class I Multi-Use Path	All Ages & Abilities	0.12	$193,699	5	2.43	Medium
Ledgewood Creek Trail	321B	Fairfield	Fairfield Linear Park Trail	Woolner Ave	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.33	$535,988	5	2.43	Medium
Ledgewood Creek Trail	321C	Fairfield	Woolner Ave	Hwy 12	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.46	$742,700	3	2.43	Medium
Woolner Ave	323A	Fairfield	Beck Ave	Gregory Ln	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	All Ages & Abilities	0.55	$171,788	3	2.28	Medium
Woolner Ave	323B	Fairfield	Gregory Ln	Pennsylvania Ave	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.33	$89,476	3	2.28	Medium
Oliver Rd	327A	Fairfield	Rockville Rd	Hartford Ave	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.46	$141,606	5	1.97	Medium
Oliver Rd	327B	Fairfield	Hartford Ave	Travis Blvd	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.28	$85,310	3	1.97	Medium
Oliver Rd	327C	Fairfield	Travis Blvd	Mankas Corner Rd	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.92	$286,065	3	1.97	Medium
Putah South Canal Trail	329B	Fairfield	Hilborn Rd	N Texas St	Neither	None	Class I Multi-Use Path	All Ages & Abilities	1.28	$2,063,270	3	1.97	Medium
Putah South Canal Trail	329C	Fairfield	N Texas St	Laurel Creek Path	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.74	$1,190,807	3	1.97	Medium
Utah St	339A	Fairfield	2nd St	Webster St	Neither	None	Class III Bicycle Route	Connectivity & Gap Closure	0.52	$723,445	3	2.36	Medium
Tabor Ave	343A	Fairfield	Pennsylvania Ave	Union Ave	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	0.51	$112,944	3	2.09	Medium
Pacific Ave	344A	Fairfield	Union Ave	Heath Dr	Neither	None	Class IV Separated Bikeway	All Ages & Abilities	0.07	$27,155	3	2.04	Medium
Heath Dr	345A	Fairfield	Pacific Ave	Air Base Pkwy	Neither	None	Feasibility Study	To Be Determined	0.20	N/A	3	2.04	Medium
Heather Dr	347A	Fairfield	Dahlia St	Atlantic Ave	Neither	None	Class III Bicycle Route	Connectivity & Gap Closure	0.20	$277,191	3	2.12	Medium
Atlantic Ave	348A	Fairfield	Heather Dr	Orchid St	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.20	$60,943	3	2.22	Medium
Atlantic Ave	348B	Fairfield	Orchid St	N Texas St	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.15	$47,318	3	2.22	Medium

Recommended Project Extents					Backbone Network	Existing Info	Final Recommendation	Comfort Level			Prioritization		
Corridor Name	Segment ID	Jurisdiction	From	To	Designation	Existing- Facility Classification	Facility Class	Network	Length (mi)	Cost	High Scoring Transit Access Projects	Avg Priority Score	Priority Level
Cement Hill Rd	349A	Fairfield	N Texas St	Dover Ave	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.59	$182,315	3	2.16	Medium
Cement Hill Rd	349B	Fairfield	Dover Ave	Clay Bank Rd	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	All Ages & Abilities	1.05	$325,259	3	2.16	Medium
E Atlantic Ave	350A	Fairfield	Cement Hill Rd	Dover Ave	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.35	$93,992	3	2.35	Medium
Sunset Ave	355A	Fairfield	Railroad Ave (Suisun City)	Brandon Wy	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.37	$97,047	3	2.46	Medium
Sunset Ave	355B	Fairfield	Brandon Wy	E Tabor Ave	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.26	$80,318	3	2.46	Medium
Walters Rd	357A	Fairfield	E Tabor Ave	Huntington Dr	Countywide	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.52	$160,787	3	1.87	Medium
Huntington Dr	358A	Fairfield	Walters Rd	Crocker Cir	Countywide	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.34	$104,778	3	1.85	Medium
Huntington Dr	358B	Fairfield	Crocker Cir	Peabody Rd	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.81	$250,062	3	1.85	Medium
Peabody Rd	359C	Fairfield	Whitney Dr	Markley Ln	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.18	$54,931	5	2.52	Medium
Peabody Rd	359D	Fairfield	Markley Ln	Vanden Rd	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.33	$102,334	5	2.52	Medium
Peabody Rd	359E	Fairfield	Vanden Rd	Waterworks Ln	Countywide	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.63	$196,085	5	2.52	Medium
Clay Bank Rd	360A	Fairfield	E Tabor Ave	Air Base Pkwy	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.52	$162,611	3	2.13	Medium
Clay Bank Rd	360B	Fairfield	Air Base Pkwy	Horizon Dr	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.24	$73,873	3	2.13	Medium
Clay Bank Rd	360C	Fairfield	Horizon Dr	Manuel Campos Pkwy	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.79	$245,751	3	2.13	Medium
Dover Ave	361A	Fairfield	E Travis Blvd	E Tabor Ave	Neither	None	Class III Bicycle Route	Connectivity & Gap Closure	0.50	$690,585	3	2.38	Medium
