

Solano Countywide Trails Plan

Phase 1: Status of Existing and Planned Trails



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1.0 EXECUTIVE SUMMARY

The Phase 1 Countywide Trails Plan is a status report on existing regional trails and existing plans for regional trails in Solano County. It is a component of the Solano Transportation Authority's Comprehensive Transportation Plan. In 2002 and 2003 additional studies will be conducted and an expanded report will be prepared to comprehensively address opportunities for a complete regional trail system.

Solano County has seen tremendous growth and development over the past few decades, though the County is still in the early stages of development compared to areas of the inner Bay Area or Sacramento. Most of these more urbanized areas feature extensive trail systems that are the result of many years of planning, funding and implementation. While Solano County trails and trail plans are still piecemeal and largely undeveloped, there are tremendous opportunities for trails in Solano County due to the relatively large amount of still open land, unique natural resources, and existing protected open space and regional parks.

The objective of this Plan is to ultimately identify strategies for addressing these opportunities, as well as the issues and challenges of a Countywide trail system, taking advantage of the experience of those who have implemented and currently manage other regional trail systems, such as East Bay Regional Parks District.

Overall, there are 75 miles of existing regional trails in the Countywide system (including 22 miles of designated routes on sidewalks or road shoulders), and 141 miles of planned regional trails, for a total length of 216 miles upon completion. Generally the key regional trails are the San Francisco Bay Trail, the Bay Area Ridge Trail, and major connecting trails between cities, such as the Solano Bikeway. Of the planned regional trail system, 23 miles have been identified as key trail projects.

The estimated cost to complete key short-term (1 to 5 years) trail connection projects is approximately \$0.94 to \$1.40 million. Medium term projects (5 to 20 years) constitute approximately \$3.22 million to \$4.83 million, while long-term (20 year or more) projects also constitute approximately \$3.22 million to \$4.83 million. The approximate overall cost to complete the currently-planned regional trail system is \$7.37 million to \$11.06 million. This is for trail projects that are not already part of a transportation project. Existing and planned trail mileages and characteristics and costs to complete planned trails are covered in more detail in Section 4.5.

Many different agencies and organizations are working to implement various regional trails in Solano County, and there are many sources of funding to help implement these trails in addition to public funds from within Solano County. This Countywide Trails Plan will help to inform and coordinate trail implementation efforts.

2.0 INTRODUCTION

2.1 Vision for a Regional Trail System

Most Bay Area counties have countywide trail plans and extensive regional trail systems. These are some of the most used and valued amenities in those communities. In an ideal regional trail system:

- As many people as possible are able to get from their home to a natural open space setting, and to pedestrian zones such as downtowns, without having to drive.
- There are opportunities for people to hike, bike, rollerblade, ride a horse, walk a dog, picnic, and even camp overnight, without having to drive.
- Special natural, recreational, and scenic destinations in the County are accessible to people, while sensitive resources are protected.
- People are able to hike, bike or ride to and through adjacent counties on a continuous inter-regional trail network.

The long-term goal of the Countywide Trails Plan is a complete interconnected trail system linking the cities and unincorporated communities of Solano County to each other, to regional parks, open space, and natural areas, and to adjacent counties.

2.2 Purpose of the Countywide Trails Plan

The purpose of this Countywide Trails Plan is to provide a comprehensive and unified plan for trail connections between communities; to major parks, open space and resource areas; and to pedestrian-oriented zones and destinations such as downtowns and community centers.

The Countywide Trails Plan is intended to be jointly adopted by the Solano Transportation Authority (STA) Board and the Solano County Board of Supervisors. The Trails Plan will be an adopted component of the STA's Comprehensive Transportation Plan and will be part of official plans and policy for the overall transportation system. The Trails Plan will also be an adopted element of the Solano County General Plan, and will have the weight of official policy and plan where it relates to land use decisions in the unincorporated County area. This could include the requirement for trail dedications in conjunction with development entitlements.

Within the incorporated cities, the Trails Plan has no authority, except as it is referenced or included in adopted City plans and policies. Similarly, this Trails Plan does not

become the official policy or plan of regional trail planning organizations such as the Bay Trail Project or Ridge Trail Council, or of state or federal agencies such as State Parks, or U.S. Fish and Wildlife Service. However, a key goal of the Plan is to be consistent with the policies and objectives of other agencies and organizations, and to provide material that can be referenced or incorporated into their adopted plans.

2.3 What are “trails”?

The STA completed a Countywide Bicycle Plan in 2001 (described in section 3.1.1). There is some overlap between the bike routes and trail routes, however the overall objectives and standards of the two plans are different.

Trails are focused on recreation and exercise, and access to and through parks, open space, natural areas, and urban pedestrian zones and destinations such as downtowns, schools and civic centers. Ideally, trails are located off of roads in park or open space settings, creek and utility corridors, and landscaped buffers adjacent to major roads. Trails are typically paved in urban settings and unpaved in rural settings. Trail routes may be located on sidewalks or along streets where there is no alternative alignment.

Bikeways are focused on efficient point A to point B transportation. Bikeways are always paved and are primarily on-street bike lanes and routes, although separate paths are desirable where there is no safe on-road connection.

Trails in the context of this plan may include both rural and urban routes for pedestrians, bicyclists, equestrians, and other users such as runners, roller skaters/bladers, and dog walkers. At least in the context of the Countywide Trails Plan, all trails accommodate pedestrians, though in other settings trails may be specifically designated for mountain bikes, horses, or off-road vehicles. Public trails always must accommodate people with disabilities to the greatest practical extent, per the requirements of the Americans with Disabilities Act (ADA).



Newell Open Space Preserve

Some trail routes use ranch or levee roads that also serve agricultural or management functions, which can be shared with recreation and transportation use provided that potential conflicts with agricultural operations are resolved.

Officially designated trails typically require some form of public ownership and specific trail access rights, however some long-used and popular trails exist on private or public

property without such specific rights, other than rights established by traditional use. State and federal laws offer broad protections from liability for landowners who allow and manage public trails, especially in natural/rural settings.

2.4 Why have trails?

Trails function as transportation facilities, especially for young people, and others who can't drive or choose not to drive.

Trails are important for recreation and exercise in their own right, and for access to other recreation and natural areas for health, study, and enjoyment.

Trails have an important relationship to parks and open space, because while trails may pass through urban areas, trails traditionally are located in or connect to rural or natural resource areas.

Trails are an important part of our cultural tradition in the United States, from Native Americans, through the trappers and trail blazers, settlers and cowboys, to many current forms of recreation and transportation, getting to and through rural, natural, open land is a very important idea and activity.

2.5 Regional Trails

The Countywide Trails Plan is focused on *regional* trail connections, which are defined as connections between cities or communities, and connections to regional recreation and pedestrian destinations, such as regionally-significant open space or natural areas, regional or community parks, civic centers, downtowns and waterfronts.

A key part of the analysis for the Countywide Trails Plan is identifying existing trails and trail plans and determining whether they are regionally significant. Officially-designated regional trails in the Bay Area include the San Francisco Bay Trail, which is coordinated by public staff at the Association of Bay Area Governments in Oakland, and the Bay Area Ridge Trail, coordinated by staff at the Bay Area Ridge Trail Council offices in San Francisco in conjunction with the Solano County Committee. Solano County has key segments of both regional trails in and near Vallejo and Benicia.

2.6 Relationship Between Trails and Open Space

A regional trail system and regional open space system go together, and both have benefits to the transportation system. Open space helps preserve unique community identity, protect natural resources, preserve agriculture, and manage growth and transportation impacts.

Trails allow people to use and appreciate open space. They provide alternative transportation connections, exercise, relaxation, awareness and appreciation of nature, and awareness and appreciation of how urban areas relate to the natural landscape.



Newell Open Space Preserve

A coalition of agencies and organizations are currently working on a plan for a regional open space program in Solano County, including coordination with STA regarding a potential combined transportation and open space funding measure. This Trails Plan is intended to help resolve the relationship between the transportation system and the open space system so that they are mutually supportive.

2.7 Phases of the Countywide Trails Plan Project

Phase 1 of the Countywide Trails Plan entailed work with the Trails Advisory Committee (TRAC) and STA member agencies (Solano County and its seven cities) to create a status report on existing and planned regional trails in the County. It is not intended to cover local city trails or new trail concepts, though these ideas will be recorded for evaluation during Phase 3 of the process. Phase 1 is also intended to inventory existing trail plans and policies, and related plans and policies, such as General Plans or plans for pedestrian-oriented districts. A key focus of Phase 1 is the status of the regionally-adopted San Francisco Bay Trail and the Bay Area Ridge Trail.

Phase 2 of the Countywide Trails Plan Project was initiated concurrently with Phase 1, and entails preliminary engineering, environmental studies, and Caltrans permitting for the Vallejo Bay/Ridge Trail Connector, a key portion of the San Francisco Bay Trail and the Bay Area Ridge Trail. The current trail ends in the Glen Cove development in Vallejo, on the bluffs north of the Carquinez Strait east of the Carquinez Bridge. This trail segment would connect along and under I-80 to routes in central Vallejo. The products of Phase 2 are not a direct part of the Countywide Trail Plan, but help to resolve the route and implement a significant regional trail that is part of the Plan.

Phase 3, which is anticipated to occur between July 1, 2002 to June 30, 2003, also entails work with the Trails Advisory Committee and STA member agencies to plan new and extended trails to create a comprehensive trails and pathways system throughout Solano County. The Trails Plan will be developed through a public participation process with workshops and meetings for the public, property owners, recreational user groups, local agencies, and other interested parties. One workshop in each of the seven communities in the County is anticipated, with an associated public information effort.

The completed Plan will include short-term and long-term phasing recommendations, concepts and guidelines for design and amenities for each of the core cities, strategies for funding, acquisition and implementation, and guidelines for maintenance and management.

