



Fairfield

Fairfield

Overview

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

Existing Conditions

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

Active Transportation Profile

This section evaluates demographic characteristics of the population who currently walk or ride a bicycle in Fairfield using data from the United States Census American Community Survey (2017, 5-year estimates) and the California Household Travel Survey (2012). While these surveys are useful, the data may be less accurate for smaller communities like Fairfield due to reduced sample sizes; however, the data do provide a general indication of walking and bicycling trends in Fairfield.

Demographic Characteristics

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

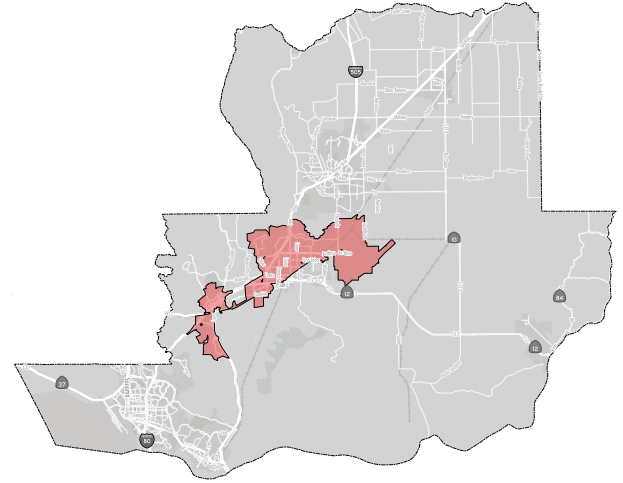


Figure FA-1: Fairfield

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

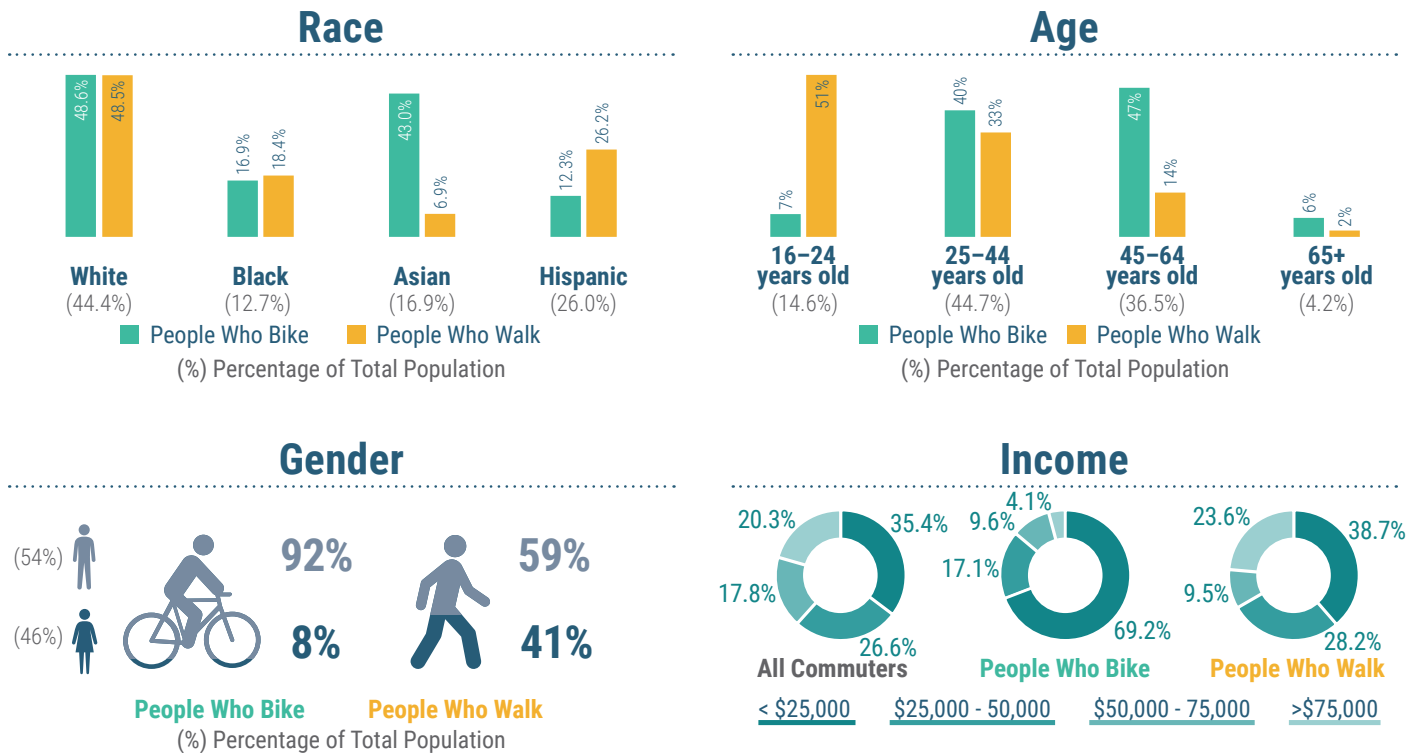
Travel Characteristics

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

Fairfield Active Transportation Profile

Characteristics of residents who walk or bike to work:

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



General travel characteristics (all modes):

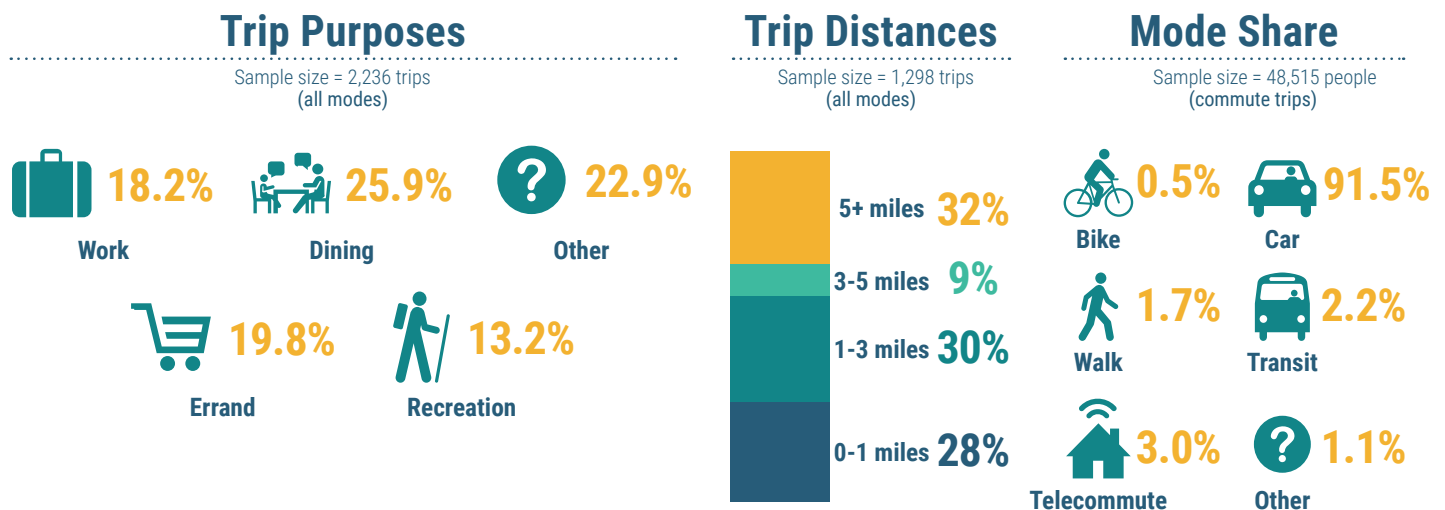


Figure FA-2: Fairfield Active Transportation Infographic

Existing Active Transportation Network

The active transportation network consists of both pedestrian and bicycle infrastructure that work together to provide mobility options for all those that live, work, study, or play in Fairfield. Everyone in Fairfield uses active transportation infrastructure, such as sidewalks, at some point in their day even if just for short distances to reach their destinations.

Existing Pedestrian Network

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

Existing Bicycle Network

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



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

Sidewalk Network Inventory



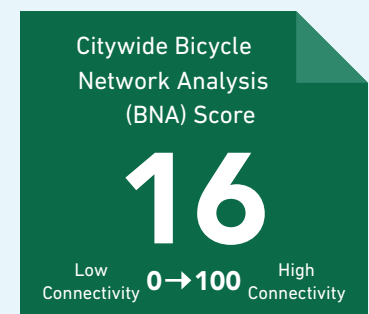
	Existing Sidewalk Lane Miles	Roadway Network Lane Miles*
Fairfield	564	830
Priority Development Areas	30	52
Communities of Concern	150	194
Disadvantaged Communities	-	-

*Maximum potential sidewalk coverage

Bicycle Network Inventory

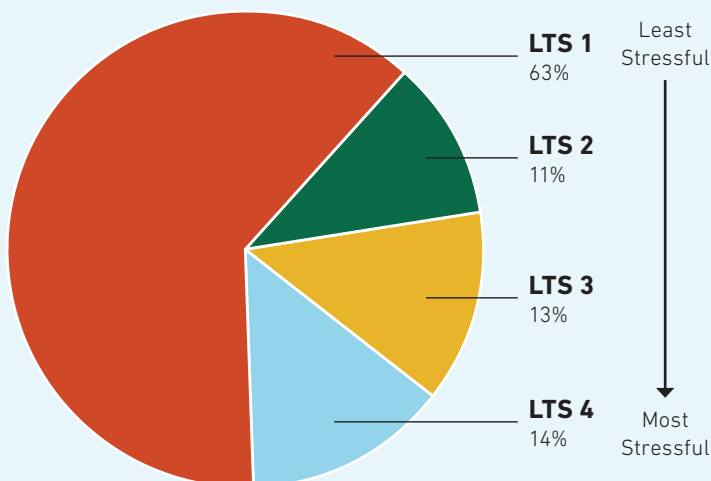


Bicycle Facilities	Lane Miles
Multi-Use Paths (Class I)	11
Bicycle Lanes (Class II)	31
Bicycle Routes (Class III)	-
No Designated Facility	373
All Roadways	415



Percent of Roadway Mileage

Level of Traffic Stress (LTS)



Bicycle Inventory

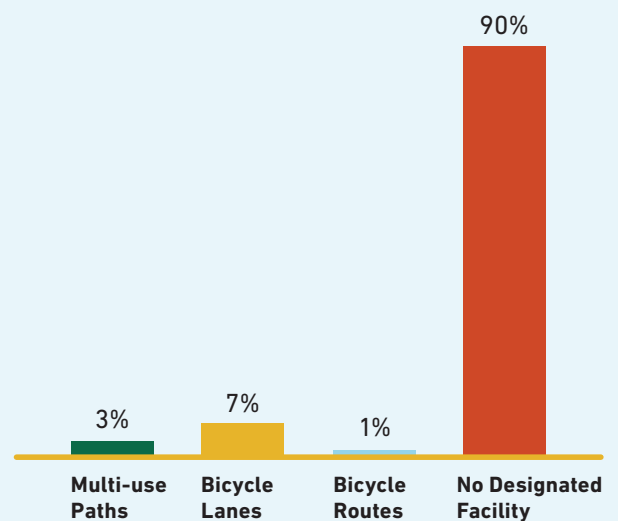
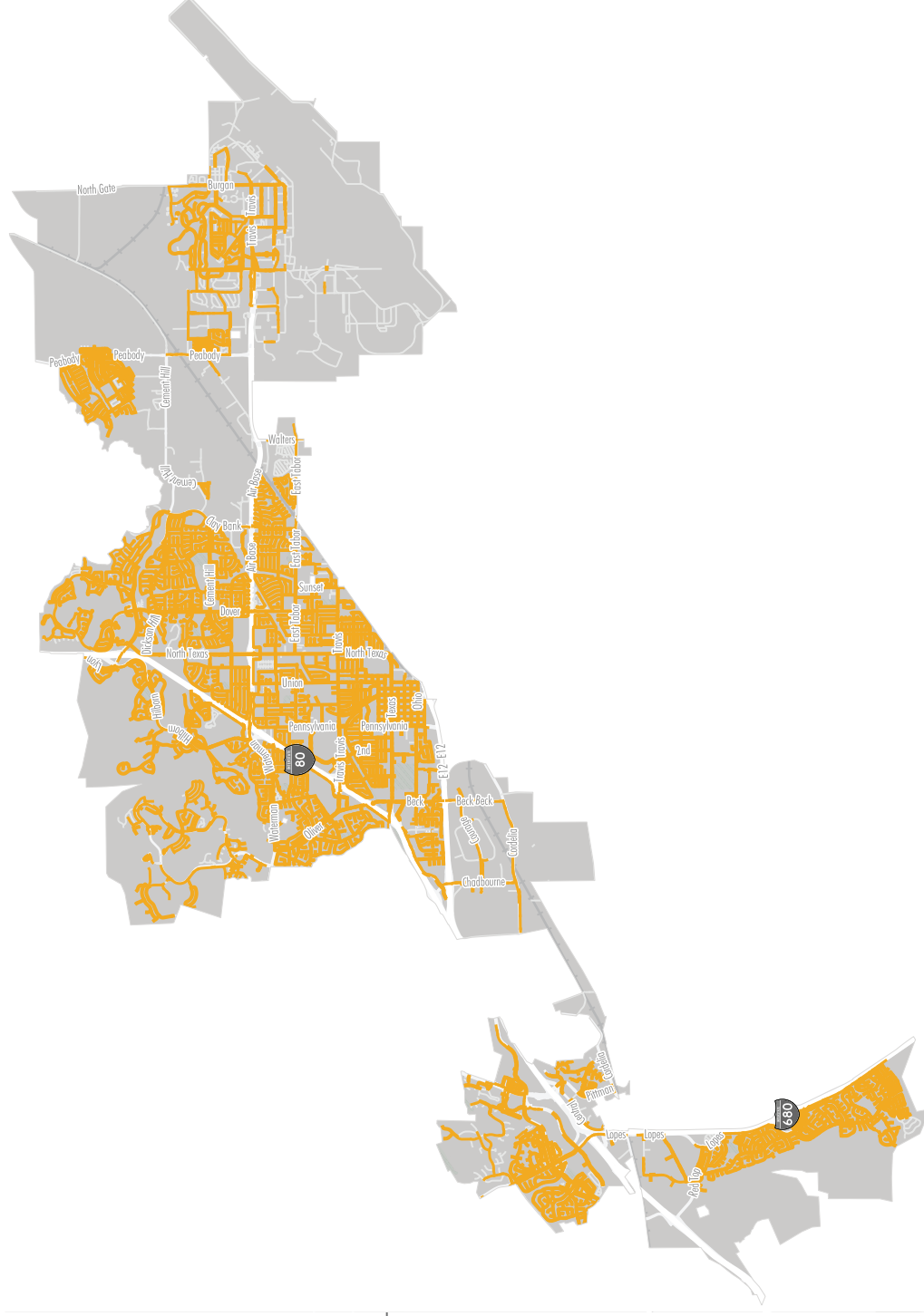