Dover Ave	361B	Fairfield	E Tabor Ave	Fairfield Linear Park Trail	Neither	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.30	$80,335	3	2.38	Medium
Dover Ave	361C	Fairfield	Fairfield Linear Park Trail	Air Base Pkwy	Neither	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.22	$58,761	3	2.38	Medium
Dover Ave	361D	Fairfield	Air Base Pkwy	Capricorn Cir	Neither	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.28	$76,370	3	2.38	Medium
Dover Ave	361E	Fairfield	Capricorn Cir	Manuel Campos Pkwy	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	1.09	$337,292	3	2.38	Medium
Dickson Hill Rd	364A	Fairfield	N Texas St	Manuel Campos Pkwy	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	1.44	$447,323	3	2.22	Medium
Manuel Campos Pkwy/Vanden Rd	366A	Fairfield	Clay Bank Rd	Peabody Rd	Neither	None	Class III Bicycle Route	All Ages & Abilities	1.89	$2,621,002	5	2.16	Medium
Vanden Rd	367A	Fairfield	Peabody Rd	West of Fairfield Shop	Neither	Class II Bicycle Lane	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.30	$92,251	5	2.03	Medium
Vanden Rd	367B	Fairfield	West of Fairfield Shop	City Limits (N)	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	2.16	$668,210	5	2.03	Medium
Red Top Rd Path Extension	369A	Fairfield	McGary Rd	Existing Red Top Rd Path	Countywide	None	Class I Multi-Use Path	All Ages & Abilities	0.38	$604,891	3	2.08	Medium
Red Top Path Connector Trail	370A	Fairfield	Red Top Rd	Existing Path	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.36	$581,849	3	1.80	Medium
Clay Bank Path	372A	Fairfield	Proposed Fairfield Linear Park Extension	Putah South Canal Trail	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.71	$1,139,531	3	1.95	Medium
Lincoln Hwy	1012A	Solano County	Lopes Rd	Wetland Rd	Countywide	None	Class II Bicycle Lane	All Ages & Abilities	0.05	$12,636	3	1.30	Medium
Solano College Rd	1013A	Solano County	Suisun Valley Rd	Dan Wilson Creek Trail	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.35	$94,186	3	0.75	Medium
Rockville Rd	1016C	Solano County	Abernathy Rd	Fairfield C/L	Countywide	Class II Bicycle Lane	Class III Bicycle Route	All Ages & Abilities	1.07	$1,480,638	5	1.07	Medium
Highway 12	1033A	Solano County	Suisun City C/L	Summerset Rd	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.52	$162,527	3	0.60	Medium
Northside Canal Path	502A	Suisun City	Sunset Ave	Bella Vista Dr	Neither	None	Class I Multi-Use Path	All Ages & Abilities	1.06	$1,700,300	3	2.00	Medium
Civic Center Blvd	507A	Suisun City	Driftwood Dr	Lotz Way	Neither	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.12	$37,622	5	1.95	Medium
Cordelia Rd	509A	Suisun City	Pennsylvania Ave	West St	Countywide	None	Class III Bicycle Route	All Ages & Abilities	0.53	$737,340	3	2.03	Medium
Cordelia Rd	509B	Suisun City	West St	Waterfront Path	Countywide	None	Class III Bicycle Boulevard	All Ages & Abilities	0.18	$40,062	3	2.03	Medium
Grizzly Island Trail Extension	512B	Suisun City	Grizzly Island Rd	City Limit (S)	Neither	None	Class I Multi-Use Path	All Ages & Abilities	1.84	$2,962,741	3	2.05	Medium
Lawler Ranch Path	513A	Suisun City	McCoy Creek Bike Path	Johnston Wy	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.56	$898,235	3	1.85	Medium
Lawler Ranch Path	513B	Suisun City	Craven Wy	Whitby Wy	Neither	Class I Multi-Use Path	Class I Multi-Use Path	All Ages & Abilities	1.00	$1,616,073	3	1.85	Medium
Lawler Ranch Path	513C	Suisun City	Johnston Wy	C/L at Hwy 12	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.44	$701,950	3	1.85	Medium
McCoy Creek Bike Path Connector	515A	Suisun City	McCoy Creek	Bella Vista Dr	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.40	$650,877	3	2.00	Medium
Whispering Bay Ln	517A	Suisun City	Marina Cir	Driftwood Dr	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	0.41	$91,147	3	1.90	Medium
Scoter Way, Canvasback Dr, Worley	520A	Suisun City	Pintail Dr	Railroad Ave	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	0.94	$206,312	3	1.85	Medium
Waterfront Path Connector	525A	Suisun City	Solano Yacht Club	Marina Blvd	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.29	$467,375	3	2.05	Medium
Waterfront Path Extension	527A	Suisun City	Marina Cir	Marina Blvd	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.28	$444,211	3	2.05	Medium
Vacaville Bike Path Extension	600B	Vacaville	Farrell Rd	1000' wesst of Wrentham	Neither		Class I Multi-Use Path	All Ages & Abilities	0.92	$1,484,370	3	3.81	Medium
W Monte Vista Dr	604B	Vacaville	Alamo Dr	Chestnut St	Neither	None	Class III Bicycle Route	Connectivity & Gap Closure	0.76	$1,061,664	3	3.78	Medium