2.8 The Trails Advisory Committee

A Trails Advisory Committee (TRAC) was formed by the Solano Transportation Authority to guide the trail planning process. The TRAC's role is to provide two-way communication in the development of the Countywide Trails Plan as follows:

Input:

- Help collect and check information about existing and planned regional trails.
- Help define what types of trails, and specific trail routes are important.
- Help identify appropriate policies and standards for planning, acquiring, building and managing trails.
- Help refine the overall vision for a Countywide Trail System.
- Help the STA and the County of Solano set priorities for funding and implementation.

Outreach:

- Help identify and include other parties and interests in the trail planning process.
- Help spread the message about trail opportunities and benefits to others.
- Advocate funding for planning trail projects toward completion of the Countywide Trails Plan.

Through a series of four meetings during Phase 1, the TRAC provided direct input into the formulation of this Plan, including the basic goals and policies.



TRAC Meeting

3.0 OVERVIEW OF EXISTING PLANS

Existing plans or studies for trails, parks and open space, General Plans and transportation plans contain specific trail improvement proposals, or pertinent information on trail destinations or policies. Solano County, each of the seven cities, and each of the agencies concerned with transportation, parks, or trails have at least one document with pertinent plans or policies relating for regional trails. These documents are briefly reviewed in this section. The details are reflected in the maps and descriptions in Section 4.0, and to some extent in the policies in Section 5.0.

3.1 Trail, Open Space and Parks Plans

Four cities, the County, and several regional agencies have trail plans, or documents that specifically address trails in Solano County. These documents were analyzed to prepare the overall Regional Trails Map presented in Section 4.0. The documents and pertinent aspects for the Countywide Trails Plan are briefly summarized below.

3.1.1 STA's Solano Countywide Bicycle Plan

The Solano Transportation Authority has prepared a Countywide Bicycle Plan as part of its Comprehensive Transportation Plan. There is some overlap between this Trails Plan and the Bicycle Plan. Bike facilities, such as those identified in the Countywide Bicycle Plan, include three designated classes: Class I, which is a paved path separated from streets or highways; Class II, a striped lane for one-way bike travel on a street or highway; and Class III, or bike routes designated only by signs along streets. Class I bike paths typically also function as pedestrian paths or trails, but Class II and III bike facilities are not usually a part of the trail system.

The Countywide Trails Plan and Countywide Bicycle Plan are consistent and mutually supportive documents, although the route priorities may not always be the same where trail and bike routes overlap.

3.1.2 Solano County Park and Recreation Element

This document, a part of the Solano County General Plan, addresses regional recreational needs, goals, objectives, and policies. It also looks at existing facilities, specific proposals for improving existing facilities and proposals for development of new facilities. The Needs Analysis on page 41 notes the need for an overall countywide hiking and biking trail system linking existing trails and other facilities. This analysis also states, "Trail segments forming parts of the system can be provided by the cities and the state as well as the County, but overall planning responsibility falls to the County."

The most relevant section of this document is a chapter entitled "Trail Linkages", which starts on page 98. Several trail linkages are proposed, including connections between Vallejo and Cordelia, Vallejo and Benicia, Cordelia and Benicia, Cordelia and Fairfield, Fairfield and Vacaville, and trails along Pleasants Valley Road and the West Sacramento Canal.

Relevant policies for the Countywide Trails Plan include:

1. Coordinate the planning and development of an integrated countywide trail system with local, county, regional and state agencies.
 - a. Strategy – Review and comment on proposed trail plans and projects within Solano County.
2. Highest development priority shall be given to the completion of missing links within existing city and county trail systems.
3. Support extension of key trail linkages within city and county trail systems which provide access to regional recreational facilities.
 - a. Strategy – Require dedication of trail right-of-way as a condition of approval of any future subdivision adjacent to a proposed trail linkage.
 - b. Strategy – Implement provisions of the Solano Comprehensive Transportation Plan and Countywide Bicycle Plan along designated bike routes.
 - c. Strategy – Acquire right-of-way to provide key linkages.
4. Provide for equestrian/hiking trails within major rural residential subdivisions where feasible.
 - a. Strategy – Amend the Solano County Subdivision Ordinance, Article VII, to apply parks and recreation dedication provisions to rural residential subdivisions of 5 parcels or more for the purpose of establishing equestrian/hiking trails.
 - b. Strategy – Provide adequate shoulders along county roads within existing rural residential areas to accommodate equestrian activities as part of future road projects.
5. Support the development of an accompanying equestrian and hiking trail with any future development of the West Sacramento Canal.
 - a. Strategy – Support the inclusion of a trail system in any future canal project and recommend federal purchase of sufficient right-of-way to accommodate a trail.

3.1.3 The Bay Trail Plan

The Bay Trail Plan proposes development of a 400 mile regional hiking and bicycling trail around the perimeter of the San Francisco Bay. The plan was written as mandated by Senate Bill 100, which stated that the Bay Trail will: " provide connections to existing park and recreation facilities, create links to existing and proposed transportation

facilities, and be planned in such a way as to avoid adverse effects on environmentally sensitive areas.”

The policies for the Bay Trail, which are contained on pages III-15 to III-24, are broken down into five categories: 1) trail alignment, 2) trail design, 3) environmental protection, 4) transportation access, and 5) implementation. Among the trail alignment policies, the most relevant to the Countywide Trails Plan include:

Policy 6: “In selecting a route for the trail, incorporate local agency alignments where shoreline trail routes have been approved. Incorporate San Francisco Bay Conservation and Development Commission public access trails where they have been required.”

Policy 12: “Provide access wherever feasible to the greatest range of trail users on each segment.”

Policy 13: “Wherever possible, new trail should be physically separated from streets and roadways to ensure the safety of trail users.”

Policy 25: “The Bay Trail should not be defined as a continuous asphalt loop at the Bay’s edge, but as a system of interconnecting trails, the nature of which will vary according to the locale and the nature of the terrain and resources in the vicinity of each particular trail segment.”

Policy 45: “Local agencies should be sensitive to the natural environment not only in project planning to implement segments of the Bay Trail, but also in maintaining and managing the trail once built.”

The plan also contains a section that outlines a framework for implementation

3.1.4 Bay Area Ridge Trail Plan

The Bay Area Ridge Trail Council is a non-profit volunteer-driven organization working to create a 400 mile ridgeline trail system connecting the Bay Area's remarkable greenbelt of parks and open spaces with its diverse communities. It was founded in 1987, and has been active in Solano County since 1989. The efforts of the organization to date have resulted in the dedication of over 215 miles of Ridge Trail throughout the Bay Area. Upon completion, the Ridge Trail will connect 9 counties and serve 100 communities. In Solano County, a portion of the current Ridge Trail route is shared with the Bay Trail Route. The Solano County Committee of the Bay Area Ridge Trail Council has published two trail maps that were references for the current Trails Plan: “The Bay Area Ridge Trail in Solano County” (undated), and “Hiddenbrooke Dedication”, May 5, 2001.

3.1.5 Tri-City and County Cooperative Plan for Open Space Preservation

This document establishes open space and agricultural resource protection policies as well as policies to guide planning for parklands and recreation facilities within the 10,000 acre "Tri-City and County Cooperative Planning Area for Agriculture and Open Space." It is the third in a series of studies of the rural open space area that forms a physical and visual buffer between the cities of Benicia, Fairfield, and Vallejo. The intent is to set guidelines to maintain the hills and valleys that separate the three cities, as permanent open space. This is a special cooperative planning project of the Cities and Solano County. The Solano Land Trust, a private organization, has acquired and is managing the land with funding from grants and the participating agencies. This area includes the 1039 acre Lynch Canyon Open Space Preserve. The Solano Land Trust manages Lynch Canyon and other properties in Solano County that have some degree of public access, although the Trust's goal is to transfer responsibility for public access management to public agencies.

The Plan document states the history of the Tri-City group and planning cooperative, the overall planning goals and objectives, and defines policies for open space preservation and regional park and recreation, and states the cooperative plan for implementation.

The most relevant section of this document in relation to the Countywide Trail Plan is Section 4.4, which states Regional Trails Guidelines. This section proposes several options for a perimeter loop, connecting several prospective recreation areas: Lynch Canyon, McIntyre Ranch/Orchard, Paddy Creek Valley, Lopes Road Valley, King Ranch, and Lake Herman.

3.1.6 Benicia Parks, Trails and Open Space Master Plan

This document is a very thorough and extensive master plan for the City of Benicia's Parks, Trails, and Open Space. The report includes goals and policies, standards and siting criteria, the Parks, Trails and Open Space Master Plan, and a section on implementation for the proposed plan. The goal section lists goals for parks and park facilities, trails, open space, signage and information, management, and implementation. Each goal has a number of objectives and policies to reach those objectives. Standards and siting criteria are set forth for different types of parks, trails, staging areas, open space areas, signage, and facilities.

The most pertinent portion of this report is chapter 4. The first part of this chapter describes all of the existing parks within the city and suggests improvements for each. The section dealing with the City's trail system begins with a list and definition of the five types of trails within the system. It lists the trails within each category and describes whether the trail exists currently or is planned for phase I or II. The five trail types are:

on-road bicycle routes, on-road bicycle lanes, paved community trail/bike paths, improved community trails, and interpretive trails.

The document contains several maps and figures of the trails, parks, and open space. It closes with costs, phasing, and suggested funding for implementation of the Master Plan.

3.1.7 City of Fairfield Master Trails Plan

Fairfield's Master Trails Plan is a comprehensive document that discusses the existing trails and a proposed trail system, and sets forth design guidelines and implementation suggestions. In terms of the Countywide Trails Plan, the pertinent sections are II and III, which discuss the setting and existing conditions and describe the proposed trail system.