Figure FA-4: Fairfield Active Transportation Network Infographic

Figure FA-5: Fairfield Sidewalk Coverage Map

Fairfield

STA County Active Transportation Plan Sidewalk Coverage



Fairfield

STA County Active Transportation Plan Bicycle Network

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

- County
- Jurisdictions
- Parks
- Water

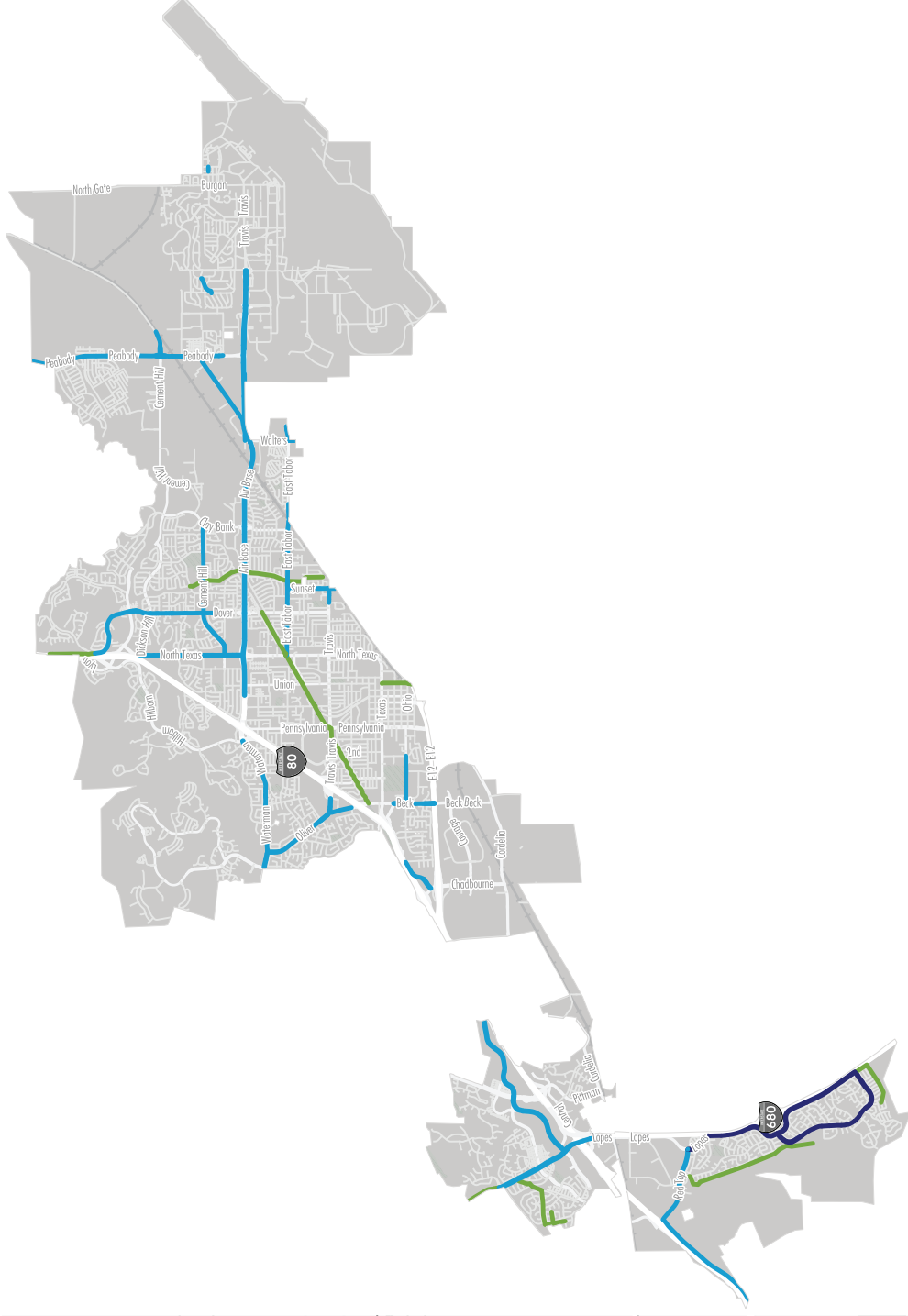


Figure FA-6: Fairfield Existing Bike Network Map

Figure FA-7: Fairfield Bicycle LTS Map

Fairfield

STA County Active Transportation Plan Bicycle Level of Traffic Stress

Level of Traffic Stress

- High Stress
- Low Stress
- County
- Jurisdictions
- Parks
- Water

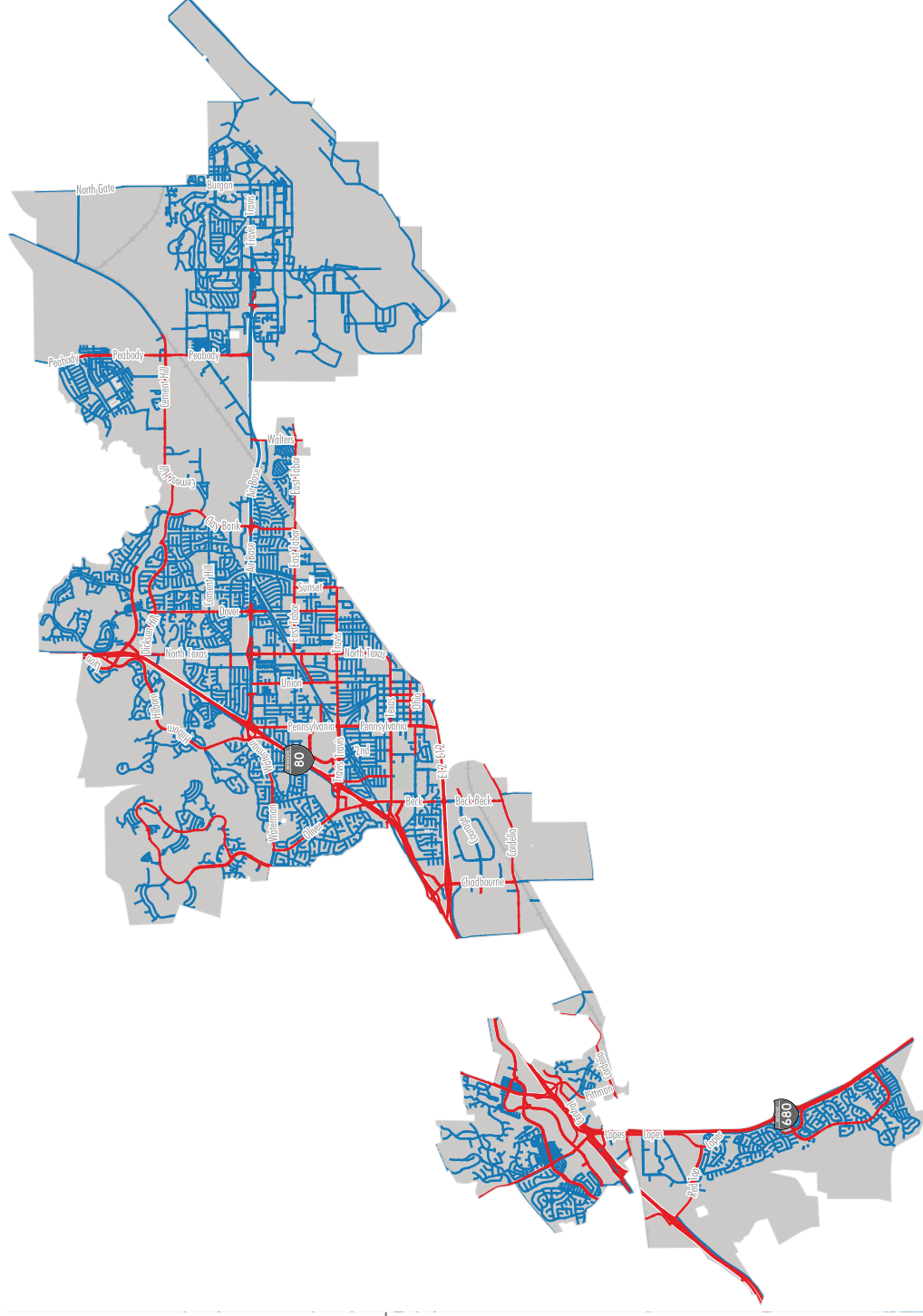
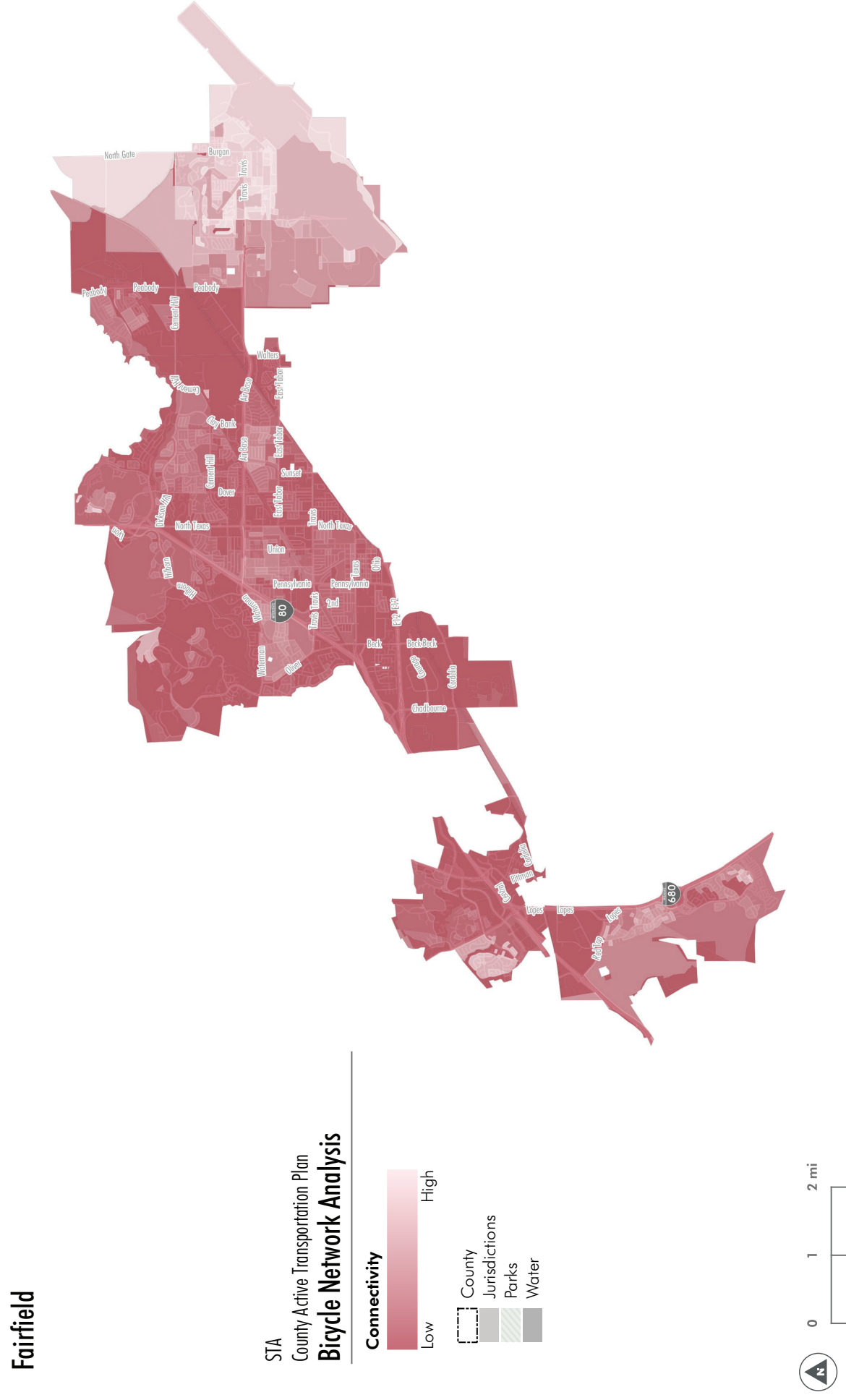


Figure FA-8: Fairfield Bicycle Network Connectivity Map



Safety Corridors

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

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

Summary of Results

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

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

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

in Fairfield (see Figures FA-9 and FA-10). The analysis identified the street segments as warranting further investigation.