W Monte Vista Dr	604C	Vacaville	Chestnut St	Chandler St	Local	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.24	$65,491	3	3.78	Medium
Browns Valley Pkwy Path	630A	Vacaville	Browns Valley Rd Path	Putah South Canal Path (Proposed)	Neither		Class I Multi-Use Path	All Ages & Abilities	0.73	$1,181,499	3	3.87	Medium
Foxboro Pkwy	635A	Vacaville	Vanden Rd / Leisure Town Rd	Peabody Rd	Neither		Class II Bicycle Lane	Connectivity & Gap Closure	1.58	$425,438	3	3.70	Medium
Morning Glory Dr	642A	Vacaville	Peabody Rd	Youngsdale Dr	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.42	$114,454	3	3.83	Medium
Ruby Dr	643A	Vacaville	Youngsdale Dr	Foxboro Pkwy	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.66	$179,050	3	3.77	Medium
California Dr	644A	Vacaville	Alamo Ln	Rivera Rd	Neither	None	Class II Bicycle Lane	All Ages & Abilities	2.59	$699,911	3	3.77	Medium
Walnut Ave/Railroad Ave	701A	Vallejo	Q St	G St	Neither		Class II Bicycle Lane	Connectivity & Gap Closure	0.85	$229,508	3	3.28	Medium
Meadows Dr	712A	Vallejo	Broadway St	Sonoma Blvd	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.16	$34,782	3	3.50	Medium
Meadows Dr	712B	Vallejo	Sonoma Blvd	Sandpiper Dr	Neither		Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.76	$235,673	3	3.50	Medium
Meadows Dr	712C	Vallejo	Sandpiper Dr	Catalina Way	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.71	$264,509	3	3.50	Medium
Louisiana St	713A	Vallejo	Sacramento St	Midtown Rails to Trails Project	Neither		Class II Bicycle Lane	All Ages & Abilities	0.68	$182,770	3	3.40	Medium
Enterprise St	720B	Vallejo	San Francisco Bay Trail	Sonoma Blvd	Neither		Class I Multi-Use Path	All Ages & Abilities	0.36	$576,781	3	2.87	Medium
Lewis Brown Dr	720C	Vallejo	Sonoma Blvd	Broadway St	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.33	$122,206	3	2.87	Medium
Lewis Brown Dr	720D	Vallejo	Broadway St	Mini Dr	Neither		Class II Buffered Bicycle Lane	All Ages & Abilities	0.16	$50,204	3	2.87	Medium
Valle Vista Ave	723A	Vallejo	Sacramento St	Couch St	Neither		Class II Buffered Bicycle Lane	All Ages & Abilities	0.44	$135,752	3	3.50	Medium
Valle Vista Ave	723C	Vallejo	Couch St	Broadway St	Neither		Class II Bicycle Lane	All Ages & Abilities	0.16	$44,294	3	3.50	Medium
Solano Ave	725A	Vallejo	Sonoma Blvd	Alameda St	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.19	$69,043	3	3.51	Medium
Solano Ave	725B	Vallejo	Alameda St	Curtola Pkwy	Neither		Class II Buffered Bicycle Lane	All Ages & Abilities	0.11	$35,029	3	3.51	Medium
Solano Ave	725C	Vallejo	Curtola Pkwy	Georgia St	Countywide		Class II Buffered Bicycle Lane	All Ages & Abilities	0.45	$140,615	3	3.51	Medium
Solano Ave	725D	Vallejo	Georgia St	Tuolumne St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.12	$46,191	3	3.51	Medium

Recommended Project Extents					Backbone Network	Existing Info	Final Recommendation	Comfort Level			Prioritization		
Corridor Name	Segment ID	Jurisdiction	From	To	Designation	Existing- Facility Classification	Facility Class	Network	Length (mi)	Cost	High Scoring Transit Access Projects	Avg Priority Score	Priority Level
Solano Ave	725E	Vallejo	Tuolumne St	Florida St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.33	$123,128	3	3.51	Medium
Solano Ave	725F	Vallejo	Florida St	Miller Ave	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.29	$108,020	3	3.51	Medium
Springs Rd	725G	Vallejo	Miller Ave	Columbus Pkwy	Countywide		Class IV Separated Bikeway	All Ages & Abilities	1.41	$520,485	3	3.51	Medium
Maritime Academy Dr	729B	Vallejo	Bay Trail (Carquinez Bridge)	Sonoma Blvd	Neither	Class II Bicycle Lane	Class II Bicycle Lane	All Ages & Abilities	0.22	$58,878	3	3.40	Medium
SF Bay Trail	732A	Vallejo	Sonoma Blvd	Old Glen Cove Rd Path	Neither		Class I Multi-Use Path	All Ages & Abilities	0.93	$1,491,652	3	3.20	Medium
SF Bay Trail	732B	Vallejo	Old Glen Cove Rd Path	Glen Cove Marina Rd	Neither	Class I Multi-Use Path	Class I Multi-Use Path	All Ages & Abilities	0.72	$1,154,654	3	3.20	Medium
SF Bay Trail	732C	Vallejo	Glen Cove Marina Rd	Glen Cove Waterfront Park	Neither		Class I Multi-Use Path	All Ages & Abilities	0.40	$645,595	3	3.20	Medium
SF Bay Trail	732D	Vallejo	Glen Cove Waterfront Park	Dillon Point Rd	Neither	Class I Multi-Use Path	Class I Multi-Use Path	All Ages & Abilities	2.50	$4,028,661	3	3.20	Medium
Lookout Dr	739A	Vallejo	Old Glen Cove Road	Glen Cove Pkwy	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.05	$11,876	3	3.47	Medium
Glen Cove Pkwy	739B	Vallejo	Lookout Dr	Clearview Dr	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.22	$80,660	3	3.47	Medium