The plan lists 13 trails that exist as of the date of the document but makes an addendum that "many earthen 'trails' exist in open space areas that surround Fairfield." As well as listing the existing trails, activity centers are noted because these are places that can attract trail users. These activity centers are broken into the following categories: commercial center, community center, employment centers, golf courses, open space areas, parks, and schools.

The plan proposes that there are "three general trail routes that are central to the overall trail system in and around the city." These three trail routes are: Fairfield Open Space Route, Lagoon Valley-Laurel Creek Route, and the Fairfield Linear Park Route.

3.1.8 City of Vacaville Open Space Master Plan

Vacaville's Comprehensive Parks, Recreation, and Open Space Master Plan is a very thorough document that covers all types of background information and sets forth a master plan with policy recommendations, development programs, and implementation suggestions.

The pertinent sections of this document for the Countywide Trails Plan are the Trail Policies section and the Trails and Bikeways section in the Development Programs chapter. The Policy section discusses the applicable and guiding policies for establishing a trail system. Policy 4.6-16 states: "Develop a Trails and Trail head System. These trails should provide access to and linkage of recreation sites and facilities. Provide an alternative circulation system where more feasible and appropriate."

The policy section is further broken down into purpose, planning, design, implementation, trailhead areas, management, trail naming and trail use sections. Within the Planning section one important policy is on page 119. It states: "Coordinate

with neighboring communities, Solano County, utility districts and other local agencies to provide connecting trail easement that link Vacaville's trails to open space, regional parks, local parks, the down town area, and other trail systems."

The Program section describes the different types of trails and then lists existing and proposed options for each type. The same is done for bikeways and the different classes of bikeways.

The document also contains a Trail and Bikeway Map, following page 160, as well as an Open Space Map, following the previous map, both of which are helpful for this report. Additionally there is an Existing/Proposed Parks and Open Space Map following page 138 that has information on regional open space.

3.1.9 Vallejo Trails Master Plan

This document speaks about the benefits of having trails for non-motorized traffic and sets forth the goal of this Master Plan as providing "the residents of the City/District with an integrated network of recreation trails for hikers and joggers, bicyclists, and equestrians that will enable them to move from the urban landscape to the rural and natural landscape, around the City, along the water's edge (where feasible) and from one recreational facility to another."

The document succinctly states the benefits, opportunities, and acquisition and implementation procedures for trails. It provides goals, policies, guidelines, and actions as well as general design guidelines. The document also defines trail types, staging areas and trailheads and gives specific design recommendations for hiking and equestrian trails and bikeways and bicycle trails. The document closes with a brief section on maintenance and numerous figures of details. The report includes a trail map that provides a comprehensive trail plan for Vallejo.

3.2 General Plans and Transportation Plans

The General Plans of the County and the Cities were reviewed to determine pertinent policies relating to trails. These policies are highlighted below to inform policy creation for the Countywide Trails Plan. In addition, several regional or city transportation project plans or studies that have relevance to regional trails planning are summarized.

3.2.1 Solano County Land Use and Circulation Element

The Land Use and Circulation Element of the General Plan does not have specific policies relating to trails, however, in Chapter IV, Recreation Land Use, areas are mentioned that would be open space and recreational destination points for a countywide trail system. There is an established regional park system, including Lake

Solano Park, Sandy Beach Park, and Lagoon Valley Park (which has since been transferred to the City of Vacaville). This chapter also highlights several natural resource areas that provide unique recreational opportunities. These areas include the Putah Creek area, the Sacramento River and Delta area, the Suisun Marsh, the Napa Marsh and the Vallejo watershed lands area.

Recreational Land Use Policy number 1, which states: "The County's principal role for recreation development shall be to provide for regional facilities designed to serve all the citizens of Solano County," has the most bearing on this Countywide Trails Plan. Natural Resource Recreational Areas Policy 1 also is relevant to this Trails Plan. It states: "The County should encourage the multiple use of land for recreational purposes consistent with policies to eliminate potential conflicts between the recreational uses and the primary planned use of the land."

3.2.2 Solano County Resource Conservation & Open Space Plan

This document is "part of the Environmental Resources Management Element of the Solano County General Plan." This document is notable for its historical background but has little in terms of relevant policies for the Countywide Trails Plan.

3.2.3 Benicia General Plan

Benicia's General Plan addresses pedestrian and bicycle transportation in two sections. In the Circulation Element a brief section describes the extent of pedestrian-friendly zones and defines the three classes of bikeways. This section also contains a map of the Bicycle and multi-use trail circulation system, figure 2-4, which was taken from the Benicia Parks, Trails and Open Space Master Plan.

Trail policies and goals are more fully defined and developed in Chapter 3, Section D, the Open Space and Conservation of Resources Element. The regional and sub-regional trails and paths are briefly defined and reference is again made to the Parks, Trails, and Open Space Master Plan. On page 127, goal 3.17 states, "Link regional and local open spaces." The accompanying policy for this goal is "Attempt to link existing regional and local open spaces using trails and open space corridors." There are then two programs for this policy. Program A states: "Acquire open space corridors that link existing regional and local open spaces, where feasible." Program B states: "Construct trails in open space corridors linking regional and local open spaces."

The General Plan gives a basic overview of the trails and open space within the boundary of the city, but refers the reader to the Parks, Trails, and Open Space Master Plan for more detail.

3.2.4 Dixon General Plan

The Dixon General Plan Transportation and Circulation Element contains several relevant policies regarding pedestrian and bicycle transportation. In particular Policies 2, 4, and 5 are relevant to the Countywide Trails Plan. Policy 2 states: "The City shall provide additional transportation alternatives to the private automobile." Policy 4 states: "The City shall support cycling as a transportation mode which promotes personal health, recreation, and enjoyment while minimizing energy consumption and air pollution. The City shall improve and expand existing bikeway facilities in accordance with the Bikeways Master Plan, and shall provide connections to newly developed areas, where feasible." Policy 5 states: "The City shall support walking as a transportation mode which promotes personal health and recreational enjoyment while minimizing energy consumption and air pollution. The City shall improve and expand existing pedestrian facilities and provide connections to newly developed areas, where feasible."

There are also pertinent policies within the Urban Development and Community Design Element. Policy 23 states: "The City shall consider the establishment of a system of open space buffers to help to define the urban boundary of Dixon." Policy 24 states: "The City shall promote the design of new development that is conducive to use of alternative transportation modes and that will be pedestrian-oriented, i.e.; walkways, pathways, bike paths and open areas that foster interaction of people."

Several areas listed in the General Plan should be noted as potential trail destinations. In the Public Services and Facilities Element, four parks are listed as serving the local area. These parks include Hall Park, Northwest Park, Women's Improvement Club Park, and Linear Park. The total acreage of all 4 parks is 89.9 acres, of which, 56.9 acres are developed. Appendix B contains a list of historic structures, which are nearly all located downtown.

3.2.5 Fairfield General Plan

The Fairfield General Plan makes reference to trails and open space in several sections in the Land Use Element. The area wide plan for Phasing Area C, the northern portion of the City's Urban Limits, beyond the current City limits and adjacent to Vacaville's Urban Limit Line, on page LU-13, number 12 states: "An integrated trail system shall be built which serves hikers, runners, bicyclists, equestrians, and those with special recreational needs." On page LU-16, in the area wide plan for Phasing Area D, Travis North, number 17 states: "A master pedestrian, bicycle, and transit route system of activity corridors will be created to complement the street and roadway system, and connect neighborhoods to open spaces, shopping areas, schools, parks, and other important points of public activity."

Objective CI 10 in the Circulation Element states: "Provide pedestrian facilities throughout the City to encourage walking as an alternative to short-distance vehicle travel."

More policies and programs relating to trails are stated in the Open Space, Conservation, and Recreation Element. Policy OS 11.2 states: "Promote trail systems through the open spaces, and pedestrian/bicycle links throughout the City." Policy OS 11.3 states: "Require(s) recreation and trails programs as a condition of approval for future development projects within Phasing Areas. Plans should provide access to trail heads located on adjacent public lands." An important program for the countywide trail system is Program OS 11.5 A: "Actively promote ridgetop and hillside trails along major north-south ridges connecting Benicia and eastern Vallejo, and between Benicia and Green Valley to become major links to the Bay Area Ridge Trail System."

3.2.6 Rio Vista Draft General Plan

The Open Space and Recreation Element of the Draft Rio Vista General Plan sets forth several goals, policies, and actions which comprise a clear approach to establishing a trail system. Goal 9.2 is "To create an open space system in Rio Vista that serves the needs of the community, preserves key scenic corridors and links activity centers." This goal has four corresponding policies, the most essential for trails being 9.2.B: "provide(s) an interconnecting system of open space corridors which incorporate trails and pedestrian paths."

Goal 9.3 specifically calls for action "to develop a comprehensive and unified trails and paths system that addresses the recreational aspects as well as the transportation aspects of bicycle and pedestrian travel." This goal has 12 corresponding policies that deal with all aspects of trails from acquiring land to promoting interagency planning to designing trails for all user types to providing staging areas.

This element contains a useful map, figure 9-1, that shows trail and open space corridor opportunities. The element also points out several projects that are important for pedestrian traffic. One project is the Waterfront Plan that calls for the building of a pedestrian boardwalk that connects Main Street and the Rio Vista Bridge along the waterfront.

There is a Trails and Paths Plan map in the Circulation Element, Figure 8-4. It proposes a looped trail system that enters the city on Airport Road, crosses Route 12 in several places (including a grade separated crossing between Drouin Drive and Church Road), and encircles most of the downtown area. A portion of the trail is proposed along the waterfront. There is also a proposal to prepare a Trails and Paths Plan.