Pedestrian collision hotspots:

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

Bicycle collision hotspots:

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

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

Table FA-1: Identified Safety Projects in Fairfield

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

Figure FA-9: Fairfield Bicycle Collision Hot Spot Analysis

Fairfield

STA County Active Transportation Plan Bicycle Collisions

Bicycle Collisions*

Greater

Fewer

County

Jurisdictions

Parks

Water

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

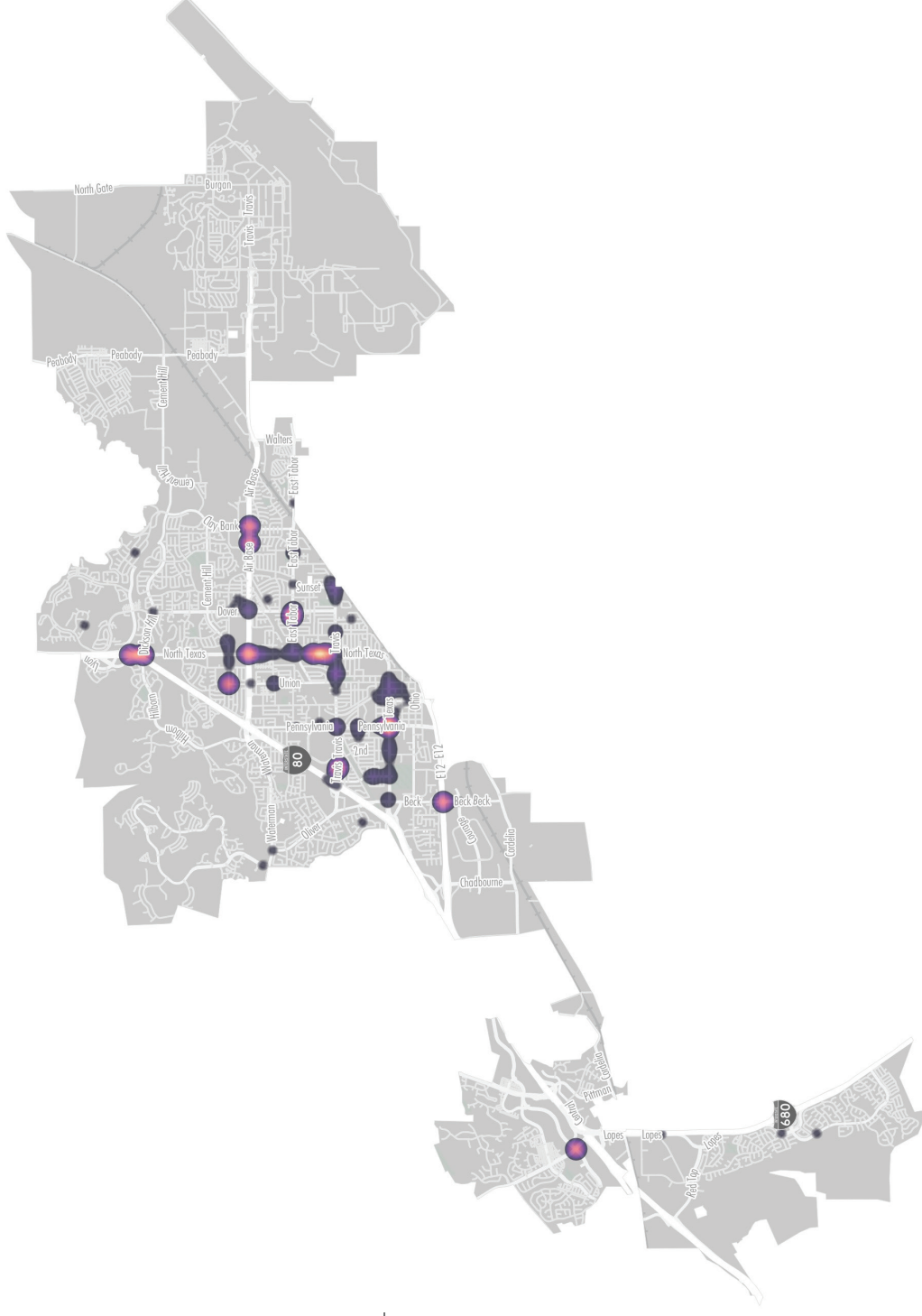
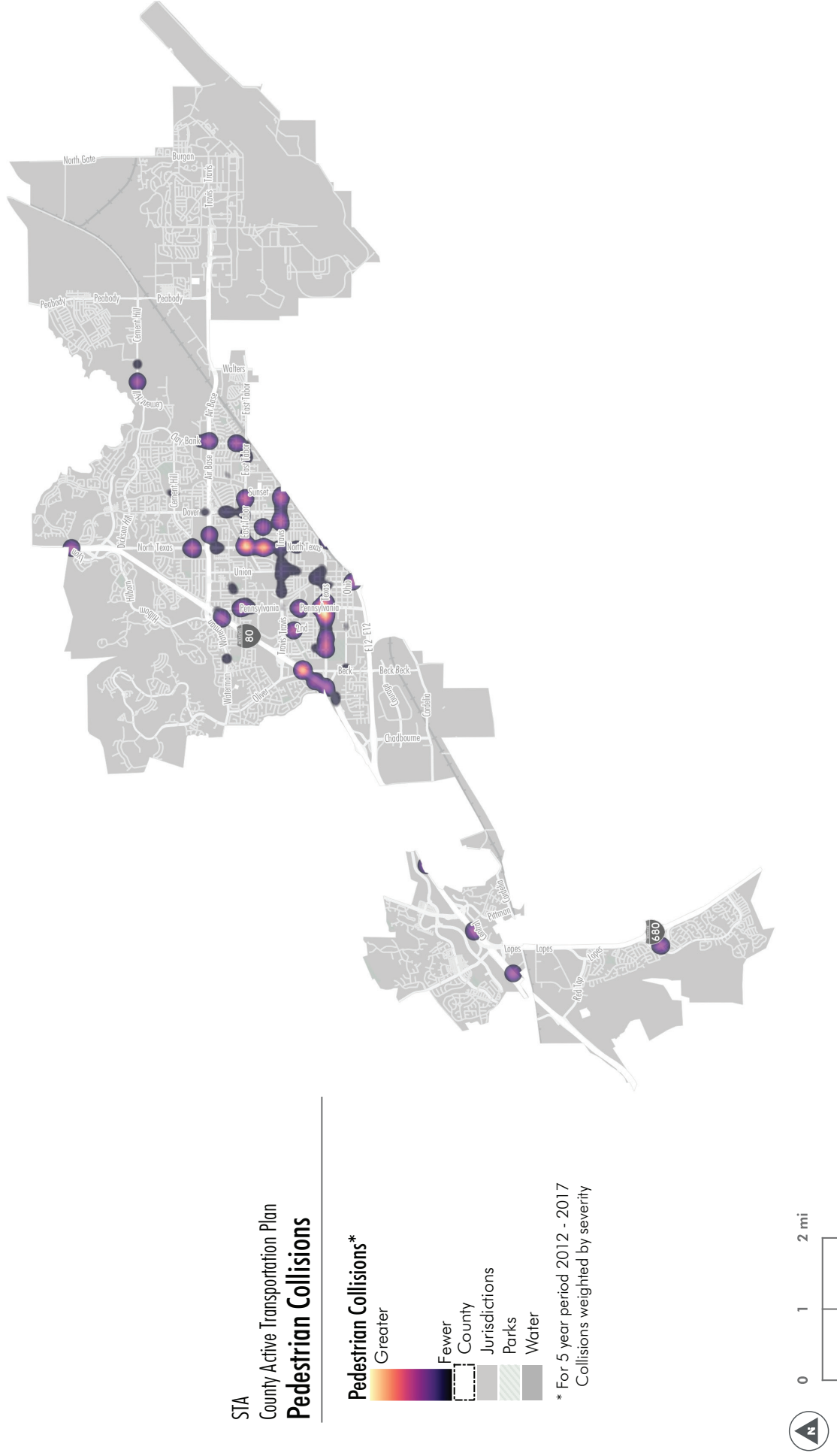


Figure FA-10: Fairfield Pedestrian Collision Hot Spot Analysis

Fairfield



Community Engagement

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

Phase I: Data Collection and Initial Outreach

The goal of the first phase of public outreach was to increase awareness about the Plan and find out where people feel comfortable and uncomfortable walking and bicycling in each jurisdiction. As part of the first phase of public outreach, the Plan Development Team (or PDT if you

introduce the abbreviation earlier) held a pop-up event at the Fairfield Jelly Bean Candy Palooza. The online and in-person feedback was combined to highlight where all participants had positive or negative input about existing infrastructure throughout Fairfield. Positive comments identified where people currently like to walk or bicycle. Negative comments mostly highlight areas where people feel it is unsafe or uncomfortable walking or bicycling. In total, 1,080 individual line and point comments were collected across Solano County, with 483 comments from in-person events and 597 comments from the project website. Figure FA-11 shows the positive and negative comments about walking and bicycling in Fairfield from the online map. For larger versions of the comment maps, refer to *Appendix B: Technical Analysis and Summary Memorandums*.

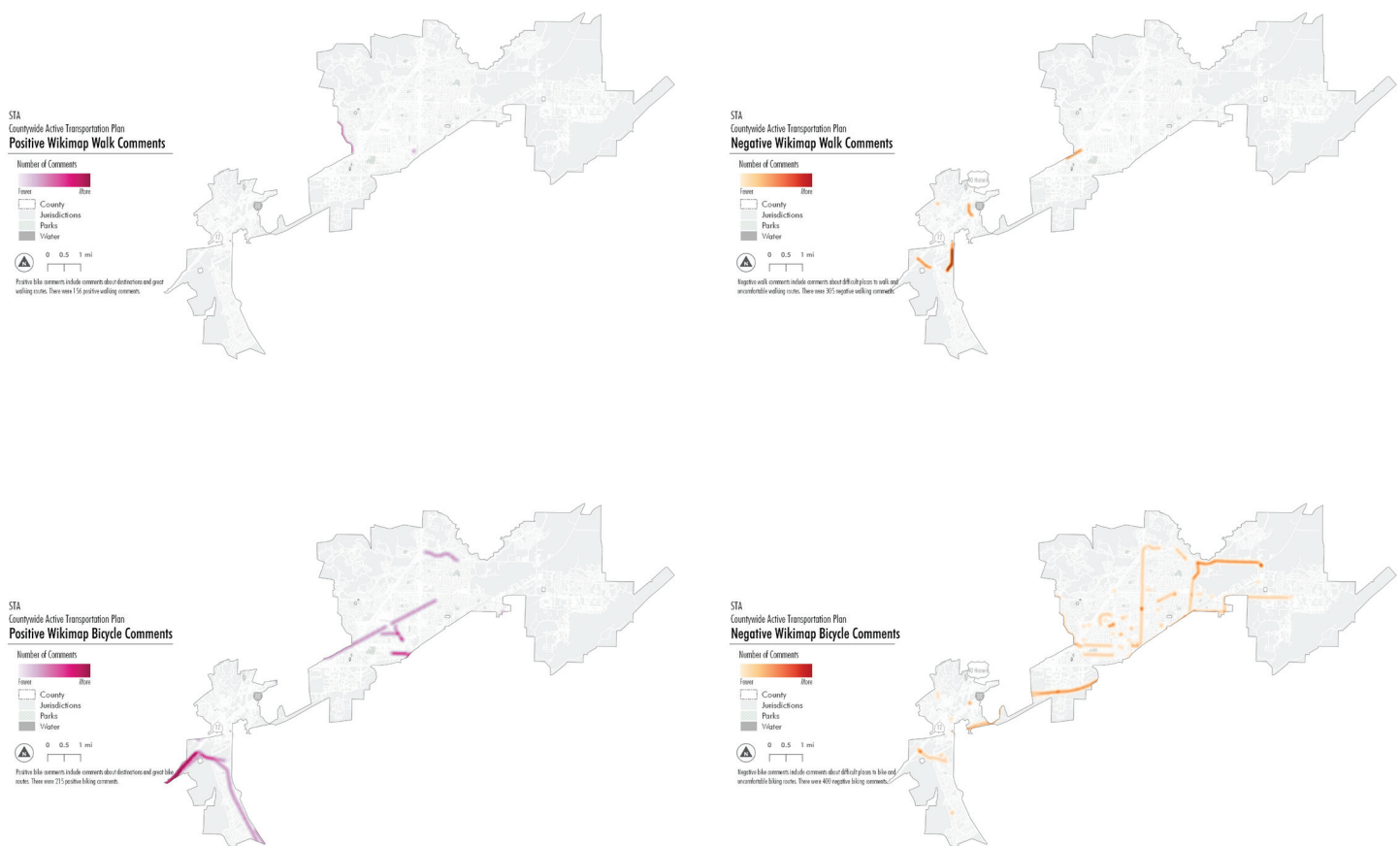


Figure FA-11: Online Map Positive and Negative Walking and Bicycling Comments for Fairfield