Glen Cove Pkwy	739C	Vallejo	Clearview Dr	Drake Ct	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.60	$221,849	3	3.47	Medium
Glen Cove Pkwy	739D	Vallejo	Drake Ct	S Regatta Dr	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.12	$43,859	3	3.47	Medium
Glen Cove Pkwy	739F	Vallejo	New Bedford Dr	Benicia Rd	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.60	$223,519	3	3.47	Medium
Rollingwood Dr	739G	Vallejo	Benicia Rd	Pope Dr	Neither		Class III Bicycle Boulevard	Connectivity & Gap Closure	0.31	$68,731	3	3.47	Medium
Rollingwood Dr	739H	Vallejo	Pope Dr	Tennessee St	Neither		Class II Bicycle Lane	Connectivity & Gap Closure	1.08	$291,057	3	3.47	Medium
Skyline Dr	749A	Vallejo	Redwood Pkwy	Hanns Park Trail	Neither		Class III Bicycle Boulevard	All Ages & Abilities	0.03	$5,829	3	3.45	Medium
Blue Rock Springs Creek Path	749B	Vallejo	Skyline Dr	Ascot Pkwy	Neither	Class I Multi-Use Path	Class I Multi-Use Path	All Ages & Abilities	1.29	$2,069,775	3	3.45	Medium
Redwood St	754A	Vallejo	Sacramento St	Couch St	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.58	$216,291	3	3.50	Medium
Redwood St	754B	Vallejo	Couch St	Hermosa Ave	Both		Class IV Separated Bikeway	All Ages & Abilities	0.24	$90,059	3	3.50	Medium
Redwood St	754C	Vallejo	Hermosa Ave	Tuolumne St	Both		Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.54	$166,978	3	3.50	Medium
Redwood St	754D	Vallejo	Tuolumne St	Fairgrounds Dr	Both		Class IV Separated Bikeway	All Ages & Abilities	0.38	$139,772	3	3.50	Medium
Redwood St	754E	Vallejo	Fairgrounds Dr	Admiral Callaghan Ln	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.18	$66,112	3	3.50	Medium
Redwood Pkwy	754F	Vallejo	Admiral Callaghan Ln	Columbus Pkwy	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	2.17	$802,192	3	3.50	Medium
Putah South Canal Trail	309A	Fairfield	Bay Area Ridge Trail	Oakwood Dr/City Limits	Neither	None	Class I Multi-Use Path	All Ages & Abilities	1.77	$2,855,091	3	1.50	Low
Suisun Valley Rd	311A	Fairfield	Solano College Rd (N)	Oakwood Dr	Neither	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.36	$97,655	3	1.07	Low
Suisun Valley Rd	311C	Fairfield	Business Center Dr	Central Wy	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.49	$151,468	3	1.07	Low
Pitman Rd	312A	Fairfield	Central Wy	Link Rd	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.23	$70,653	3	1.31	Low
Pitman Rd	312B	Fairfield	Link Rd	Cordela Rd	Neither	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.45	$140,889	3	1.31	Low
Dan Wilson Creek Trail	313A	Fairfield	Wetland Rd	I-80	Neither	None	Class I Multi-Use Path	All Ages & Abilities	1.23	$1,973,957	3	1.10	Low
Chadbourne Rd	316A	Fairfield	Fairfield Linear Park Trail	Cordelia Rd	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	1.10	$336,460	3	1.21	Low
Dahlia St	346A	Fairfield	Heather Dr	Heath Dr	Neither	None	Class III Bicycle Route	Connectivity & Gap Closure	0.11	$157,019	3	1.47	Low
Manuel Campos Pkwy	365A	Fairfield	Hilborn Rd	N Texas St	Countywide	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.30	$91,829	3	1.49	Low
Manuel Campos Pkwy	365B	Fairfield	N Texas St	Dover Ave	Neither	None	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.42	$129,205	3	1.49	Low
Benicia Rd	1007A	Solano County	Home Acres Ave	West of Glove Cove Rd	Neither	None	Class II Bicycle Lane	Connectivity & Gap Closure	0.40	$107,069	3	0.30	Low
Petersen Rd	505A	Suisun City	Walters Rd	Lambrecht Dr	Neither	Class IV Separated Bikeway	Class IV Separated Bikeway	All Ages & Abilities	0.16	$57,916	3	1.60	Low
Driftwood Dr	508A	Suisun City	Marina Blvd	Josiah Cir	Neither	Class II Bicycle Lane	Class II Bicycle Lane	All Ages & Abilities	0.17	$45,781	3	1.70	Low
Driftwood Dr	508B	Suisun City	Josiah Cir	Civic Center Blvd	Neither	None	Class III Bicycle Route	Connectivity & Gap Closure	0.20	$272,842	5	1.70	Low
Driftwood Dr	508C	Suisun City	Civic Center Blvd	Main St	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	0.16	$34,936	5	1.70	Low
Walnut St	510A	Suisun City	Kellogg St	trail	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	0.08	$17,242	3	1.75	Low
Kellogg St	516A	Suisun City	C/L	Cordelia St	Neither	None	Class III Bicycle Boulevard	All Ages & Abilities	0.25	$55,501	3	1.75	Low
Lawler Ranch Bike Boulevard	521A	Suisun City	Pintail Dr	Hwy 12 (E)	Neither	None	Class III Bicycle Boulevard	Connectivity & Gap Closure	1.61	$353,686	3	1.50	Low
Bella Vista Dr	524A	Suisun City	Northside Canal Path (Proposed)	Walters Rd	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.67	$181,691	3	1.48	Low
Bella Vista Dr	524B	Suisun City	Walters Rd	Charleston St	Neither	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.14	$43,656	3	1.48	Low