3.2.7 Suisun City General Plan

Suisun City's General Plan contains pertinent objectives and policies within its Circulation and Transportation Element. One of the stated goals of the Element is "to provide opportunities for bicycle and pedestrian travel." Objective 6 is to "establish a bikeway system which follows all major routes, especially connecting likely destinations for bicyclists." Objective 7 states, "Designate pedestrian routes along scenic areas. Pedestrian routes allow persons on foot to enjoy the environmental qualities of the city." A policy is included to help fulfill this objective, and states: "The city shall designate off-street foot paths along environmentally important and scenic areas of the City to enhance recreational opportunities of the residents of Suisun City. These may be combined with Class I bike paths where sufficient width is provided." The General Plan states that in order to implement this policy, "the City may require the dedication of public access pedestrian routes as a condition of subdivision approval or may secure easement rights to acquire such access."

There are two maps within the Plan that prove helpful. One is the Bike and Pedestrian Circulation Map, located following page 12, that shows all three class levels of bike paths as well as waterfront access and pedestrian paths. The other is the Land Use Map, following page 50, that shows open space and urban areas. Both of these categories could be destinations for a trail system.

There are also several projects that may be destination areas for a trail system. One project that the General Plan specifically mentions as an opportunity to create additional off-street paths is the Fairfield Streams Project, a flood control project that included bioengineering techniques and trail access provisions. Relevant Transportation for Livable Communities projects include the Main Street Improvements and the Driftwood/Civic Center Drive Improvements.

3.2.8 Vallejo General Plan

Section G of the Circulation and Transportation Element addresses non-motorized transportation. The goals of this section are, 1: "To have facilities that encourage greater use of bicycles for recreation, commuting and shopping, and 2: "To have safe and pleasant access for pedestrians throughout the community."

The waterfront is named as a significant area both for community development as well as a pedestrian and bicycle destination. The Vallejo General Plan contains no maps but names the Greater Vallejo Recreation District as overseer of park and open space planning for the City.

3.2.9 Vacaville General Plan

Vacaville's General Plan discusses trails in several sections. The first mention of trail is in the Open Space Element where it states: "The General Plan envisions a system of parks, trails, and open spaces that serve the existing residential need for recreational areas and provide a framework and focal points for future development." A more detailed discussion of trails occurs in the Parks and Recreation Element, Chapter 4.

Within the Parks and Recreation Element the general stated goal of the Trails section is "to preserve the City's natural heritage and improve access to outdoor recreation, a Trails System is proposed to link the neighborhoods of the City to recreational resources in a comprehensive network of bikeways, hiking trails and equestrian paths." The section then goes on to differentiate and define different types of trails. These trail types include Hiking/Equestrian, Multipurpose Path, Creekway, Riparian Preserve, and Trailhead. All of these categories are relevant to the Countywide Trails Plan.

The General Plan makes reference to the Comprehensive Parks, Recreation and Open Space Master Plan for further descriptions of the Propose Recreational Trails System. Figure 4-2 is a map of the Vacaville Trails System.

3.2.10 Jepson Parkway Concept Plan

The Solano Transportation Authority, the cities of Fairfield, Suisun City, and Vacaville, and Solano County developed the Jepson Parkway Concept Plan in 2000 to improve local traffic in the heart of Solano County and to encourage the linkage between transportation and land use.

The Jepson Parkway Concept Plan provides a comprehensive and coordinated strategy for developing a multi-modal corridor, linking land use and transportation decisions to support the use of alternative travel modes. The multi-modal Parkway connects the Interstate 80/Leisure Town Road interchange in Vacaville with Highway 12 in Suisun City. The project links the existing road segment of Leisure Town, Vanden, Cement Hill and Walters roads adding three new bridges, railroad separations, traffic signals and improved intersections.

Several of the stated goals of the plan are pertinent to the Countywide Trails Plan in providing for regional connections. The plan provides for "a safe, comfortable and continuous off-street paved bikeway along nearly the entire 12-mile length of the corridor." The ten-foot wide multi-use bikeway will safely accommodate two-way travel by bicyclists, pedestrians, rollerbladers and other users. The bikeway is planned for implementation in ten stages identified as "candidate projects" in the Plan.

This plan proposes a crucial north-south connection in the county as well as linkages to the planned Linear Park extension in Fairfield and the Alamo Creek Trail in Vacaville.

3.2.11 North Bay Corridor Study

The North Bay Corridor Study was completed in December 1997 for the Metropolitan Transportation Commission. This study covered the area between Route 101 and I-80, including Highways 12, 116, 121 in Napa and Sonoma Counties and Highway 37 in Solano County. The major issues addressed by the Study, which was associated with a proposal to widen Highway 37 to four lanes, were future transportation needs, enhancement of wetlands and wildlife habitat, and opportunities for trails.

The Study describes the existing roadway conditions for bicycles and pedestrians along the corridor and makes detailed recommendations for implementation of planned Bay Trail routes and other potential future trail routes as part of future transportation improvements. This includes recommendations for a trail along Highway 37/Sears Point Road from the outlet of Sonoma Creek/Napa Slough east across the Napa River into Vallejo, through the San Pablo Bay National Wildlife Refuge. The recommendations also include a trail extending north on the east side of Sonoma Creek, to connect to planned portions of the Bay Trail that would eventually connect through the Town of Sonoma and back south as part of the round-the-Bay connections. Specific highway improvement plans have not been addressed, but when and if they are, this plan may provide for trail suggestions and recommendations.

4.0 ANALYSIS OF TRAIL STATUS

4.1 Introduction

This section describes the status of existing and planned trails in Solano County based on review of the trail plans, General Plans, and other planning documents described in Section 3.0, extensive field checks, and review by the Trails Advisory Committee. The analysis also identifies potential trail destinations of regional significance, consistent with the goals of the Countywide Trail Plan to link urban and open space destinations in each of the communities in the County, and in adjacent counties.

4.2 The Countywide Trails Map

Figure 1 is an overall map showing existing and planned regional trails in Solano County. This map was prepared using a Geographic Information System (GIS), a computer-generated map that is linked to a database, so that more detailed trail information can be maintained, such as trail status, type, length, owner, manager, or proponent. This database was used to calculate the total miles of existing and planned trails, and to help estimate the cost of building and managing new trails. Refining the database design and filling in the database will be a key part of the Phase 3 of the comprehensive Countywide Trails Plan, when the map will move beyond a status report on existing trail plans, to a comprehensive plan for trails in Solano County that addresses all opportunities and issues.

The map shows existing regional parks and protected open space, as well as some key parcels that are highly desirable to protect as open space. These were derived from the Bay Area Open Space Council's database.

Specific information sources for the plot of existing and planned trails as noted below.

San Francisco Bay Trail – digitized from ABAG Bay Trail maps. See http://www.abag.ca.gov/bayarea/baytrail/maps/bt_map7.html

Bay Area Ridge Trail – delineated from map/brochure entitled “The Bay Area Ridge Trail in Solano County” 2001 and map “Hiddenbrooke Dedications”, May 5, 2001.

Solano County Trails – taken from map entitled “Solano County Park and Recreation Map”, prepared by Solano County Planning Department, June 21, 1983

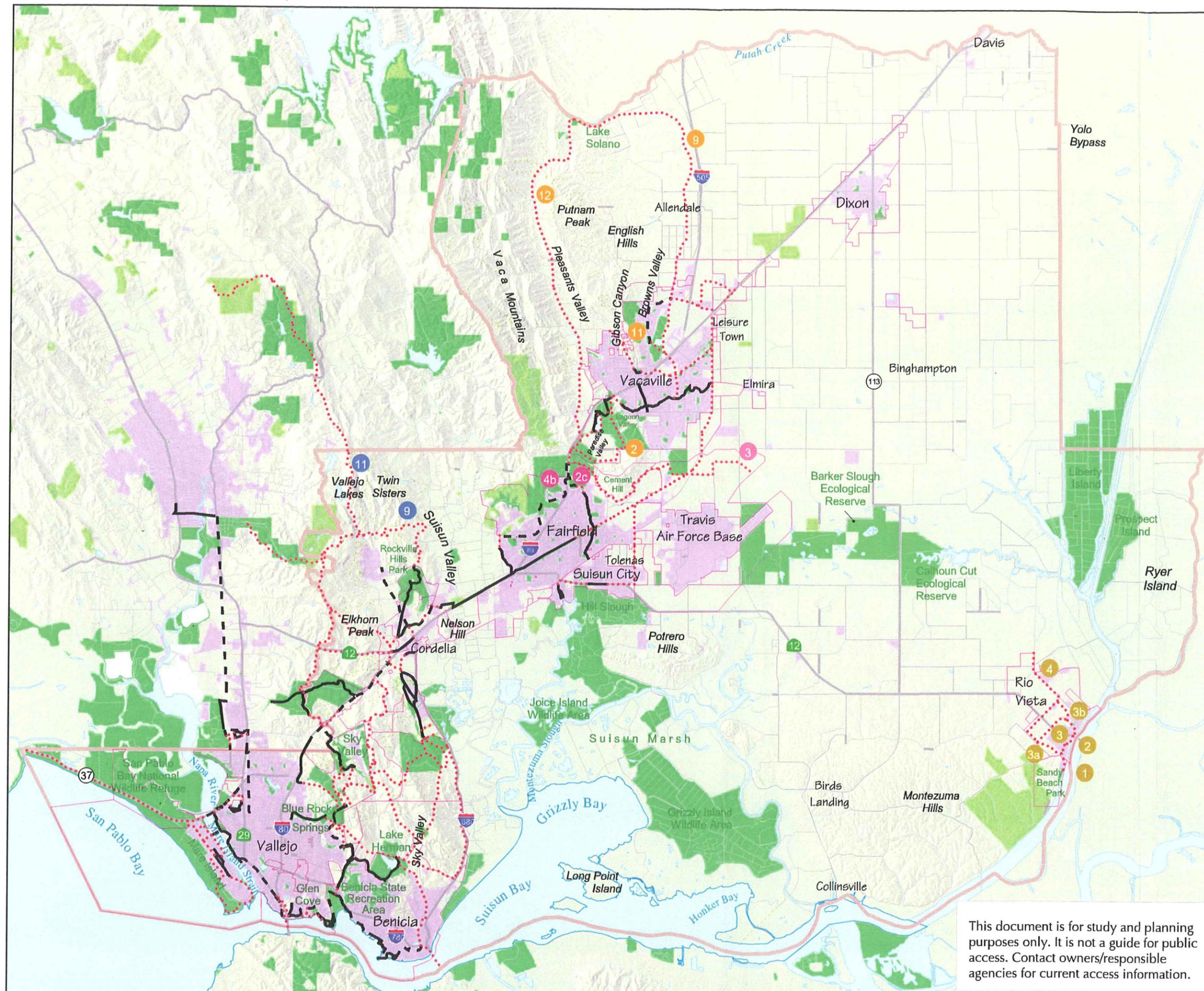
City Trails – taken from plans for each city as follows: Benicia – Benicia Parks, Trails and Open Space Master Plan; Fairfield – City of Fairfield Master Trails Plan; and Vacaville – City of Vacaville Comprehensive Parks, Recreation, and Open Space Master Plan as well as information from Bob Farrington, City Landscape Architect