Phase II: Countywide Needs and Recommendations

The goal of Phase 2 was to develop the priority countywide backbone network projects which would create a countywide all ages and abilities network. Refer to Page 4 of the main body of the Plan for a description of an all ages and abilities network. This phase consisted primarily of technical analysis conducted by the consultant team

and review of major deliverables by the Plan Development Team, including representatives from the City of Fairfield. As a result, the team developed a regional priority bikeway network, regional priority pedestrian project recommendations, and regional trails network.

Phase III: Jurisdiction Needs and Recommendations

The third phase of outreach occurred in late Summer/ early Fall 2019. The Project Team met with each jurisdiction individually to hold a coordination meeting with jurisdiction staff. During these meetings, the Project Team shared what it learned during Phase 1 outreach and subsequent analyses in Phase II. Fairfield held a walking and bicycling tour and coordination meeting on August 1, 2019 starting at City Hall to review initial proposed recommendations and visit key sites to refine or develop additional recommendations. The outcome of this meeting and walking tour resulted in updated project lists and maps that were presented to the public during Phase IV.



Figure FA-12: Walk Audit in Fairfield

Phase IV: Implementation Strategy and Draft Plan

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

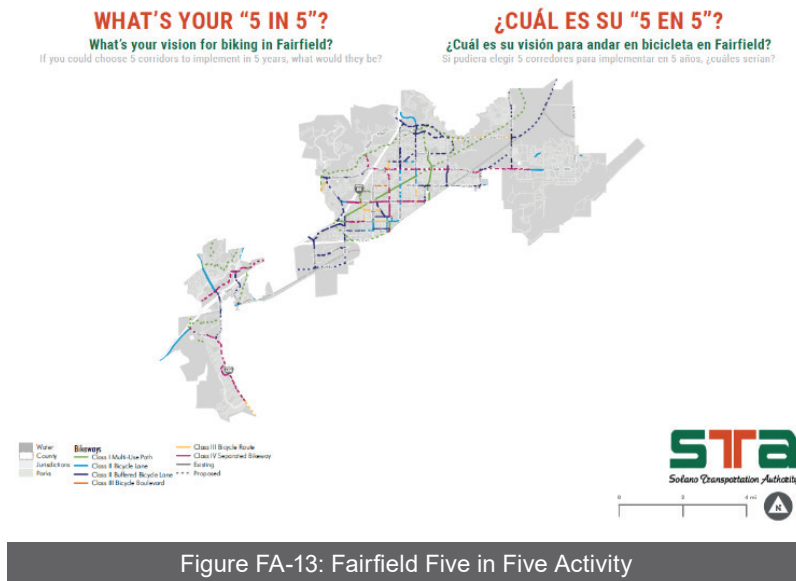


Figure FA-13: Fairfield Five in Five Activity

Network Development

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

Backbone Network Development

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

The PDT developed two levels of backbone networks:

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

Within each jurisdiction, the PDT overlapped the countywide

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

Complete Networks and Citywide Recommendations

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

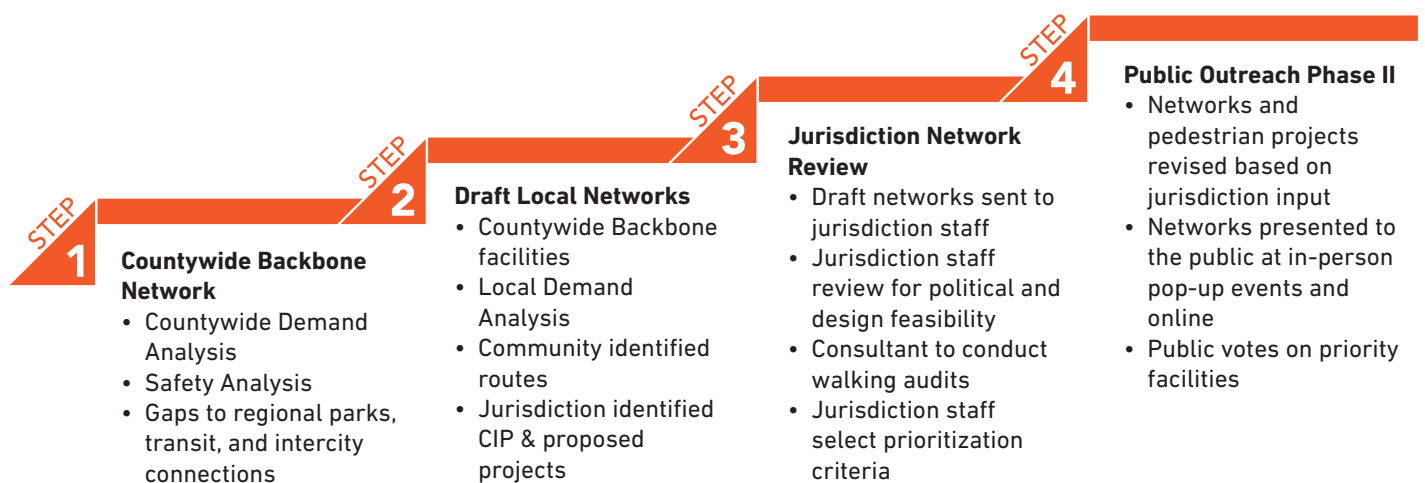


Figure FA-14: Active Transportation Network and Project Development Process

Attractors/Generators Analysis

Overview

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

Process

- Generators**
Generator factors are demographic indicators that represent where the population or people more likely to walk or bicycle are located. Factors are measured at the census block or block group level.

- Attractors**
Attractor factors are trip destinations and consist of factors that attract demand. Factors are scored on how many trips they are likely to attract based on Institute of Transportation Engineers guidelines for trip rates.

- Attractor Generator Pairs and Composite Trip Demand**
The composite trip demand between the activity centers is determined by adding the attractor trips and generator score, and multiplying the demand of each activity center by the distance decay factor between the zones. This total represents the number of trips that will occur between the two areas.

- High Demand Routes**
The high demand routes are developed between the top 10 pairs. These pairs are identified below, including a generalized land use category.

Factors



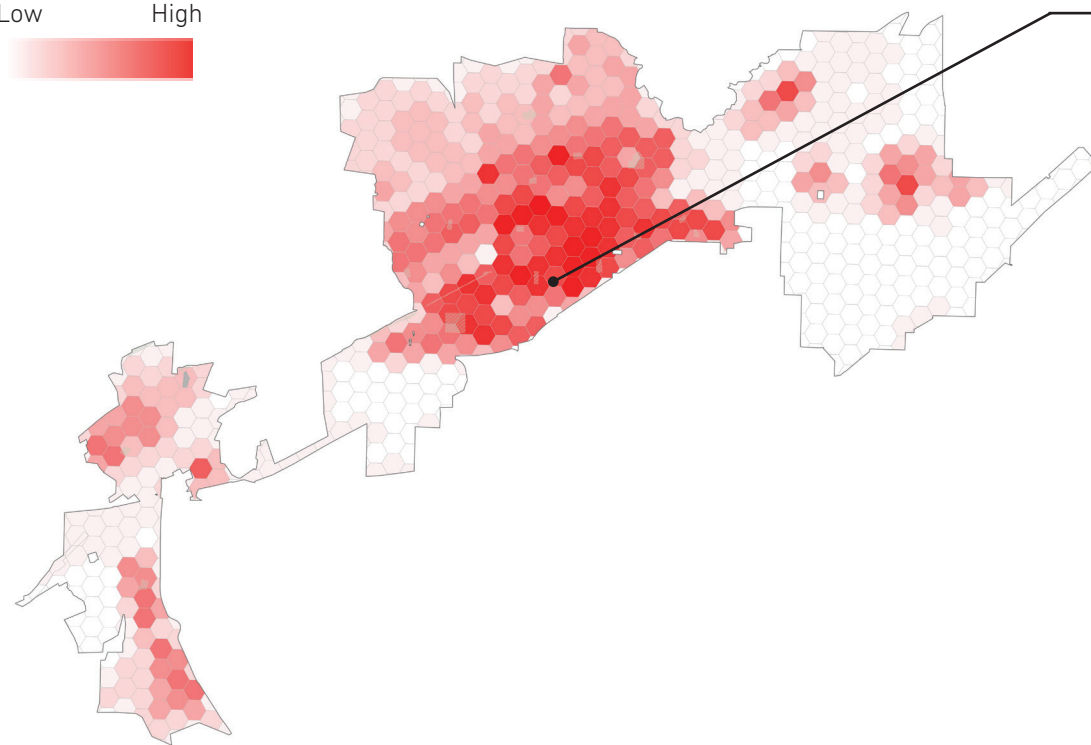
Only the Top 10 attractors and generators are listed in the table above but the Top 25 lines were used to generate Origin-Destination lines.