Village Dr	529A	Suisun City	Hwy 12	Railroad Ave	Neither	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.67	$207,306	3	1.55	Low
Merganser Dr	530A	Suisun City	Village Dr.	Sunset Ave	Neither	None	Class II Bicycle Lane	All Ages & Abilities	0.24	$64,624	3	1.25	Low
Merganser Dr	531A	Suisun City	Sunset Ave	Wigeon Wy	Neither	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.18	$57,066	3	1.55	Low
Blossom Ave	533A	Suisun City	Pintail Dr	Canvasback Dr	Neither	None	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.23	$50,499	3	1.65	Low
Blossom Ave	534A	Suisun City	Canvasback Dr	Railroad Ave	Neither	None	Class II Buffered Bicycle Lane	All Ages & Abilities	0.46	$143,479	3	1.55	Low
Merchant St	606B	Vacaville	Alamo Dr	E Walnut Ave	Neither	Class II Bicycle Lane	Feasibility Study	To Be Determined	0.43	N/A	3	3.23	Low
Ulatis Creek Trail Extension	618B	Vacaville	I-80 Underpass	Approximately Camden Apartments	Local		Class I Multi-Use Path	All Ages & Abilities	0.81	$1,299,270	5	3.38	Low
Ulatis Creek Trail Extension	618C	Vacaville	Ulatis Dr	Nut Tree Rd	Neither		Feasibility Study	To Be Determined	0.07	N/A	3	3.38	Low
Vaca Valley Pkwy	620A	Vacaville	1000' west Wrentham	Crocker Dr	Neither		Feasibility Study	To Be Determined	2.00	N/A	3	3.11	Low
Vaca Valley Pkwy	620B	Vacaville	Crocker Dr	New Horizons Wy	Neither		Feasibility Study	To Be Determined	0.54	N/A	3	3.11	Low
Vaca Valley Pkwy	620C	Vacaville	New Horizons Wy	Crescent Dr	Neither		Feasibility Study	To Be Determined	0.42	N/A	3	3.11	Low
Putah South Canal Path	621A	Vacaville	Vaca Valley Pkwy	Aldridge Rd	Neither		Feasibility Study	To Be Determined	6.32	N/A	3	3.45	Low
Allison Dr	623A	Vacaville	E Monte Vista Ave	Travis Way	Countywide	Class II Bicycle Lane	Feasibility Study	To Be Determined	0.34	N/A	3	3.41	Low
Orange Dr / Nut Tree Pkwy	627A	Vacaville	Leisure Town Rd	Allison Dr	Neither	Class II Bicycle Lane	Feasibility Study	To Be Determined	2.59	N/A	3	3.21	Low
Browns Valley Road Path	629A	Vacaville	Vaca Valley Pkwy	Whispering Ridge Dr	Neither		Class I Multi-Use Path	All Ages & Abilities	0.58	$930,199	3	3.60	Low
Vaca Valley Pkwy Side Path	637A	Vacaville	Allison Pkwy	Cessna Dr	Neither	None	Class I Multi-Use Path	All Ages & Abilities	0.62	$1,001,336	3	3.60	Low
Old Glen Cove Rd Path	730A	Vallejo	Magazine St	Bay Trail	Neither	Class I Multi-Use Path	Class I Multi-Use Path	All Ages & Abilities	1.09	$1,755,211	3	2.50	Low
Old Glen Cove Rd	731A	Vallejo	Glen Cove Pkwy	Magazine St	Countywide		Class III Bicycle Boulevard	All Ages & Abilities	0.29	$63,889	3	2.30	Low
Benicia Rd	742A	Vallejo	C/L	Lands End Ct	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.85	$315,625	3	2.50	Low
Benicia Rd	742B	Vallejo	Lands End Ct	Columbus Pkwy	Neither		Class IV Separated Bikeway	All Ages & Abilities	0.26	$95,063	3	2.50	Low
Columbus Pkwy	748A	Vallejo	Benicia Rd	Springs Rd	Countywide	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	1.63	$602,968	3	2.50	Low
Columbus Pkwy	748C	Vallejo	Lake Herman Rd	Admiral Callaghan Ln	Neither	Class I Multi-Use Path	Class IV Separated Bikeway	All Ages & Abilities	2.28	$842,003	3	2.50	Low

Recommended Project Extents					Backbone Network	Existing Info	Final Recommendation	Comfort Level			Prioritization		
Corridor Name	Segment ID	Jurisdiction	From	To	Designation	Existing- Facility Classification	Facility Class	Network	Length (mi)	Cost	High Scoring Transit Access Projects	Avg Priority Score	Priority Level
I-80 Overcrossing	751B	Vallejo	Fairgrounds Dr	Admiral Callaghan Ln	Neither		Class I Multi-Use Path	All Ages & Abilities	0.23	$368,794	3	2.50	Low
Turner Pkwy	751C	Vallejo	Admiral Callaghan Ln	Ascot Pkwy	Neither	Class II Bicycle Lane	Class IV Separated Bikeway	All Ages & Abilities	0.86	$318,625	3	2.50	Low
Admiral Callaghan Ln	760A	Vallejo	Redwood St	Blue Rock Springs Creek	Countywide		Class I Multi-Use Path	All Ages & Abilities	0.24	$384,600	3	2.50	Low
Admiral Callaghan Ln	760B	Vallejo	Blue Rock Springs Creek	Turner Pkwy	Countywide		Class I Multi-Use Path	All Ages & Abilities	0.29	$463,219	3	2.50	Low
Admiral Callaghan Ln	760C	Vallejo	Turner Pkwy	Columbus Pkwy	Countywide		Class IV Separated Bikeway	All Ages & Abilities	0.90	$333,143	3	2.50	Low
recommended proposed projects may need further evaluation at													

Recommended Projects					Gaps to Backbone	Transit Access				
Project ID	Location	Jurisdiction	Description	Project Type	Transit Access	Length (mi)	Prioritization Score (5/3)	Prioritization Score	Priority Level	Cost
BE.SA.2	Military Way bet. W 3rd St and E 5th St	Benicia	Pedestrian Crossing and ADA ramps	Safety		n/a	3	2.9	High	-