Tri-City and County Open Space Plan Trails – taken from Tri-City and County Cooperative Plan for Agriculture and Open Space Preservation: Concept Plan and Policy Program Report

Existing and Planned Trails

Solano County

Figure 1



Trails

- Existing improved trail in public park or open space
- Existing trail route on sidewalk or road shoulder
- Planned trail alignment

- Fee Ownership
 - Conservation Easement
 - Urban Area
 - City Jurisdiction / Sphere of Influence
 - County Boundary
- See text for associated regional maps for more information on these trail segments:
- # Figure 1
 - # Figure 4
 - # Figure 5
 - # Figure 6

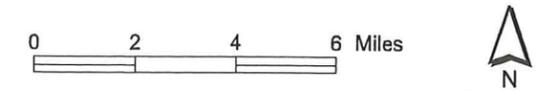
Information provided by:
 San Francisco Bay Trail Project
 Bay Area Ridge Trail Council
 Cities of
 Benicia
 Dixon
 Fairfield
 Rio Vista
 Suisun
 Vacaville
 Vallejo
 Solano County
 Bay Area Open Space Council
 Solano County Farmlands &
 Open Space Foundation
 GreenInfo Network



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Countywide Trails Plan

Solano Transportation Authority



LandPeople / Bruce Randolph Anderson & Associates
 GreenInfo Network

4.3 Description of Regional Trails and Trail Destinations

The Countywide Trails Map (Figure 1) provides an overview of current trails and trail plans, however Solano County is very large, and it isn't possible to show much detail about trails on the overall map. Five regional maps have been prepared to show more detailed trail conditions and plans in the more urbanized areas of the County. The maps also highlight key pedestrian zones and destinations within the cities, such as downtowns and waterfronts. The regional maps include the Benicia Area (Figure 2), the Vallejo Area (Figure 3), the Cordelia/Green Valley Area (Figure 4) the Fairfield-Suisun Area (Figure 5) and the Vacaville Area (Figure 6). Trails in locations outside of the regional maps are shown on the overall map (Figure 1).

Like the overall map, the regional maps are prepared using a Geographic Information System (GIS), so the trails shown on the maps can be tied to the same database of trail information as the overall map.

In Appendix A, a table is provided for each map indicating the characteristics of each existing and planned trail segment. Most trail segments are shown on the corresponding regional map, though some extend off the map. Rio Vista trails only show on Figure 1 and are listed in a corresponding table. The description of regional trails and trail destinations is organized geographically, and generally proceeds in a clockwise direction through the regional maps, starting with the Benicia Area (Figure 2), and crossing over onto the Overall Map (Figure 1) where regional maps do not overlap.

4.3.1 Benicia Trails and Destinations

Existing and planned trails and trail destinations are described moving east to west (see Figure 2). Trail segment numbers in the description correspond to the map and trail tables.

The completion of a second span of the Benicia - Martinez Bridge in 2004 will be a significant new regional trail connection. A new bike and pedestrian pathway across the Carquinez Strait will be installed on the new western span and will enter Benicia at approximately Park Road at Oak Road, south of I-780 (1). The pedestrian/bike lane will be opened one to two years after the new span is completed. This will increase the need for trail connections through the Arsenal District to other portions of Benicia and the communities beyond. The 1983 Solano County Park and Recreation Element shows a trail north along Park Road and Industrial Way, through open space areas south of Lake Herman (2). Another regional trail is shown on the County plan extending on Lake Herman Road east, then north on the frontage road west of I-680 to Cordelia area Trails (see Fig. 1).

The historic Benicia Arsenal, at the east end of the waterfront, is a potential pedestrian zone and destination, and is part of current Bay and Ridge Trail routes (3). It includes decommissioned military warehouses, officer's residences, a chapel and other structures dating back as far as 1859. Owned by the City since 1965, the Arsenal District now features offices, commercial space, live/work artists' studios, and private and public social activities in the historic Clocktower Building and Commandant's House. Although the Arsenal District's four historic subareas won't comprise a unified pedestrian circulation zone until intervening space is in-filled with compatible uses and pathway systems, it is and will be an area that people will want to walk or bike to, and circulate within.

A major pedestrian zone and destination is located in the Downtown Historic District, which is primarily along First Street from Military to the Carquinez Strait, and from East Second Street to West Third Street. This district continues to be the commercial center of Benicia and contains the greatest concentration of historic commercial and residential structures. The adjacent Benicia Marina includes a waterfront promenade (4) that connects to the east side of the Historic District.

The Benicia waterfront to the west of Downtown features a series of public water access/viewing points, two neighborhood parks, and three block-long separated waterfront pathway segments that together comprise a scenic pedestrian/bike destination corridor that is part of the designated San Francisco Bay Trail and Bay Area Ridge Trail route (4A through 4J). This route passes along quiet residential streets, mostly on sidewalks, with frequent views to the water.

Benicia State Recreation Area, comprising the waterfront, wetlands and headland at the west side of the City, is a regional destination for walking, running, biking, fishing and picnicking. The Recreation Area includes paved roads, paths, and dirt trails that form a key segment of the San Francisco Bay Trail and the Bay Area Ridge Trail. A double paved trail and adjacent dirt path (5) extend



Benicia State Recreation Area

from the parking lot at the end of West K Street to the freeway interchange at State Park Road. From this point the trail shares the vehicle road that extends to Dillon Point (5A), although some portions have parallel dirt trails. Existing dirt trails (5B, 5C), part of the Bay and Ridge Trail route, extend from parking and picnic areas on the east side of

Dillon Point west to South Regatta Drive in Glen Cove. The State Parks Department is planning realignment and improvement of these trails.

A proposed new pedestrian/bicycle bridge or lane retrofitted on the existing vehicular bridge across I-780 (6) would connect from the State Recreation Area to the Benicia-Vallejo Open Space Buffer Area at Columbus Parkway and Rose Drive.

The Benicia-Vallejo Buffer Area is a large public open space corridor straddling the city limits between Benicia and Vallejo, directly north of the State Recreation Area, across I-780. This land was dedicated by large planned residential developments, in Benicia's case the Southampton development, as a part of a system of connected and disconnected open space areas that extend throughout the hills on the north side of Benicia and on the east side of Vallejo. This Buffer Area is important because it contains a dedicated segment of the Bay Area Ridge Trail connecting north and west to Vallejo and the Tri-City and County Open Space. A City of Benicia designated trail connects from this trail east to Lake Herman Park. (These trails are shown on the Vallejo Area Map, Figure 3.)

Lake Herman Park, on the north side of the City, south of Lake Herman Road, is another regional-level trail destination, and is on the potential route from Benicia to the Tri-City and County Open Space Area, and trail connections beyond to Vallejo, Napa County, and Fairfield/Cordelia.

Existing and Planned Trails

Solano County - Benicia

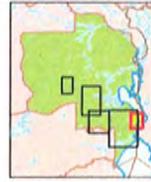
Figure 2

Trails

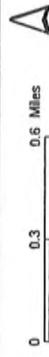
- Existing improved trail in public park or open space
- - - Existing trail route on sidewalk or road shoulder
- Planned trail alignment

- Fee Ownership
- Conservation Easement
- Urban Area
- City Jurisdiction / Sphere of Influence

Information provided by:
 San Francisco Bay Trail Project
 Bay Area Ridge Trail Council
 Contra Costa
 Colusa
 Elson
 Fairfield
 Rio Vista
 Suisun
 Vacaville
 Vallejo
 Solano County
 Bay Area Open Space Council
 Solano County Farmlands & Open Space Foundation
 GreenLink Network