Top 10 Composite Demand Areas

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

1 Generator Scores

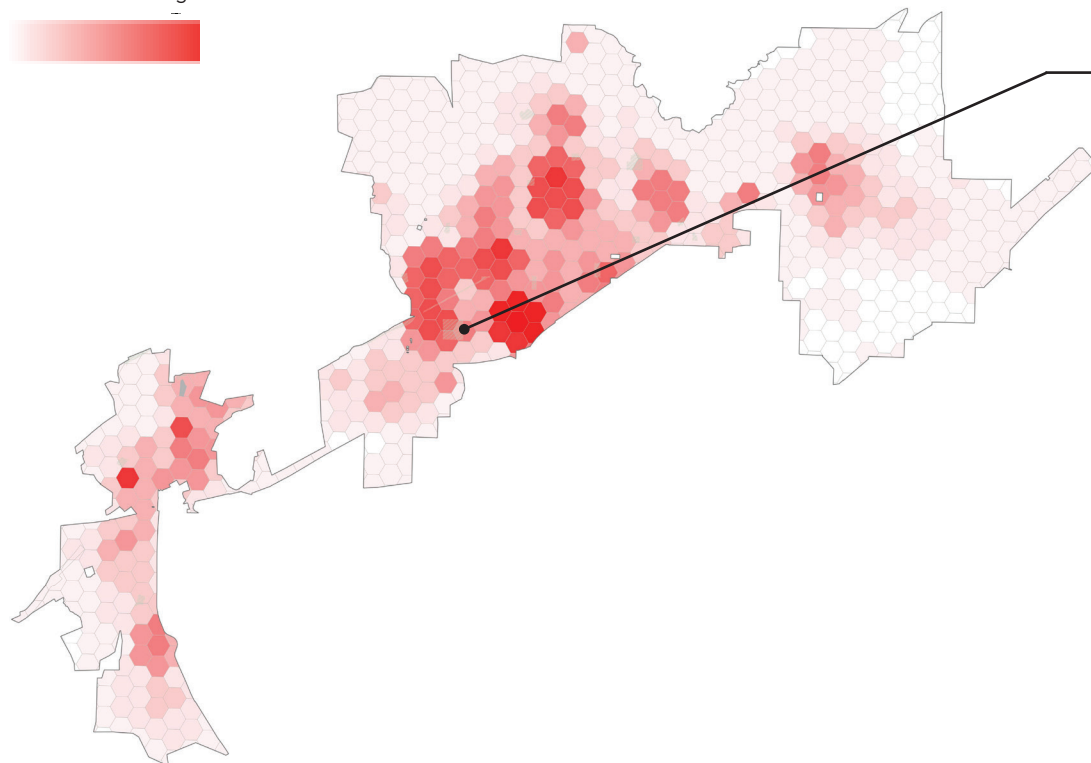
Low High



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

2 Attractor Scores

Low High



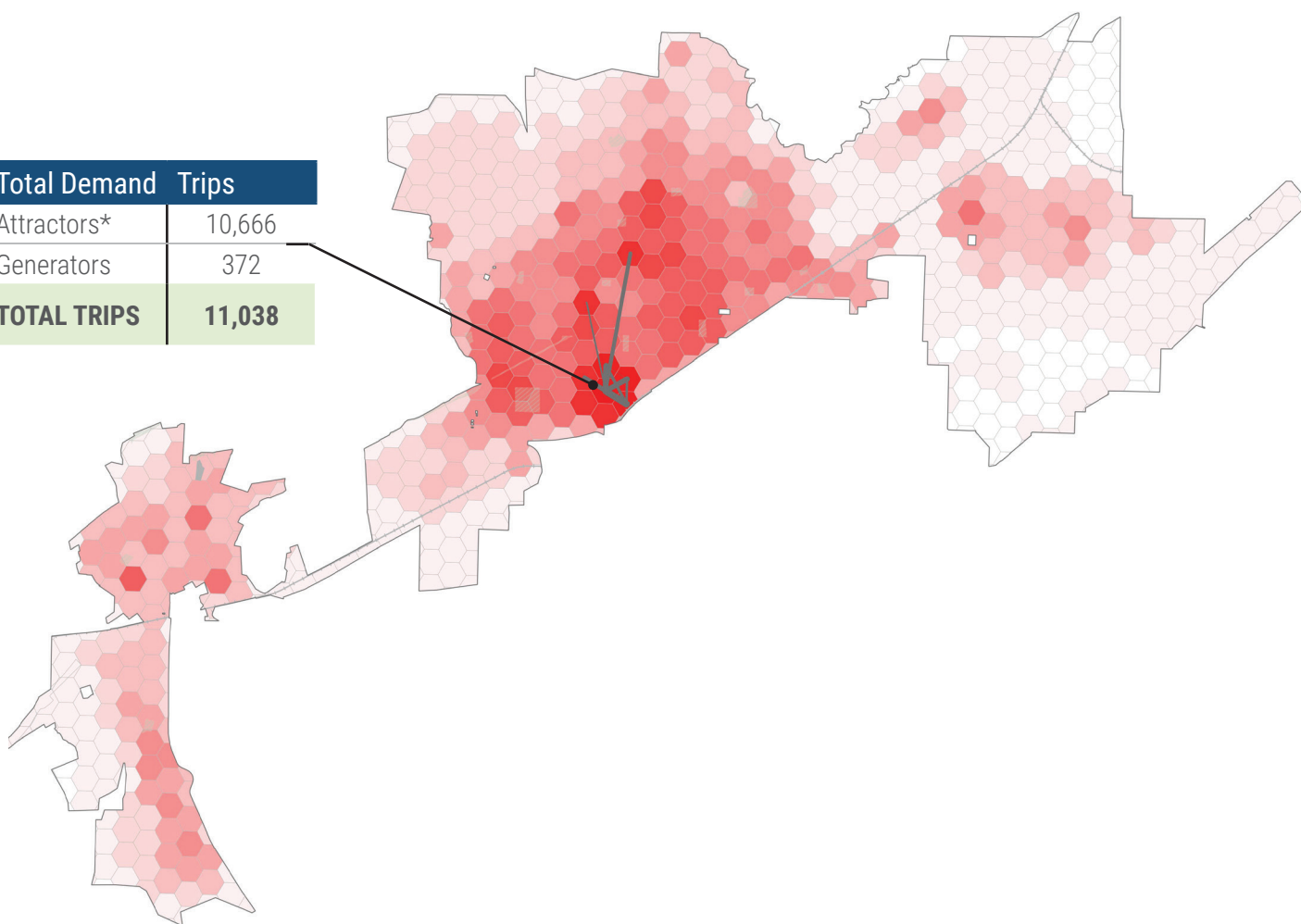
Attractor	Trips
Transit	6
Bus Stops	134
Employment Density	1,469
Higher Education	0
Schools	110
Parks	0
Neighborhood Commercial	0
Downtown	7,385
Major Retail	0
Services	17
Libraries	19
Entertainment	34
Public Input Destinations	2
TOTAL ATTRACTORS TRIPS	9,176

3 Attractor Generator Pairs and Composite Trip Demand

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

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

Total Demand	Trips
Attractors*	10,666
Generators	372
TOTAL TRIPS	11,038



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

4 High Demand Routes

Low High



Countywide Routes

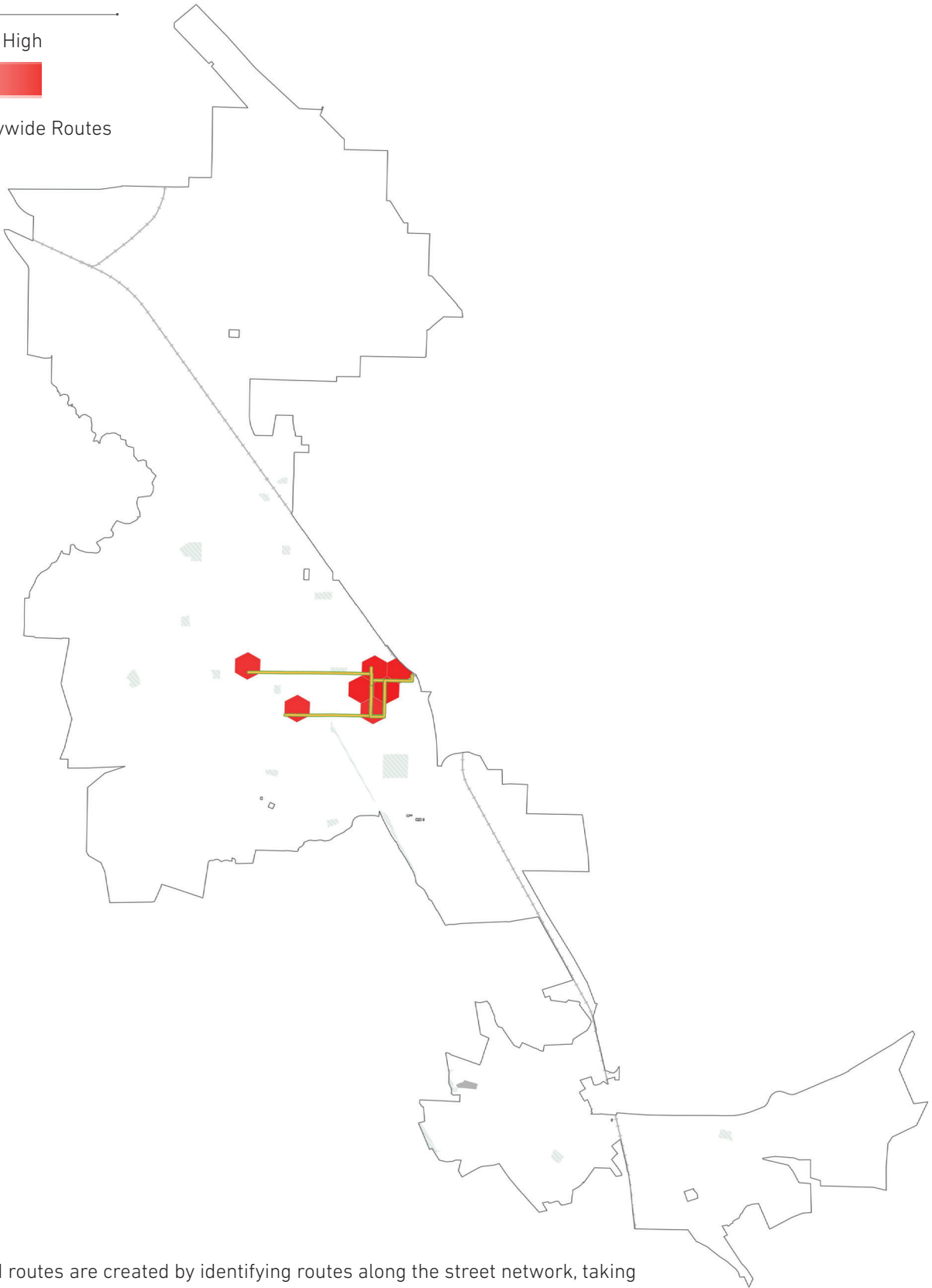


Figure FA-15: Analysis of Attractors and Generators in Fairfield

The high demand routes are created by identifying routes along the street network, taking into consideration existing facilities, street classification, route directness, and other key destinations nearby. Routes were created using discretion regarding the context of the area and facilities and land uses within or around the hexagon to maximize the demand that each route accesses.

Recommended Vision Bicycle Network

After developing the countywide and local backbone networks and conducting outreach with key stakeholders, the PDT identified a series of bicycle projects to help build Fairfield's full built-out vision bicycle network into one that is more comfortable for people of all ages and abilities. The vision bicycle network represents an unconstrained project list. The Solano Transportation Authority will continue to partner with the City of Fairfield to identify relevant funding sources for network build out. This Plan proposes adding or upgrading 83 new miles of bikeways to Fairfield's existing bikeway network. Table FA-2 presents the existing and proposed bikeway mileage by facility type, along with

the costs associated with installing each facility type. Facility installation costs vary depending on the materials used; for more information about the assumptions included in the cost estimates see *Appendix B: Technical Analyses and Summary Memorandums*. Figure FA-17 shows the recommended bicycle network, with existing and proposed projects shown with solid and dotted lines, respectively. Table FA-3 lists details for all of the recommended bikeway projects in Fairfield. Figure FA-18 depicts which facilities meet the AASHTO all ages and abilities bikeway selection criteria. Approximately 51 percent of recommended bikeways meet the all ages and abilities criteria (see Figure FA-16).

Table FA-2: Existing and Proposed Bicycle Network Mileage

Facility Type	Existing Mileage (approximate)	Proposed Mileage (approximate)	Estimated Cost per mile	Total Estimated Cost
Class I Multi-use Path	10.5	26.3	\$1,610,000	\$39,167,540
Class II Bicycle Lane	26.5	7.3	\$270,000	\$1,776,070
Class II Buffered Bicycle Lane	4.2	33.7	\$310,000	\$10,247,374
Class III Bicycle Route	-	6.0	\$1,390,000	\$7,398,894
Class III Bicycle Boulevard	-	0.6	\$220,000	\$129,055
Class IV Separated Bikeway	-	4.5	\$370,000	\$1,646,043
Feasibility Study	-	4.6	-	-
Total	41.1	83.1	-	\$59,555,036