BE.SA.4	Military Way bet. W 3rd St and E 7th St	Benicia	Pedestrian Crossing and ADA ramps	Safety		n/a	3	3.05	High	-
BE.SG.1	Southhampton Rd, Military West St, Panorama Dr, W K St, W 7th St	Benicia	School Access and Transit Access	Sidewalk Gap Closure	n/a	3.09	3	3.05	High	$3,061,688
BE.SG.2	Adams St, Park Rd, E 5th St, H St, E 2nd St, Bayshore Rrd, E J St, West 3rd St	Benicia	School Access and Transit Access	Sidewalk Gap Closure	n/a	6.73	3	3.35	High	$6,664,500
BE.SG.4	Park Rd, Bayshore Rd, Industrial Rd	Benicia	Transit Access	Sidewalk Gap Closure	n/a	4.26	5	3.15	High	$4,221,750
BE.SG.6	Columbus Parkway (east side) bet. Benicia Rd and Rose D	Benicia	Transit Access	Sidewalk Gap Closure	X	0.19	3	2.9	High	$184,688
DI.SG.3	East and west side of Pitt School Rd from Stratford Ave til just after Highway Crossing, N Linconln St, southeast side of N Adams St near N 1st street, and N Vaughn Rd near Lincoln Hwy	Dixon	School Access and Transit Access	Sidewalk Gap Closure	n/a	1.33	5	3.85	High	$1,315,125
FA.SA.3	Pennsylvania & Empire	Fairfield	Improved Crossing, Curb Extension	Safety		n/a	3	3.2	High	-
FA.SA.4	W Texas & Park Crossing Apts	Fairfield	Curb Extension/ADA	Safety		n/a	5	3.75	High	-
FA.SA.5	W Texas from 5th to Pennsylvania	Fairfield	Access Management	Safety		n/a	3	3.55	High	-
FA.SG.10	Beck Ave, Courage Dr, Auto Mall Pkwy	Fairfield	Transit Access	Sidewalk Gap Closure	n/a	1.44	5	3.42	High	$1,426,125
FA.SG.11	Peabody Rd, Cement Hill Rd	Fairfield	Transit Access	Sidewalk Gap Closure	n/a	3.41	5	3.2	High	$3,372,188
FA.SG.3	Rockville Rd from Beck Ave to city boundary, Becky Ave, Pennsylvania Ave	Fairfield	School Access and Transit Access	Sidewalk Gap Closure	n/a	2.56	5	3.9	High	$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	Fairfield	School Access	Sidewalk Gap Closure	n/a	0.47	3	3.7	High	$466,125
SU.SG.1	West side of Walters Rd from McClellan Dr to just north of Bella Vista Dr	Siusun City	School Access and Transit Access	Sidewalk Gap Closure	n/a	1.11	5	2.95	High	$1,097,813
SU.SG.2	Main St, County Bikeway, Lotz Way	Siusun City	School Access and Transit Access	Sidewalk Gap Closure	n/a	0.73	3	3.1	High	$722,438
UN.SG.11	Benicia Rd from Columbus Pkwy to Windjammer Dr	Solano County	Sidewalk Improvement	Sidewalk Gap Closure		0.16	3	3.2	High	$159,375
UN.SG.4	East Tabor Ave (east of Olive Ave), Olive Ave	Solano County	School Access and Transit Access	Sidewalk Gap Closure	x	1.87	3	3.6	High	$1,851,188
UN.SG.5	Benicia Rd, Lemon St	Solano County	School Access and Transit Access	Sidewalk Gap Closure	x	1.61	5	4.4	High	$1,593,938
UN.SG.6	Magazine St, Fulton Ave	Solano County	Transit Access	Sidewalk Gap Closure	x	0.93	3	3.6	High	$918,188
SU.SRTS.8	Marina Blvd from Railroad Ave to Hwy 12	Suisun City	School Access and Transit Access	Sidewalk Gap Closure	X	0.30	3	3.25	High	$295,313
VC.SA.1	Monte Vista & Eldridge	Vacaville	Third Pedestrian Crossing	Safety		n/a	3	3.2	High	-
VC.SA.2	Monte Vist & N Orchard	Vacaville	ADA Ramps	Safety		n/a	3	3.15	High	-
VC.SG.2	Vaca Valley Pkwy, Browns Valley Rd, Allison Dr, Dobbins St	Vacaville	School Access and Transit Access	Sidewalk Gap Closure	n/a	6.27	5	4.6	High	$6,209,438
VC.SG.3	Buck Ave, Foothill Dr, N Orchard Ave, Gibson Canyon Rd, Farrell Rd, Fruitvale Rd	Vacaville	School Access and Transit Access	Sidewalk Gap Closure	n/a	6.41	3	3.65	High	$6,350,438
VC.SG.4	Elmira Rd, Alamo Dr, Butcher Rd, California Dr, Peabody Rd, Nut Tree Rd	Vacaville	School Access and Transit Access	Sidewalk Gap Closure	n/a	3.36	3	4.4	High	$3,322,125
VC.SG.5	Peabody Rd, Vanden Rd, Elmira Rd, Leisure Town Rd	Vacaville	School Access	Sidewalk Gap Closure	n/a	2.10	3	3.45	High	$2,076,563
VC.SRTS.2	Markham Ave	Vacaville	Improved Crossing	Safe Routes to Transit	X	n/a	3	3.2	High	-
VL.SA.1	Springs and Tregaskis	Vallejo	Install HAWK	Safety		n/a	3	4.6	High	-
VL.SG.10	Benicia Rd, Rollingwood Dr	Vallejo	School Access and Transit Access	Sidewalk Gap Closure	n/a	4.21	3	4.2	High	$4,168,688
VL.SG.2	Broadway St north of HWY 37, and Fairgrounds Dr north of Taper Ave	Vallejo	School Access and Transit Access	Sidewalk Gap Closure	n/a	3.70	3	4.2	High	$3,666,188
VL.SG.3	Broadway St, Redwood St, Fairgrounds Dr	Vallejo	School Access and Transit Access	Sidewalk Gap Closure	n/a	8.89	3	4.2	High	$8,799,750
VL.SG.4	Redwood St, Sacramento St, Valle Vista Ave	Vallejo	School Access and Transit Access	Sidewalk Gap Closure	n/a	2.68	3	4.2	High	$2,649,188
VL.SG.5	Valle Vista St, Broadway St, Admiral Callaghan Ln, Camino Alto	Vallejo	School Access	Sidewalk Gap Closure	n/a	10.48	3	4.2	High	$10,378,688