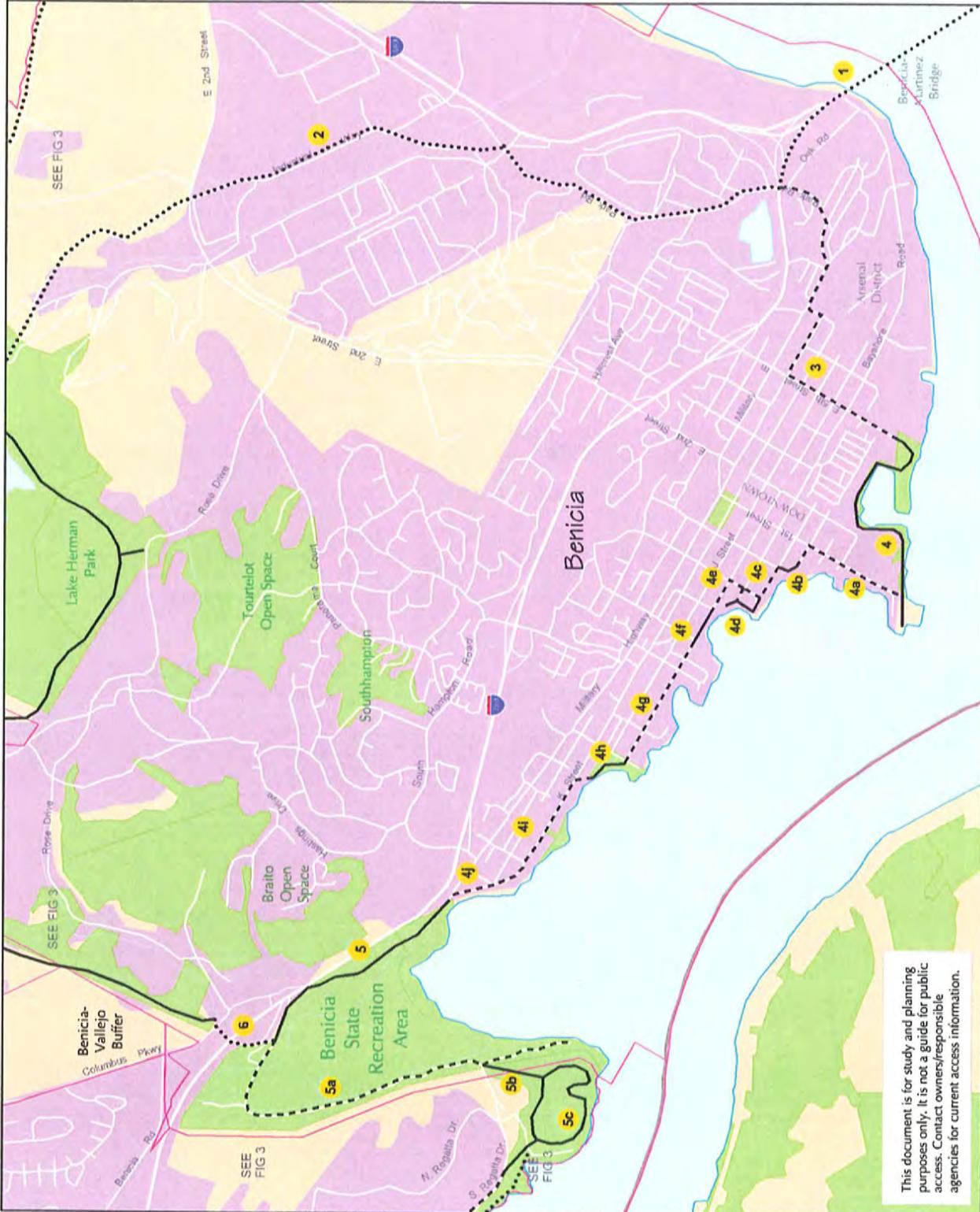


Countywide Trails Plan
 Solano Transportation Authority



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April 24, 2010



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4.3.2 Vallejo and South Napa County Trails and Destinations

Vallejo Waterfront

Moving from southeast to northwest, the first trail segments in the Vallejo Area are routes through the Glen Cove residential development from Benicia State Recreation Area. The Bay and Ridge Trail routes follow sidewalks on South Regatta Drive and Glen Cove Parkway (1, Figure 3), bypassing the undeveloped Glen Cove Waterfront Park with its historic Strummel mansion. An existing public access route exists around Glen Cove Marina on a paved private drive that serves the boat slips (1B). This route is currently accessible only via sidewalks along Glen Cove Marina Drive, or along the base of the bluff at low tide, but at a future date it could become part of a waterfront/bluff top trail (1A). Such a trail connection from the State Recreation Area to the Marina is a Bay Trail, Ridge Trail and GVRD objective.

The existing segment of Bay/Ridge Trail east of the Carquinez Bridge (1C) is a decomposed granite path with some steep sections running close to the edge of the bluff. Current access is possible via Stinson Street, a private road through a condominium complex, or via other streets to the west that dead-end at the bluffs. The Glen Cove Marina condominium project, just west of the Marina, is expected to implement a connection from the Bay/Ridge Trail on the bluff to the shoreline access around the Marina (part of 1B).



Bay/Ridge Trail in Glen Cove

A system of local trails and open space exists within the Glen Cove development. One of these trails is noted on the regional trail map because it potentially could be part of a fallback alternative route for the Vallejo Bay/Ridge Trail Connector (described below). This trail extends north from the bluff top west of Waterview Drive, then northeast in a PG&E transmission line corridor and across Lookout Drive (2). An open space corridor north of City water tanks leads west to Vallejo Water Department lands around Swanzy Reservoir that could be used to connect to Sonoma Boulevard.

Phase 2 of the current Countywide Trails Plan project is to prepare the preliminary plans and obtain permits for the Vallejo Bay/Ridge Trail Connector. This trail will connect from the current end of the Bay/Ridge Trail just east of the Carquinez Bridge north through a broad wooded area of Caltrans right-of-way in the hills east of I-80 (3). The trail would pass under I-80 at Highway 29, Sonoma Boulevard, which provides a connection via sidewalks into downtown and the central waterfront (6). When the replacement span of the Carquinez Bridge is completed in 2003, a pedestrian and bike path will be included on the western span across the bridge, connecting to Maritime Academy Drive near Sonoma Boulevard (4). A designated staging area for the trail will be located at Carquinez Park, near the corner of Sonoma Boulevard and Sandy Beach Road.

A short, discontinuous segment of the Bay Trail exists on the California Maritime Academy grounds west of the Carquinez Bridge extending to Semple Point (5). This will probably remain as a side trail, as connections to the east or west appear infeasible due to steep bluffs and blufftop development.

Several dedicated segments of the Bay Trail exist in parks and open space corridors along the Vallejo Waterfront (6A, 6B), and the City is actively planning further improvements.

Vallejo's Historic District and Downtown, centered around Georgia Street and Sonoma Boulevard, also includes government and civic buildings and plazas, and is an important urban trail destination



Vallejo Waterfront

and pedestrian zone. The adjacent Marina Vista District along Mare Island Way includes park corridors and existing segments of the Bay Trail. This District also includes the Ferry Terminal, Yacht Harbor, Marina, and associated waterfront promenade. North of the Mare Island Causeway is the River Park, a regional facility that also includes a key segment of the Bay Trail.

Three major planning projects are currently underway that relate to trails and pedestrian circulation. The Waterfront/Downtown Specific plan includes new and improved bicycle and pedestrian paths that are part of the main Bay Trail route, streetscape and

landscape improvements, a Central Plaza and a Festival Green, and multi-modal transportation connections.

The Wilson Avenue Corridor Project will include roadway reconfiguration adjacent to the River Park. It will feature streetscape and landscape improvements and a new multi-use pathway (6C). The current alignment of the Bay Trail extends on sidewalks along Marine World Parkway/Highway 37 from Rodgers Street to Sacramento Avenue, then south along Sacramento Avenue to Redwood Road (6D)

Northern Vallejo and Southern Napa County

Caltrans plans for the improvement of the Highway 37/29 interchange include a Class 1 bike path south of Highway 37 from Sacramento Street to Highway 29 (6E). Environmental documents for the interchange project include a proposed levee trail around White Slough (6F) that could be an alternative Bay Trail route. The portion of the trail at the southern end of the slough is in place. Redwood Road is the designated route connecting to Broadway, which the trail would follow north to the City of American Canyon and Napa County (6G). The North Bay Corridor Study, completed in 1997, planned trails along Highway 37 (8). An existing sidewalk (8A) extends across the Highway 37 bridge over the Napa River/Mare Island Strait.

North of Mini Drive at the Solano County line/Vallejo City limits, the designated Bay Trail route continues on the shoulder of Highway 29, and /or the right-of-way of the California Northern Railroad. Studies prepared by the City of American Canyon for the Bay Trail show alternative routes connecting west along American Canyon Creek or American Canyon Road to existing trail segments running north along the wetlands edge. Several alternatives exist for extending the Bay Trail north of Eucalyptus Drive through or around a large grove of eucalyptus trees, through the Green Island Road Industrial Area, and ultimately to the City limits near the Napa County Airport. Napa County does not have a trails plan, but the Bay Trail maps show the trail route extending north along Highway 29 to Highway 121, Imola Avenue, then looping back to the south toward the Bay. There is discussion between Napa County staff and Bay Area Ridge Trail Council staff regarding a trail connection between Skyline Park, southeast of the City of Napa, and the Green Valley area.

Mare Island

Mare Island is not part of a through trail route, but is certainly a major regional trail destination and circulation zone due to its unique mix of industrial buildings, wetlands, historic districts, current uses, and unique views. The Mare Island Specific Plan, under review by the City of Vallejo, envisions a mixed-use development area with new parks and open spaces, a bike and pedestrian oriented main street, and an island-wide network of looped bike and pedestrian paths. Lennar, a private development company,

has secured the right to plan and develop the major part of the Island, while another firm, Legacy, has rights to the northern portion..

Korve Engineering completed a circulation plan for the island that includes a trail plan. This plan will be superceded by plans to be developed, but it provides the basis for examining potential trail routes and conditions around the Island. The proposed trail route is described moving counter clockwise around the island from the crossing of Mare Island Strait at Tennessee Street/ G Street.

A sidewalk on the bridge (7) that connects Mare Island to Tennessee Street in Vallejo allows pedestrian and bicyclist access to the island. The existing trail plan proposes a trail starting on G Street and extending as a loop around the northern part of the island (7A). This section of the island is more industrial and less interesting as a recreational trail route than the southern portion of the island. Large, vacant former military and industrial buildings sit with old barracks in various states of disrepair amidst fields of asphalt and concrete. This area is being planned and developed as a business/industrial park by Lennar.

To the north and west of this developed section of the island is the San Pablo Bay National Wildlife Refuge. Extensive wetlands and marshes provide wintering and migratory habitat along the Pacific Flyway for thousands of birds. The U.S. Fish and Wildlife Service office is one of the few active uses on the northern portion of the island. Trails along former dredge pond levees in the refuge are open to the public by appointment only. Expanded trail access may be possible following cleanup and reconfiguration of the ponds.