*Costs presented in 2020 dollars

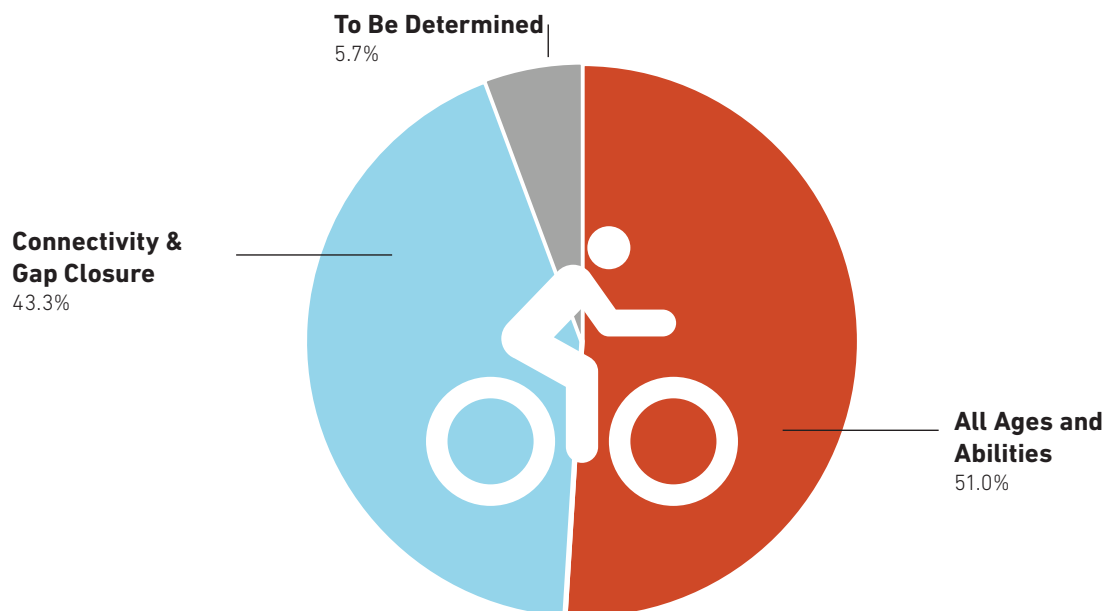


Figure FA-16: Share of Recommended Bikeways by Network

Fairfield

Figure FA-17: Proposed Bicycle Network for Fairfield

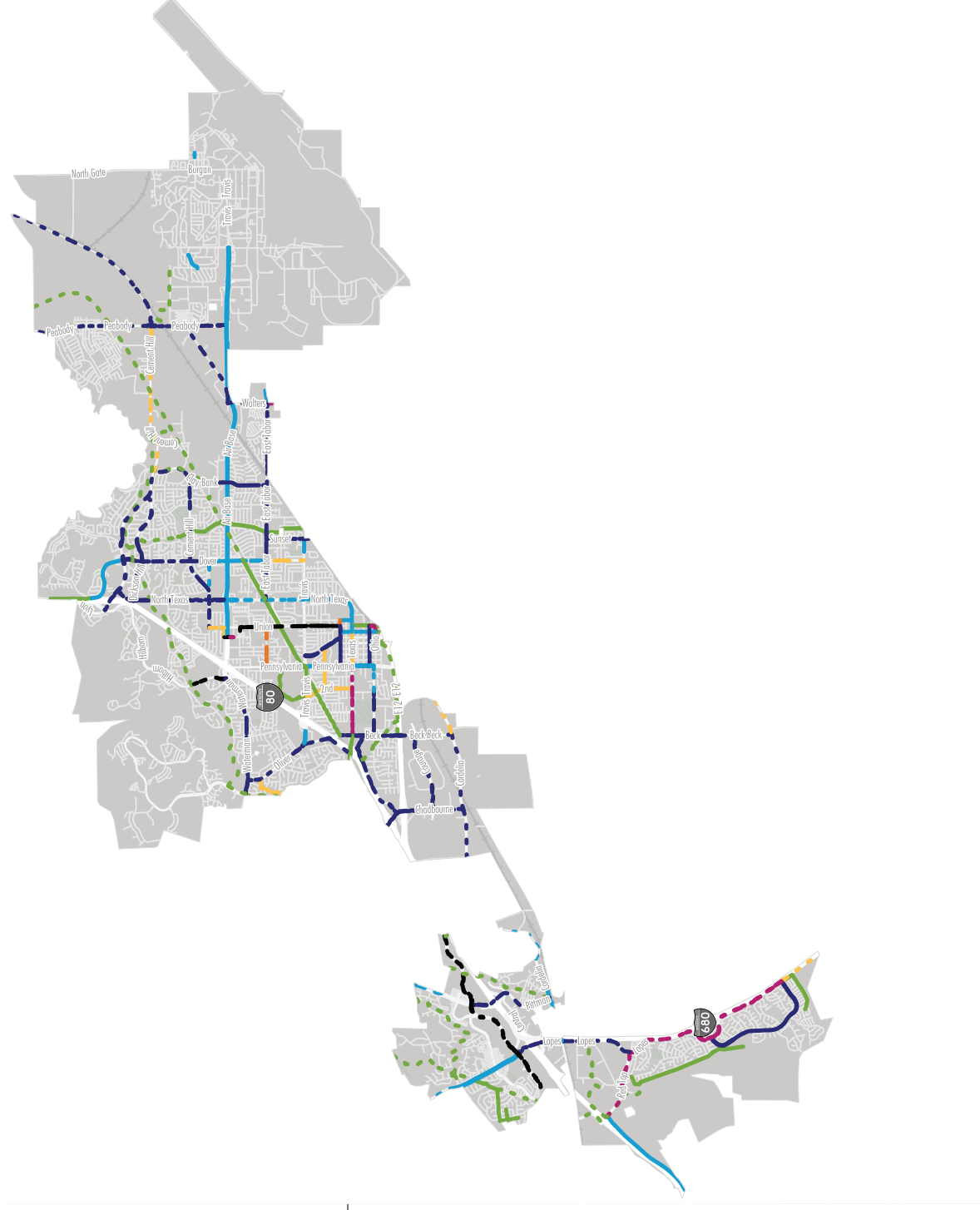


Figure FA-18: Recommended All Ages and Abilities Bikeways in Fairfield

Fairfield

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

Bikeways

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

Existing

Proposed

County

Jurisdictions

Parks

Water

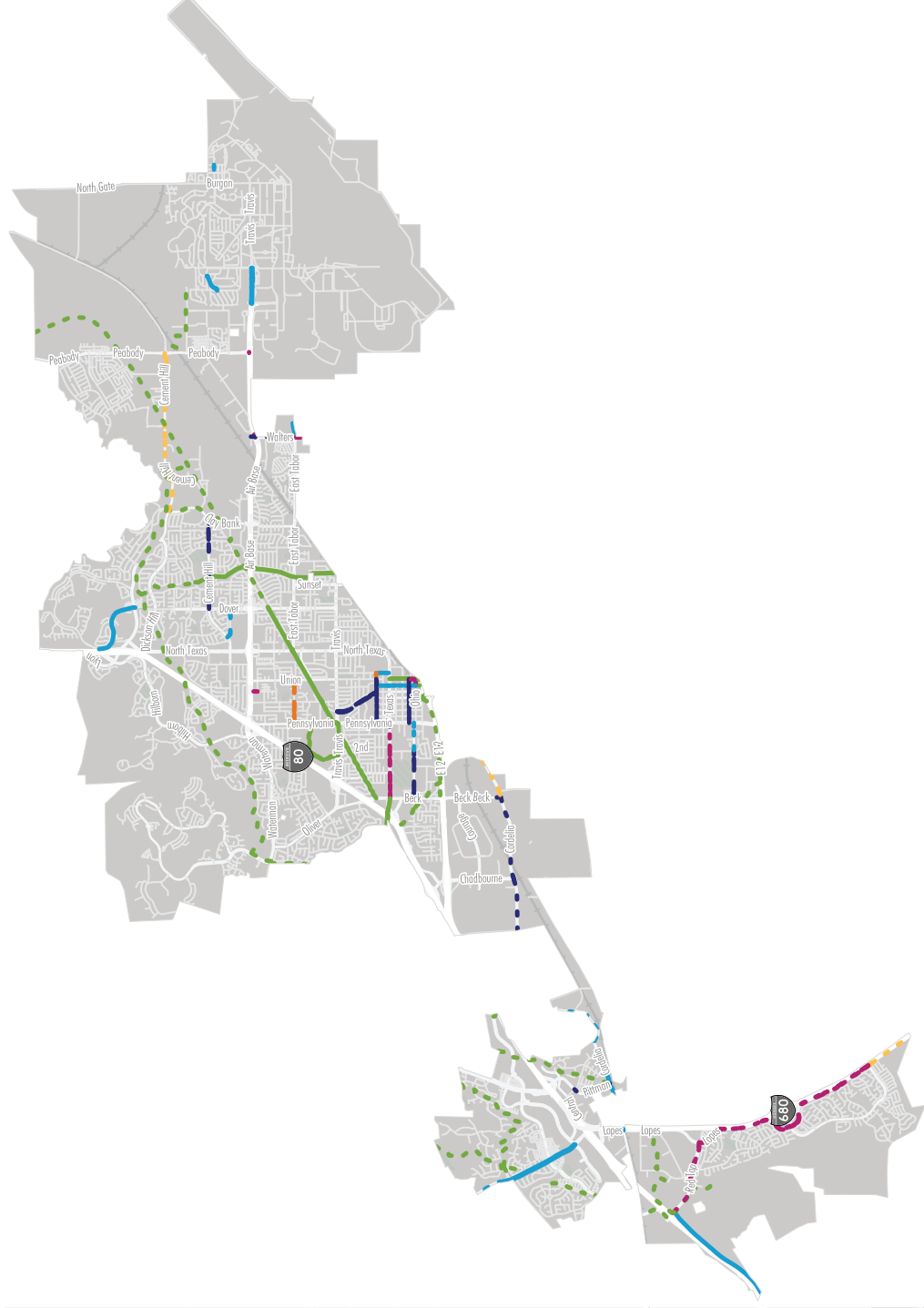


Table FA-3: Fairfield Recommended Bikeway Project List

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

Table FA-3: Fairfield Recommended Bikeway Project List

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

Table FA-3: Fairfield Recommended Bikeway Project List

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization Rank
310B	Business Center Dr	Green Valley Rd	Suisun Creek/ Fairfield Linear Park Trail	Feasibility Study	To Be Determined	2.00	-	High
356A	E Tabor Ave	N Texas St	Dover Ave	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.50	\$154,748	High
356B	E Tabor Ave	Dover Ave	Clay Bank Rd	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.96	\$298,696	High
356C	E Tabor Ave	Clay Bank Rd	Railroad Ave (Suisun City)	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.14	\$32,532	High
356D	E Tabor Ave	Railroad Ave (Suisun City)	Davis Dr	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.16	\$50,565	High
356E	E Tabor Ave	Davis Dr	Walters Rd	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.75	\$231,074	High
371A	Red Top Park and Ride Path Connection	McGary Rd	Hwy 12	Class I Multi-Use Path	All Ages & Abilities	1.32	TBD	High
359A	Peabody Rd	Air Base Pkwy	Dobe Ln	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.25	\$76,797	Medium
359B	Peabody Rd	Dobe Ln	Whitney Dr	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.25	\$76,923	Medium
359C	Peabody Rd	Whitney Dr	Markley Ln	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.18	\$54,931	Medium
359D	Peabody Rd	Markley Ln	Vanden Rd	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.33	\$102,334	Medium
359E	Peabody Rd	Vanden Rd	Waterworks Ln	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.63	\$196,085	Medium
359F	Peabody Rd	Waterworks Ln	Gramercy Cir	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.26	\$80,244	Medium
359G	Peabody Rd	Gramercy Cir	City Limits (N)	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.65	\$201,405	Medium
355A	Sunset Ave	Railroad Ave (Suisun City)	Brandon Wy	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.37	\$97,047	Medium
355B	Sunset Ave	Brandon Wy	E Tabor Ave	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.26	\$80,318	Medium

Table FA-3: Fairfield Recommended Bikeway Project List

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization Rank
318A	Beck Ave	Cordelia Rd	California Northern Rail Road	Class II Buffered Bicycle Lane	All Ages & Abilities	0.28	\$87,425	Medium
318B	Beck Ave	California Northern Rail Road	Hwy 12	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.41	\$127,323	Medium
318C	Beck Ave	Hwy 12	Cadenasso Dr	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.49	\$152,616	Medium
318D	Beck Ave	Cadenasso Dr	W Texas Dr	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.13	\$41,254	Medium
318E	Beck Ave	W Texas Dr	Fairfield Linear Park Trail	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.17	\$51,209	Medium
321A	Ledgewood Creek Trail	Rockville Rd	Fairfield Linear Park Trail	Class I Multi-Use Path	All Ages & Abilities	0.12	\$193,699	Medium
321B	Ledgewood Creek Trail	Fairfield Linear Park Trail	Woolner Ave	Class I Multi-Use Path	All Ages & Abilities	0.33	\$535,988	Medium
321C	Ledgewood Creek Trail	Woolner Ave	Hwy 12	Class I Multi-Use Path	All Ages & Abilities	0.46	\$742,700	Medium
321D	Ledgewood Creek Trail	Mankas Corner Rd	Existing Ledgewood Creek Trail	Class I Multi-Use Path	All Ages & Abilities	0.55	\$707,250	Medium
361A	Dover Ave	E Travis Blvd	E Tabor Ave	Class III Bicycle Route	Connectivity & Gap Closure	0.50	\$690,585	Medium
361B	Dover Ave	E Tabor Ave	Fairfield Linear Park Trail	Class II Bicycle Lane	Connectivity & Gap Closure	0.30	\$80,335	Medium
361C	Dover Ave	Fairfield Linear Park Trail	Air Base Pkwy	Class II Bicycle Lane	Connectivity & Gap Closure	0.22	\$58,761	Medium
361D	Dover Ave	Air Base Pkwy	Capricorn Cir	Class II Bicycle Lane	Connectivity & Gap Closure	0.28	\$76,370	Medium
361E	Dover Ave	Capricorn Cir	Manuel Campos Pkwy	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	1.09	\$337,292	Medium
339A	Utah St	2nd St	Webster St	Class III Bicycle Route	Connectivity & Gap Closure	0.52	\$723,445	Medium
350A	E Atlantic Ave	Cement Hill Rd	Dover Ave	Class II Bicycle Lane	All Ages & Abilities	0.35	\$93,992	Medium
323A	Woolner Ave	Beck Ave	Gregory Ln	Class II Buffered Bicycle Lane	All Ages & Abilities	0.55	\$171,788	Medium
323B	Woolner Ave	Gregory Ln	Pennsylvania Ave	Class II Bicycle Lane	All Ages & Abilities	0.33	\$89,476	Medium