Recommended Projects					Gaps to Backbone		Transit Access			
Project ID	Location	Jurisdiction	Description	Project Type	Transit Access	Length (mi)	Prioritization Score (5/3)	Prioritization Score	Priority Level	Cost
VL.SG.7	Solano Ave, Georgia St, Benicia Rd, Sprrings Rd, Maple Av	Vallejo	School Access and Transit Access	Sidewalk Gap Closure	n/a	17.32	3	4.2	High	$17,150,250
VL.SG.8	Lake Herman Rd, Ascot Pkwy, Redwood Pkwy, Admiral Callaghan Ln	Vallejo	School Access and Transit Access	Sidewalk Gap Closure	n/a	12.09	3	4.2	High	$11,972,250
VL.SG.9	Magazine St, Laurel St, Lincoln Rd, Porter St	Vallejo	School Access and Transit Access	Sidewalk Gap Closure	n/a	4.51	3	4.2	High	$4,463,438
VL.SR2S.2	Georgia St and 12th St	Vallejo	Improve Crossing	Safe Routes to School		n/a	3	4.2	High	-
VL.SR2S.3	Georgia St and Gleason Ave	Vallejo	Improve Crossing	Safe Routes to School		n/a	3	4.2	High	-
VL.SR2S.5	Amador St and Indiana St	Vallejo	Improve Crossing	Safe Routes to School		n/a	3	4.2	High	-
VL.SR2S.8	Tuolumne St and Panorama Dr	Vallejo	Improve Crossing	Safe Routes to School		n/a	3	4.2	High	-
BE.SA.1	Military Way bet. W 3rd St and E 5th St	Benicia	Pedestrian Crossing and ADA ramps	Safety		n/a	3	2.6	Medium	-
BE.SA.5	Military Way bet. W 3rd St and E 5th St	Benicia	Pedestrian Crossing and ADA ramps	Safety		n/a	3	2.6	Medium	-
BE.SG.11	E 5th St. bet. E. E St and E. G St	Benicia	School Access	Sidewalk Gap Closure		0.12	3	2.45	Medium	$121,875
BE.SG.5	State Park Rd	Benicia	Transit access	Sidewalk Gap Closure	n/a	0.27	3	2.45	Medium	$267,750
BE.SG.7	Sweetbrier Ln bet. Solano Dr and Cypress Ct	Benicia	School Access and Transit Access	Sidewalk Gap Closure	X	0.02	3	2.6	Medium	$17,438
BE.SG.8	Solano Dr bet. Poppy Cir and Buckeye Ct	Benicia	School Access and Transit Access	Sidewalk Gap Closure	X	0.01	3	2.6	Medium	$7,500
BE.SG.9	Industrial Wy bet. Park Rd to Lake Herman Rd	Benicia	Transit Access	Sidewalk Gap Closure	x	0.76	5	2.4	Medium	$752,250
FA.SA.2	N Texas & E Tabor	Fairfield	Curb Extension/ADA/No RTOR	Safety		n/a	3	2.85	Medium	-
FA.SA.7	E Tabor west of Falcon	Fairfield	Improve Crossing	Safety		n/a	3	2.75	Medium	-
FA.SA.8	E Travis & San Brun	Fairfield	Improve Crossing	Safety		n/a	3	2.75	Medium	-
FA.SG.1	Red Top Rd between the railroad and Watt Dr	Fairfield	School Access	Sidewalk Gap Closure	n/a	8.38	3	2.67	Medium	$8,301,000
FA.SG.5	North side of Travis Blv	Fairfield	School Access	Sidewalk Gap Closure	n/a	2.91	3	2.97	Medium	$2,878,500
FA.SG.6	southwestern side of Hibborn Rd, northeast side of Lloyd Rd	Fairfield	School Access	Sidewalk Gap Closure	n/a	1.66	3	2.25	Medium	$1,642,688
FA.SG.7	Clay Bank Rd, Cement Hill Rd	Fairfield	School Access	Sidewalk Gap Closure	n/a	2.11	3	2.67	Medium	$2,086,313
FA.SG.8	East and west sides of Peabody Rd from Air Base Pkwy to the railroad	Fairfield	School Access and Transit Access	Sidewalk Gap Closure	n/a	2.09	5	2.7	Medium	$2,068,500
FA.SR2S.3	Cement Hill Rd	Fairfield	Improve Crossing	Safe Routes to School		n/a	3	2.05	Medium	-
UN.CIP.5	Benicia Rd from Beach St to I-80-Overpass	Solano County	Sidewalk and Striping Iprovements	Capital Improvement Program		0.47	5	2.25	Medium	$465,300
UN.SG.3	Solano College Rd	Solano County	School Access and Transit Access	Sidewalk Gap Closure	x	3.82	3	2.3	Medium	$3,778,500
UN.SG.7	Central Wy	Solano County	Transit Access	Sidewalk Gap Closure	x	0.34	3	2.7	Medium	$332,250
SU.GC.1	Pintail/Golden Eye Way	Suisun City	Improved Crossing, School Signage	Gap Closure		n/a	3	1.4	Medium	-
SU.SR2S.1	Hwy 12 & Sunset/Grizzly Island	Suisun City	Pedestrian Refuge/ADA Ramp	Safe Routes to School		n/a	3	2.5	Medium	-
SU.SRTS.1	Pintail/White Wing Lane	Suisun City	Add Crossing/ADA Ramp	Safe Routes to Transit	X	n/a	3	1.4	Medium	-
SU.SRTS.3	Pintail/Seagull	Suisun City	Pedestrian Refuge/ADA Ramp	Safe Routes to School	X	n/a	3	1.95	Medium	-
SU.SRTS.5	Hwy 12 & Marina Blvd	Suisun City	Pedestrian Refuge/ADA Ramp	Safe Routes to Transit	X	n/a	3	2.5	Medium	-
VC.SA.3	I-80/Alamo Dr Interchange Ramp Ped Safety Improvements	Vacaville	Improved Crossings & ADA Enhancements	Safety	x		3	2.7	Medium	-
VC.SA.4	I-80 Depot Rd Intersection Ped Safety Improvements	Vacaville	Improved Crossings & ADA Enhancements	Safety	x		3	2.9	Medium	-
VC.SG.1	Vaca Valley Pkwy, E Monte Vista Ave, Leisure Town Rd, (	Vacaville	School Access and Transit Access	Sidewalk Gap Closure	n/a	6.25	3	2.65	Medium	$6,184,875
VC.SR2S.1	Bel Air Dr	Vacaville	Improved Crossing	Safe Routes to School		n/a	3	2.9	Medium	-
VC.SR2S.2	Bel Air Dr	Vacaville	Improved Crossing	Safe Routes to School		n/a	3	2.9	Medium	-
VC.SR2S.3	Bel Air Dr	Vacaville	Improved Crossing	Safe Routes to School		n/a	3	2.9	Medium	-