South of this section lies the central developed portion of the island. Structures nearer the Strait are mostly large, industrial buildings consisting of old shipbuilding facilities and other manufacturing and warehouse facilities. Moving west towards the center of the island, the buildings and environment become less industrial and more residential. Sidewalks and separated paths lie shaded beneath the canopy of mature trees. Walkers and joggers



Mare Island Path

currently use these paths. Interesting historical structures and military housing line the streets, some occupied by businesses, others functioning as residential units, still others vacant and deteriorating.

The Mare Island Elementary School and Vallejo Unified School District offices are near the center of the developed portion of the island. They begin the transition from the residential development to more institutional development.

At the intersection of Azuar and 5th Street, the proposed trail on the Korve plan turns to the west and loops, running along the edge of development. Continuing along Azuar, however, there are several existing sidewalks and separated paths that are used as walking and jogging paths. These corridors, shaded with mature trees and passing interesting historical structures, exist along Azuar Street until the intersection with 12th Street. Old military housing lines the streets and some units are occupied with businesses.

The proposed trail curves west out to the edge of development and then turns back paralleling the existing sidewalks on Azuar. The proposed path passes by the elementary school and continues southeast to 13th Street. Part of this route follows an existing road, but there is no dedicated trail. This route offers views across the San Pablo Bay Wildlife Refuge. This section of proposed trail also passes through older residential structures, some of which are currently occupied. Upon arriving at Sargo Avenue, the plan proposes a trail loop around the south end of the Island connecting to Railroad Avenue on the east side (7B).

There are significant hills on this portion of the island, affording views out to and across San Pablo Bay. Mature trees dapple the rolling landscape and frame views back to Vallejo and out across the Bay and Mare Island and Carquinez Straits. The scenic Mare Island golf course is located on this southeastern portion of the island, and although it is open to the public for golfing, it is closed to other public access. Also located on this portion of the island is the U.S. Forest Service Southwest Regional Office, a major employer on the Island.

After returning to Railroad Avenue, the proposed trail winds through the historical military buildings and hospital of the Touro University campus on existing sidewalks (7C), extending north on Azuar at the intersection of 14th Street. From 14th Street a separate sidewalk exists within a corridor of broad lawns and mature trees, except at a large industrial building mid-block between 13th and 12th Streets where there is no trail or sidewalk from that midpoint until 12th Street. At 12th Street, the proposed trail veers north past the old chapel onto Walnut Avenue.

An excellent pedestrian environment exists along Walnut Avenue from 12^h to 8th streets within the residential center of the developed portion of the island. A sidewalk set back from the one-way avenue provides a pleasant walking environment (7D). Businesses

occupy some of the elaborate, turn-of-the-century houses that line Walnut Avenue beneath the canopy of existing trees. Many trees are labeled as to species, acting as a linear arboretum. Though the proposed trail turns east at 8th Street, these same conditions continue along Walnut until 5th.

At 8th Street the proposed trail travels through industrial buildings and old warehouses towards the waterfront on Mare Island Strait. There are paved surfaces, but no separate sidewalk or trail from Walnut Avenue to the Waterfront. The route then continues north along the waterfront, providing views across the straight to Vallejo. An old Naval ship is still anchored along the waterfront, reminding visitors of the historical uses of this island. The proposed trail continues to G Street, completing the loop.



Mare Island Waterfront

Eastern Vallejo and Northern Benicia

Vallejo regional park and open space destinations and trails are owned and/or managed by the Greater Vallejo Recreation District (GVRD). GVRD is an independent special district that manages parks in the City. Open space areas are located on the eastern side of the City and include the Blue Rock Springs Corridor, which extends from Hanns Park, about one mile east of I-80, south of Redwood Parkway and across Ascot Parkway east to Blue Rock Springs Golf Course and Blue Rock Springs Park. The Northgate Open Space Area is located east of the northern portion of Ascot Parkway. Open space areas surround the Hiddenbrooke development, a planned residential golf course community with extensive dedicated open space areas, which occupies its own valley to the east of the main ridge of hills east of the urban area of Vallejo.

Another potential regional trail destination or corridor is the complex south of Highway 37 and west of I-80 including Six Flags/Marine World, the Solano County Fairgrounds, and Dan Foley Park to the west of Lake Chabot. No existing or planned trail routes connect to or through this area.

Moving from south to north, a designated Ridge Trail route (9) leaves the main Bay/Ridge Trail in Benicia State Recreation Area, crosses Interstate 780 on a narrow sidewalk on State Park Road/Rose Drive (6, Figure 2), and extends north on dirt trails in the Benicia/Vallejo Open Space Buffer, ending at upper Ascot Parkway. A City of Benicia/Ridge Trail route (10) extends east wrapping around Lake Herman Park. The main Ridge Trail route continues west on sidewalks and road shoulder along Ascot and Columbus Parkways to Lake Herman Road (9A). The Ridge Trail Council is working to establish a connection from near upper Ascot Parkway to Columbus Parkway at Lake Herman Road (9B). An existing sidewalk through a landscape corridor adjacent to Blue Rock Springs Golf Course extends north along Columbus Parkway from Lake Herman Road to Blue Rock Springs Park (9C). Blue Rock Springs Park is a regional facility focused on picnicking, informal play areas, and hiking. Within the park, a dedicated Ridge Trail (9D) connects to the southern end of the Vallejo Swett Ranch

The Solano Land Trust currently has an option to purchase the Vallejo Swett Ranch, a 908 acre property between Hiddenbrooke and Blue Rock Springs Park. This property is part of an overall 3840 acre PG&E property extending east to I-680 that the Trust hopes to purchase. Part of this, the 1587 acre King Ranch, west of Interstate 680 has already been purchased. GVRD owns a 24 acre property, known as the Mc Intyre Ranch, within the interior of the Vallejo Swett Ranch. Mc Intyre Ranch is not yet improved or open to public access. A preliminary plan for a Ridge Trail route (9E) through the Vallejo Swett Ranch has been prepared by the Bay Area Ridge Trail Council, which is

sponsoring docent-led hikes on the property. Potential trail routes, which are also adopted in the Tri-City and County Plan, extend east to the Solano Land Trust's Orchards Easement and King Ranch near I-680, north from Lake Herman Park, and north from the Orchards Easement.



Vallejo Swett Ranch

A dedicated segment of the Bay Area Ridge Trail (9G) exists in the Hiddenbrooke development, connecting from the northern boundary of the Vallejo Swett Ranch north to I-80 at the American Canyon Road/ Hiddenbrooke Parkway over crossing. Ultimately, with repair of a landslide that has closed Mc Gary Road, which fronts I-80 on the south side, the Ridge Trail will connect to Lynch Canyon, a 1,039 acre property owned by the

Solano Land Trust (see Figure 1). The Ridge Trail Council also proposes a trail extending north along the County line and ridgeline from the American Canyon Road/Hiddenbrooke Parkway over crossing to Lynch Canyon and Newell Open Space (9H). Existing trails in Lynch Canyon are open for docent-led public access. These trails connect north and west to the 640-acre Newell Open Space Preserve in Napa County, owned by the City of American Canyon with an easement to the Land Trust of Napa County. Trails in Newell Open Space Preserve will ultimately connect north to future segments of the Ridge Trail. These trails are included in the Fairfield/Suisun Area description and are shown on Figure 5.

The trail connections from Benicia through Blue Rock Springs Park, the Vallejo Swett Ranch, Hiddenbrooke, and Lynch Canyon Open Space to Newell Open Space/Napa County are key trail routes in plans of the Bay Area Ridge Trail Council, the 1988 GVRD Trails Master Plan and the Tri-City and County Open Space Plan.

GVRD's Blue Rock Springs Open Space Corridor contains trails (11) that connect west to central Vallejo. GVRD and the city are currently working to extend the trail east to Columbus Parkway at Lake Herman Road (11A). The GVRD/Vallejo Trails Master Plan proposes a path along Columbus Parkway from Blue Rock Springs Park, to Redwood Parkway (11B) and between Redwood Parkway and Highway 37 (11C). The recently-constructed Solano Bikeway provides a Class 1 bike path paralleling I-80 from Columbus Parkway at Highway 37 north to Hiddenbrooke Parkway (12). Part of this connection utilizes Mc Gary Road, which continues east on the south side of I-80.

Tri-City and County Open Space Area

The Tri-City and County Cooperative Plan for Agriculture and Open Space Preservation (see Section 3.1.5 and Figure 3) includes plans for an east-west trail corridor through the proposed 10,000 acre open space buffer between Benicia, Fairfield and Vallejo (13). The east-west corridor will be partially established through the purchase of the King Ranch by the Solano Land Trust (13A), with the purchase of other portions of the PG&E property potentially to follow. The Tri-City and County Plan also proposes a perimeter loop trail around the Buffer Area (13C). A short portion (13D) crosses onto the King Ranch. Several portions of the perimeter loop route are on the same alignment as other trail plans, including some of the eastern Vallejo Area trails described in the previous section. A portion of the perimeter loop trail in the Cordelia/Gold Hill Area is already completed, as noted in the Cordelia/Green Valley section below. Generally the trails on the Tri-City and County Plan are conceptual routes shown across private property, which may only be feasible through potential future open space acquisitions or dedications.

The Solano County Park and Recreation Plan shows a trail from Lake Herman Park west along Lake Herman Road to Columbus Parkway, which is part of the Tri-City Plan perimeter loop, and east along Lake Herman Road to Lopes Road, and north along

Lopes Road to the King Ranch (14). A public trail staging area is planned in conjunction with a police firing range along Lopes Road on the King Ranch. The County Plan shows the trail continuing north on Lopes Road, but this is assumed to be superceded by new trails in Cordelia.