Table FA-3: Fairfield Recommended Bikeway Project List

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization Rank
348A	Atlantic Ave	Heather Dr	Orchid St	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.20	\$60,943	Medium
348B	Atlantic Ave	Orchid St	N Texas St	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.15	\$47,318	Medium
364A	Dickson Hill Rd	N Texas St	Manuel Campos Pkwy	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	1.44	\$447,323	Medium
349A	Cement Hill Rd	N Texas St	Dover Ave	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.59	\$182,315	Medium
349B	Cement Hill Rd	Dover Ave	Clay Bank Rd	Class II Buffered Bicycle Lane	All Ages & Abilities	1.05	\$325,259	Medium
366A	Manuel Campos Pkwy/Vanden Rd	Clay Bank Rd	Peabody Rd	Class III Bicycle Route	All Ages & Abilities	1.89	\$2,621,002	Medium
360A	Clay Bank Rd	E Tabor Ave	Air Base Pkwy	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.52	\$162,611	Medium
360B	Clay Bank Rd	Air Base Pkwy	Horizon Dr	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.24	\$73,873	Medium
360C	Clay Bank Rd	Horizon Dr	Manuel Campos Pkwy	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.79	\$245,751	Medium
347A	Heather Dr	Dahlia St	Atlantic Ave	Class III Bicycle Route	Connectivity & Gap Closure	0.20	\$277,191	Medium
317A	Courage Dr	Chadbourne Rd	Beck Ave	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	1.02	\$314,777	Medium
343A	Tabor Ave	Pennsylvania Ave	Union Ave	Class III Bicycle Boulevard	All Ages & Abilities	0.51	\$112,944	Medium
369A	Red Top Rd Path Extension	McGary Rd	Existing Red Top Rd Path	Class I Multi-Use Path	All Ages & Abilities	0.38	\$604,891	Medium
344A	Pacific Ave	Union Ave	Heath Dr	Class IV Separated Bikeway	All Ages & Abilities	0.07	\$27,155	Medium
345A	Heath Dr	Pacific Ave	Air Base Pkwy	Feasibility Study	To Be Determined	0.20	-	Medium
367A	Vanden Rd	Peabody Rd	West of Fairfield Shop	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.30	\$92,251	Medium
367B	Vanden Rd	West of Fairfield Shop	City Limits (N)	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	2.16	\$668,210	Medium
329A	Putah South Canal Trail	Rancho Solano Pkwy	Hilborn Rd	Class I Multi-Use Path	All Ages & Abilities	1.66	\$2,668,082	Medium
329B	Putah South Canal Trail	Hilborn Rd	N Texas St	Class I Multi-Use Path	All Ages & Abilities	1.28	\$2,063,270	Medium

Table FA-3: Fairfield Recommended Bikeway Project List

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization Rank
329C	Putah South Canal Trail	N Texas St	Laurel Creek Path	Class I Multi-Use Path	All Ages & Abilities	0.74	\$1,190,807	Medium
329D	Putah South Canal Trail	Laurel Creek Path	Clay Bank Rd	Class I Multi-Use Path	All Ages & Abilities	1.13	\$1,816,590	Medium
329E	Putah South Canal Trail	Clay Bank Rd	Fairfield Linear Park Trail	Class I Multi-Use Path	All Ages & Abilities	0.80	\$1,295,314	Medium
319A	Auto Mall Pkwy	Chadbourn Rd	Raleigh Dr	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.45	\$138,264	Medium
319B	Auto Mall Pkwy	Raleigh Dr	Magellan Rd	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.57	\$177,903	Medium
319C	Auto Mall Pkwy	Magellan Rd	Beck Ave	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.17	\$53,635	Medium
327A	Oliver Rd	Rockville Rd	Hartford Ave	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.46	\$141,606	Medium
327B	Oliver Rd	Hartford Ave	Travis Blvd	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.28	\$85,310	Medium
327C	Oliver Rd	Travis Blvd	Mankas Corner Rd	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.92	\$286,065	Medium
306A	South Cordelia Junction Path	McGary Rd	Lopes Rd	Class I Multi-Use Path	All Ages & Abilities	1.29	\$2,075,080	Medium
372A	Clay Bank Path	Proposed Fairfield Linear Park Extension	Putah South Canal Trail	Class I Multi-Use Path	All Ages & Abilities	0.71	\$1,139,531	Medium
357A	Walters Rd	E Tabor Ave	Huntington Dr	Class II Buffered Bicycle Lane	All Ages & Abilities	0.52	\$160,787	Medium
358A	Huntington Dr	Walters Rd	Crocker Cir	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.34	\$104,778	Medium
358B	Huntington Dr	Crocker Cir	Peabody Rd	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.81	\$250,062	Medium
351A	Rancho Solano Pkwy Path	Mankas Corner Rd	Putah South Canal Trail	Class I Multi-Use Path	All Ages & Abilities	0.25	\$398,534	Medium
354A	Hilborn Rd	Air Base Pkwy	Putah South Canal Trail	Feasibility Study	To Be Determined	0.49	-	Medium
370A	Red Top Path Connector Trail	Red Top Rd	Existing Path	Class I Multi-Use Path	All Ages & Abilities	0.80	\$1,288,000	Medium
301A	Lincoln Hwy	W Cordelia Rd	Auto Plaza Ct	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.17	\$53,545	Medium

Table FA-3: Fairfield Recommended Bikeway Project List

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization Rank
301B	Lincoln Hwy	Auto Plaza Ct	Business Center Dr	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.44	\$137,118	Medium
315A	Cordelia Rd	Hale Ranch Rd	Beck Ave	Class II Buffered Bicycle Lane	All Ages & Abilities	1.59	\$493,776	Medium
315B	Cordelia Rd	Beck Ave	Pennsylvania Ave	Class III Bicycle Route	All Ages & Abilities	0.78	\$667,973	Medium
352A	Waterman Blvd	Rancho Solano Pkwy	Barbour Dr	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	1.18	\$365,963	Medium
352B	Waterman Blvd	Barbour Dr	Hilborn Rd	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.37	\$113,249	Medium
309A	Putah South Canal Trail	Bay Area Ridge Trail	Oakwood Dr/ City Limits	Class I Multi-Use Path	All Ages & Abilities	1.77	\$2,855,091	Low
365A	Manuel Campos Pkwy	Hilborn Rd	N Texas St	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.30	\$91,829	Low
365B	Manuel Campos Pkwy	N Texas St	Dover Ave	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.42	\$129,205	Low
365C	Manuel Campos Pkwy	Dover Ave	Mystic Dr	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.53	\$162,969	Low
365D	Manuel Campos Pkwy	Mystic Dr	Clay Bank Rd	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.78	\$240,704	Low
346A	Dahlia St	Heather Dr	Heath Dr	Class III Bicycle Route	Connectivity & Gap Closure	0.11	\$157,019	Low
314A	Cordelia Rd	C/L	C/L (Cordelia Substation)	Class II Bicycle Lane	All Ages & Abilities	1.03	\$278,897	Low
308C	Bay Ridge Trail	Oakridge Dr	North City Limits	Class I Multi-Use Path	All Ages & Abilities	1.31	\$2,105,368	Low
368A	Eastridge Connector Trail	Green Valley Rd	Bay Area Ridge Trail	Class I Multi-Use Path	All Ages & Abilities	0.18	\$297,133	Low
328A	Salisbury Dr/ Larkmont Dr Bike Boulevard	Ledgewood Creek Trail	Oliver Rd	Class III Bicycle Route	Connectivity & Gap Closure	0.40	\$555,464	Low
312A	Pitman Rd	Central Wy	Link Rd	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.23	\$70,653	Low
312B	Pitman Rd	Link Rd	Cordela Rd	Class II Buffered Bicycle Lane	All Ages & Abilities	0.45	\$140,889	Low
316A	Chadbourne Rd	Fairfield Linear Park Trail	Cordelia Rd	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	1.10	\$336,460	Low
313A	Dan Wilson Creek Trail	Wetland Rd	I-80	Class I Multi-Use Path	All Ages & Abilities	1.23	\$1,973,957	Low

Table FA-3: Fairfield Recommended Bikeway Project List

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization Rank
313B	Dan Wilson Creek Trail	I-80	Business Center Dr	Class I Multi-Use Path	All Ages & Abilities	0.20	\$329,772	Low
313C	Dan Wilson Creek Trail	Business Center Dr	Fairfield Linear Park Trail	Class I Multi-Use Path	All Ages & Abilities	0.18	\$290,586	Low
311A	Suisun Valley Rd	Solano College Rd (N)	Oakwood Dr	Class II Bicycle Lane	Connectivity & Gap Closure	0.36	\$97,655	Low
311C	Suisun Valley Rd	Business Center Dr	Central Wy	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.49	\$151,468	Low
302C	Green Valley Rd	Eastridge Dr	C/L	Class II Bicycle Lane	Connectivity & Gap Closure	0.41	\$110,799	Low

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

Near-Term Implementation Bicycle Network Action Plan

During the fourth phase of outreach, participants at each workshop or meeting identified their top five projects that Fairfield should prioritize in the next five years. This activity is intended to help shed light on which projects receive public support and would be well-used in a complete, connected network. Research has shown that rapidly building out a connected, low-stress network provides the highest mode shift to bicycling. Given realistic funding constraints and staff capacity to implement all bikeway recommendations, the Solano Transportation Authority identified a focused list of projects to build out a simplified citywide network. The Solano Transportation Authority will partner with the City of Fairfield to identify funding sources to implement the facilities over the next five years. While

some projects may score lower on the prioritization list, they represent critical connections within the overall network and receive strong public support. Figure FA-19 shows the results from the 5 in 5 outreach activity. Figure FA-20 and Table FA-4 identify the top corridors from the “5 in 5” activity with their associated prioritization rankings; these scores should be considered for near-term implementation to build out a connected network.

Projects 308C and 371A were not identified for inclusion in the near-term network during the 5 in 5 activity. However, these two projects play a key role in increasing access to the regional trail network and should be considered for near-term implementation.

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

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

Action Plan Corridor Descriptions

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

Near-term Existing Planned Projects

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

Near-term Action Plan Projects

Using the input received from the “5 in 5” outreach activity and the prioritized project list, the projects in this section

work together to create a suggested near-term action plan that should serve as a guide for developing a connected all ages and abilities network. While some projects may score lower on the prioritization list, they represent critical connections within the overall network framework. Figure FA-20 details how these 5-year action plan projects build on the existing facilities to enhance the bicycle network coverage in Fairfield.

- 1. Trail Network Expansion Study (320E, 320F)** – Multiple trail projects were identified as part of the 5 in 5 outreach activity and were consistently requested during other portions of the community engagement process. In particular, expanding the Linear Park Trail from its current terminus to the northeast would provide access to the Fairfield/Vacaville Amtrak Station. While

this section should be prioritized, the City of Fairfield should conduct a trail expansion feasibility study and design project to further evaluate the the Class I Multi-use Path system proposed in the Solano County Active Transportation Plan, including potential grade-separated crossings. In particular, the study could address the proposed Ledgewood Creek Trail, Highway 12 Path, Rockville Road Underpass, Gateway Boulevard Side Path, Putah South Canal Trail, Laurel Creek Trail extension, South Cordelia Junction Path, Dan Wilson Creek Trail, Red Top Park and Ride Path Connection, Bay Ridge Trail extension, and the Linear Park Trail extension. The Linear Park Trail extension connects through one Metropolitan Transportation Commission Priority Development Area. Other proposed trail segments also pass through Metropolitan Transportation Commission (MTC) Priority Development Areas and MTC Communities of Concern.

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

Bay Ridge Trail and the Fairfield Linear Park Trail to promote recreational opportunities, while closing a gap in the countywide backbone network from Lopes Road. It connects multiple neighborhoods, high-density residential areas, employment and retail centers, and healthcare facilities. This corridor establishes safe routes to Nelda Mundy Elementary School, InterCoast Colleges Fairfield Campus, and Solano Community College. This project also closes a gap to transit for local FAST routes 7 and 8.