VC.SR2S.4	Morning Glory Dr	Vacaville	Improved Crossing	Safe Routes to School	X	n/a	3	2.9	Medium	-
VC.SR2S.5	Morning Glory Dr	Vacaville	Improved Crossing	Safe Routes to School	X	n/a	3	2.9	Medium	-
VC.SR2S.6	Morning Glory Dr	Vacaville	Improved Crossing	Safe Routes to School	X	n/a	3	2.9	Medium	-
VC.SRTS.1	Markham Ave	Vacaville	Improved Crossing	Safe Routes to Transit	X	n/a	3	2.7	Medium	-
VC.SRTS.3	Buck & Eldridge	Vacaville	Improved Crossing	Safe Routes to Transit	X	n/a	3	2.7	Medium	-
VC.SRTS.4	Anita & S Orchard	Vacaville	Improved Crossing	Safe Routes to Transit	X	n/a	3	2.7	Medium	-

Recommended Projects					Gaps to Backbone	Transit Access				
Project ID	Location	Jurisdiction	Description	Project Type	Transit Access	Length (mi)	Prioritization Score (5/3)	Prioritization Score	Priority Level	Cost
VC.WA.1	Solano County Library	Vacaville	Pedestrian Comfort and Accessibility	Walk Audit		n/a	3	2.7	Medium	-
VL.SA.2	Springs and Heartwood	Vallejo	Install HAWK	Safety		n/a	3	3.9	Medium	-
VL.SA.3	Springs and Lassen/Hilton	Vallejo	Install HAWK	Safety		n/a	3	3.9	Medium	-
VL.SG.12	Mare Island Dr, Maine St, Georgia St	Vallejo	School Access and Transit Access	Sidewalk Gap Closure	n/a	0.81	5	3.9	Medium	$800,063
VL.SG.6	Alameda St, Solano Ave, Amador St, 5th St	Vallejo	School Access and Transit Access	Sidewalk Gap Closure	n/a	7.93	5	3.9	Medium	$7,850,438
VL.SR2S.4	Georgia St and Wallace Ave	Vallejo	Improve Crossing	Safe Routes to School		n/a	3	3.5	Medium	-
VL.SR2S.6	Nebraska St and El Dorado St	Vallejo	Improve Crossing	Safe Routes to School		n/a	3	3.5	Medium	-
VL.SR2S.7	Nebraska St and Napa St	Vallejo	Improve Crossing	Safe Routes to School		n/a	3	3.5	Medium	-
VL.SR2S.9	Florida @ St. Vincent	Vallejo	Improve Crossing	Safe Routes to School		n/a	3	3.5	Medium	-
VL.SRTS.1	Maine Street	Vallejo	Improve Crossing	Safe Routes to Transit	X	n/a	3	3.5	Medium	-
VL.SRTS.2	Maine Street	Vallejo	Improve Crossing	Safe Routes to Transit	X	n/a	3	3.5	Medium	-
VL.SRTS.3	Alameda Street	Vallejo	Improve Crossing	Safe Routes to Transit	X	n/a	3	3.5	Medium	-
VL.SRTS.4	Alameda Street and Carolina St	Vallejo	Improve Crossing	Safe Routes to Transit	X	n/a	3	3.5	Medium	-
VL.SRTS.5	Tuolumne St and La Cadena St	Vallejo	Improve Crossing	Safe Routes to Transit	X	n/a	3	3.5	Medium	-
VL.SRTS.6	Tuolumne St and Illinois St	Vallejo	Improve Crossing	Safe Routes to Transit	X	n/a	3	3.5	Medium	-
BE.SA.3	Military Way bet. W 3rd St and E 5th St	Benicia	Pedestrian Crossing and ADA ramps	Safety		n/a	3	2.15	Low	-
BE.SA.6	E 5th bet. E K St and Vecina St	Benicia	ADA Ramps	Safety		n/a	3	2.25	Low	-
BE.SA.7	E 5th bet. E K St and Vecina St	Benicia	ADA Ramps	Safety		n/a	3	2.25	Low	-
BE.SA.8	I-780 Overcrossing and Path from Southampton Rd to Denfield Ave	Benicia	Pedestrian Crossings	Safety	X	0.28	3	1.85	Low	-
BE.SG.3	Sidewalk on north side of Rose Dr between E 2nd St and	Benicia	School Access	Sidewalk Gap Closure	n/a	0.32	3	2.15	Low	$315,563
DI.SRTS.1	Watson Ranch Way	Dixon	Pedestrian crossing	Safe Routes to Transit	X	n/a	5	1.6	Low	-
DI.SRTS.2	Watson Ranch Way	Dixon	Pedestrian crossing	Safe Routes to Transit	X	n/a	5	1.6	Low	-
DI.SRTS.3	Watson Ranch Way	Dixon	Pedestrian crossing	Safe Routes to Transit	X	n/a	5	1.6	Low	-
DI.SRTS.4	Watson Ranch Way	Dixon	Pedestrian crossing	Safe Routes to Transit	X	n/a	5	1.6	Low	-
FA.SA.6	Atlantic & Orchid	Fairfield	ADA Ramps	Safety		n/a	3	1.6	Low	-
FA.SG.9	Suisun Valley Rd, Business Center Dr	Fairfield	Transit Access	Sidewalk Gap Closure	n/a	1.18	3	1.65	Low	$1,165,125
FA.SR2S.6	Oakbrook Dr	Fairfield	Improve Crossing	Safe Routes to School		n/a	3	1.75	Low	-
FA.WA.1	Kensington/Pennsylvania/Gateway	Fairfield	Pedestrian Comfort	Walk Audit		n/a	3	1.72	Low	-
UN.CIP.4	Starr Ct, various locations	Solano County	Sidewalk and Roadway Improvements	Capital Improvement Program		0.47	3	1.45	Low	$465,300
UN.CIP.6	Home Acres	Solano County	Sidewalk Improvement	Capital Improvement Program		1.23	3	1.45	Low	$1,218,750
SU.SR2S.2	Anderson/Craven	Suisun City	Pedestrian Refuge/ADA Ramp	Safe Routes to School		n/a	3	1.05	Low	-
SU.SR2S.3	Anderson/Kinsmill	Suisun City	Pedestrian Refuge/ADA Ramp	Safe Routes to School		n/a	3	1.05	Low	-
SU.SR2S.4	Anderson/Lawler Ranch	Suisun City	Pedestrian Refuge/ADA Ramp	Safe Routes to School		n/a	3	0.75	Low	-
SU.SRTS.2	Pintail/Crane	Suisun City	Pedestrian Refuge/ADA Ramp	Safe Routes to School	X	n/a	3	1.2	Low	-
SU.SRTS.4	Pintail/Parkside	Suisun City	ADA Ramp	Safe Routes to School	X	n/a	3	0.95	Low	-
SU.SRTS.6	Hwy 12 & Emperor Dr	Suisun City	Pedestrian Refuge/ADA Ramp	Safe Routes to Transit	X	n/a	3	1.25	Low	-