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

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

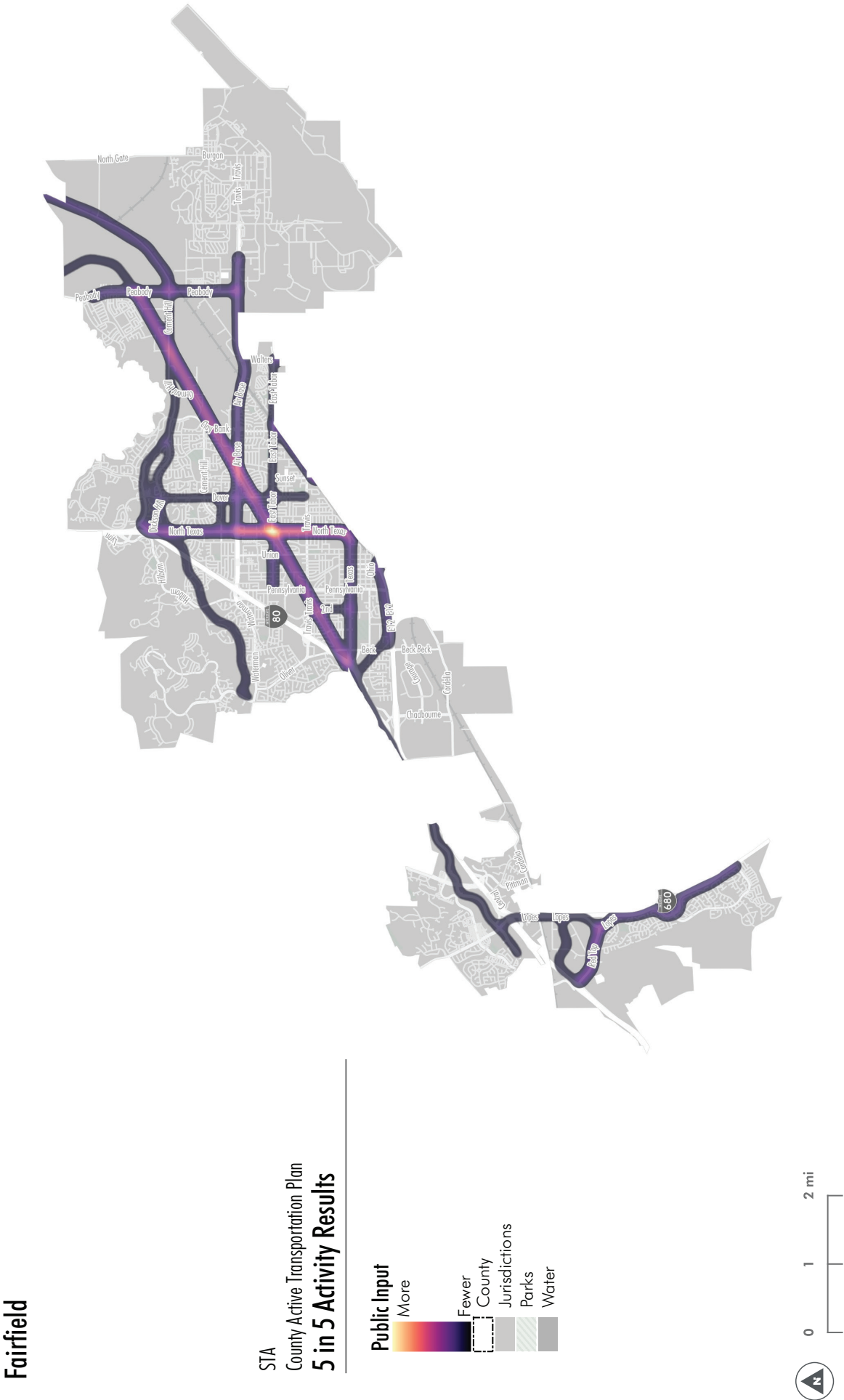
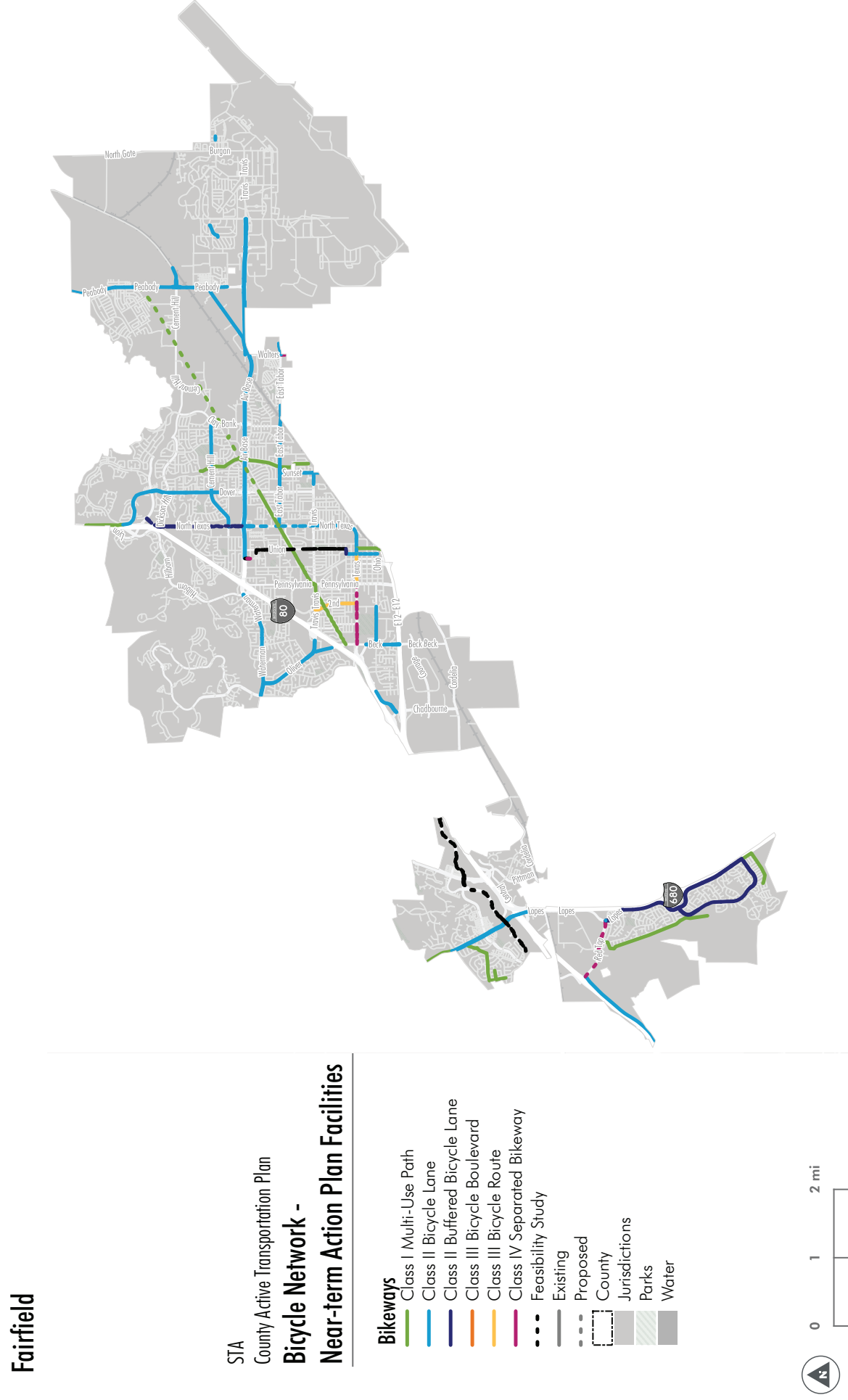


Figure FA-20: Fairfield Near-term Action Plan Bikeway Network



Recommended Pedestrian Projects

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

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

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

Street / Facility Name	Extents	North or West Side of Street Distance (mi)	South or East Side of Street Distance (mi)	Total Distance (mi)	Cost
Red Top Road	McGary St to River Rd	0.37	0.46	0.82	\$811,800
Lopes Rd	Red Top Rd to Cordelia Rd	0.60	0.95	1.55	\$1,534,500
Cordelia Rd	Pittman Rd to Romania Rd	0.66	0.66	1.32	\$1,306,800
Cordelia Rd	Hale Ranch Rd to Pennsylvania Ave	1.21	1.92	3.13	\$3,098,700
Business Center Dr	Green Valley Rd to Suisun Valley Rd	0.42	0.41	0.82	\$811,800
Business Center Dr	Suisun Valley Rd to Suisun Creek	0.00	0.40	0.40	\$396,000
West Texas St	Oliver Rd to Beck Ave	0.00	0.22	0.22	\$217,800
Pennsylvania Ave	Empire St to Kansas St	0.44	0.00	0.44	\$435,600
Travis Blvd	Holiday Ln to Maupin Rd	0.29	0.00	0.29	\$287,100
Manuel Campos Pkwy	Hilborn Rd to North Texas St	0.27	0.00	0.27	\$267,300
E Tabor Ave	Railroad Ave to Walters Rd	0.09	0.89	0.99	\$980,100
Walters Rd	E Tabor Ave to Huntington Dr	0.15	0.41	0.57	\$564,300
Huntington Dr	Walters Rd to Peabody Rd	1.14	0.70	1.84	\$1,821,600
Peabody Rd	Huntington Dr to Vanden Rd	0.48	0.00	0.48	\$475,200
Peabody Rd	Vanden Rd to Huber Dr	0.52	0.55	1.07	\$1059,300
Peabody Rd	Josheph Gerevas Dr to Chuck Hammond Dr	0.00	0.19	0.19	\$188,100
Total	-	6.65	7.77	14.42	\$14,275,800

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

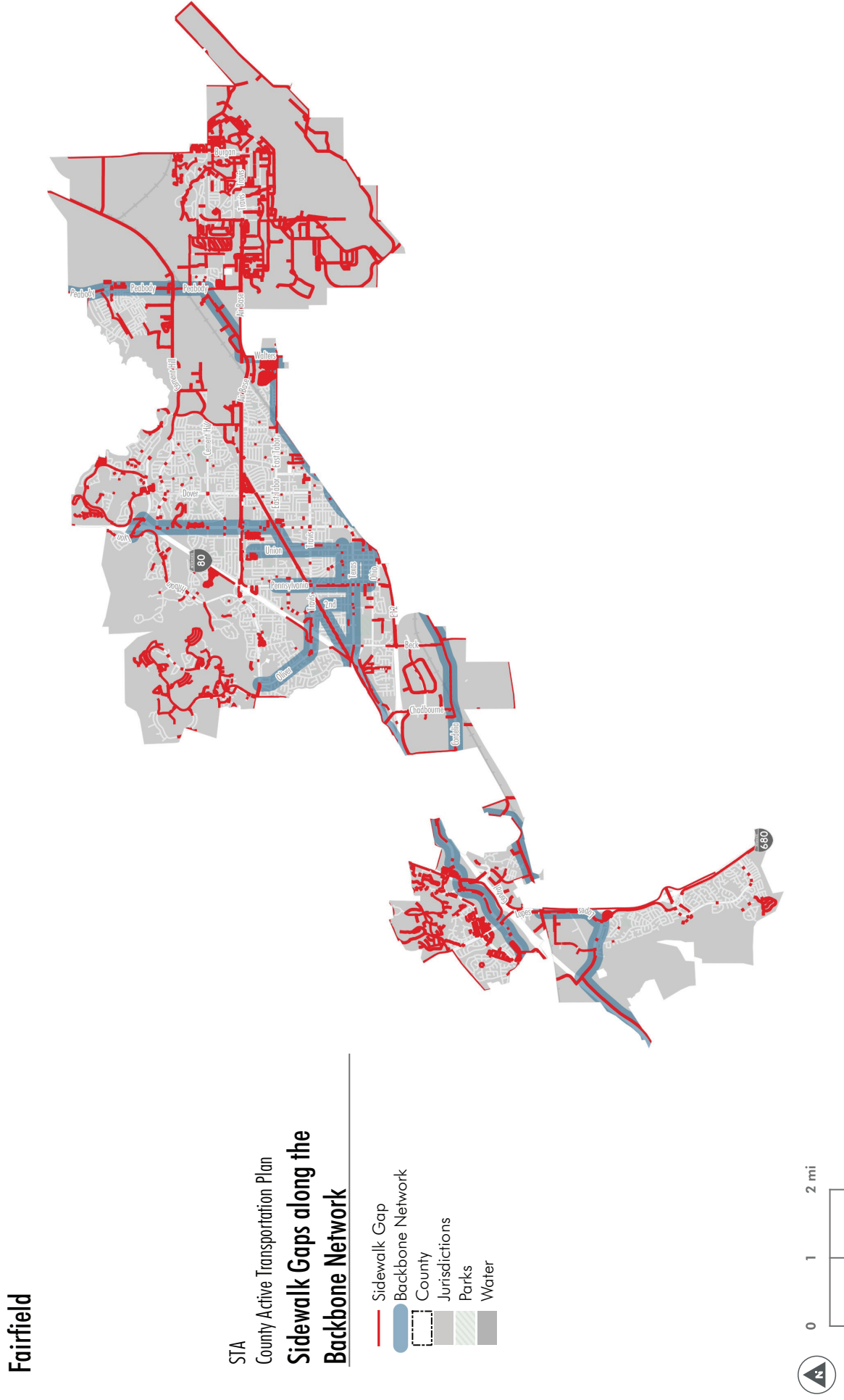


Table FA-6: Proposed Priority Pedestrian Projects in Fairfield

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

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

Fairfield

Figure FA-22: Proposed Pedestrian Projects in Fairfield