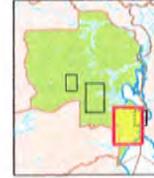
Existing and Planned Trails

Solano County - Vallejo

Figure 3

- Trails**
- Existing improved trail in public park or open space
 - - - Existing trail route on sidewalk or road shoulder
 - ⋯ Planned trail alignment
- Ownership**
- Light Green: Fee Ownership
 - Dark Green: Conservation Easement
 - Pink: Urban Area
 - Light Purple: City Jurisdiction / Sphere of Influence
 - Orange: County Boundary

Information provided by:
 San Francisco Bay Trail Project
 Bay Area Ridge Trail Council
 Cities of
 Benicia
 Dixon
 Fairfield
 Ben Vista
 Suisun
 Vacaville
 Vallejo



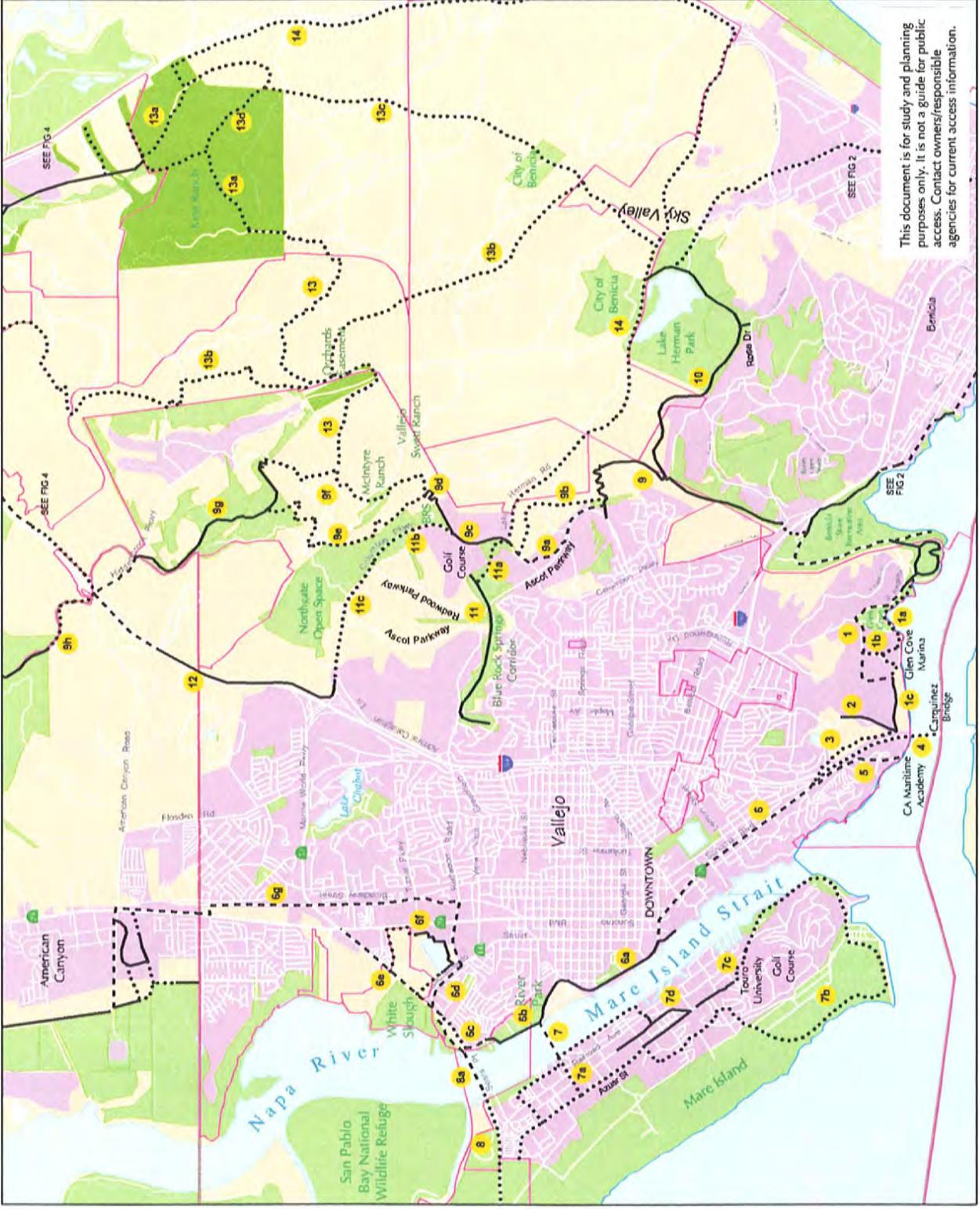
Solano County
 Bay Area Open Space Council
 Solano County Farmlands & Open Space Foundation
 Greenbelt Network

Countywide Trails Plan
 Solano Transportation Authority



LandPopul / Bruce Randolph Anderson & Associates
 Greenbelt Network

April 24, 2012



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4.3.3 Cordelia and Green Valley Trails and Destinations

Cordelia Area

Mc Gary Road (see 1, Figure 4), located on the south frontage of Interstate 80, provides a connection for the Solano Bikeway and the Ridge Trail northeast to Lynch Canyon and Red Top Road. An existing dirt road/trail in the Solano Land Trust's Lynch Canyon Open Space Preserve (2) extends from the Lynch Road under crossing at Interstate 80 to the Napa/Solano County line at the ridge. A new segment of the Ridge Trail (3) exists in Lynch Canyon along the ridge and County line, adjacent to the City of American Canyon/Napa County Land Trust Newell Open Space Preserve. Existing trails in the Newell Preserve extend west toward American Canyon where trail connections will ultimately be established to the Bay Trail.

The Cordelia/Gold Hill area of the City of Fairfield has existing trails that could be connectors from the Tri-City and County Open Space Trails to Fairfield. Running south along Gold Hill Road, a sidewalk provides pedestrian access to Canyon Hills Drive (4). A separated path loops off this sidewalk to the north and passes behind the development at the foot of the hills, re-connecting to the sidewalk further north on Canyon Hills Drive (4A). The planned Cordelia Community Park is located on this trail corridor. It is a pedestrian/bike destination in its own right, and could serve as a staging area for the Tri-City and County Open Space Areas.

An existing loop trail starts at Gold Hill Road near the freeway interchange and extends north at the foot of the hills to the northern end of the development. From this point a trail extends southeast along American Canyon Creek to Ridgeview Park, from which it extends southwest under power lines until it returns to the starting point (4B). A segment of existing paved trail follows another branch of American Canyon Creek from Lopes Road east to Watt Drive (4C). Future extension of this trail to Red Top Road would provide a connection to areas of Cordelia east of I-80 (4D). A trail along Red Top Road from Highway 12 to the Cordelia/ Gold Hill Area (5) would provide a connection to Green Valley, the Solano Bikeway, and the Fairfield Linear Park.



Cordelia Trail

Green Valley/Rockville Area

The Green Valley Area features several nearly completed trail segments and several significant gaps in the trail system. An existing paved path runs parallel to Highway 12 and I-80 from Red Top Road to Green Valley Road (6), except for a short gap at the private Dittmer Ranch. Another gap exists along Green Valley Road between the end of this path at Green Valley Road near Old Neitzel Road and New Neitzel Road/Business Center Drive (6A). Wide concrete paths in landscaped buffers extend most of the way along Mangels Boulevard from its current west end at the Dittmer Ranch to Suisun Valley Road, and north to a point opposite Solano Community College (6B). The remaining sections of this path will be constructed in conjunction with development along the road. A gap in this trail segment occurs on the Solano Community College campus to the Fairfield Linear Park at the east side. A separated path parallels Green Valley Road on the west side, running north from New Neitzel Road/Business Center Drive to Rockville Road (6C). The Solano County Bicycle Plan includes a separated path through Jameson Canyon, along Highway 12, from Red Top Road west to the County line (6D). This path may be in the road right-of-way, along the California Northern Railroad line or in a utility corridor.

An existing paved path in a utility corridor, a designated Ridge Trail route, extends through residential developments from Rockville Hills Park south to Green Valley Road. City trails extend west across Green Valley Road to the west end of Mangels Boulevard (7). The trail ends with the housing developments at the Dittmer Ranch, leaving a gap (7A) in the connection to other trail at Highway 12 and Red Top Road.

Rockville Hills Park, a 602 acre regional park owned and operated by the City of Fairfield, lies west of the city and is an important destination for hikers, mountain bikers, and for general recreation. It contains a dedicated segment of the Bay Area Ridge Trail (8) and is an important connecting point on planned future Ridge Trail routes to Lynch Canyon, the Vallejo Lakes area and Napa County's Skyline Park (9, also shown on Figure 1).



Green Valley Falls and the Vallejo Lakes that drain to the falls are notable regional landmarks that most people have never seen. Located within watershed lands owned by the City of Vallejo Water Department, the falls and the lakes to the north are closed to the public except for docent-led tours by special arrangement. Following the events of September 11, 2001, even docent-led access was eliminated due to perceived security risks. The falls feature two spectacular cascades over fern-lined volcanic cliffs reminiscent of canyons in Hawaii. The trail near the falls winds along cliff edges and crosses narrow dams and catwalks that are not suitable for non-supervised public access.



Green Valley Falls

The Bay Area Ridge Trail Council's plan for Solano County includes a trail from Red Top Road at Highway 12 extending northwest to connect to the County line and main Ridge Trail (10). The Solano County Bicycle Plan shows this trail and an overpass of Highway 12 at Red Top Road as Project #20 on page 88. The main Napa/Solano County ridgeline trail would extend north from Lynch Canyon to the Vallejo Lakes Property and into Napa County (11). A short segment of this route would pass through Napa County east of Skyline Park, where a connection would be made into the Park.

Existing and Planned Trails

Solano County - Cordelia and Green Valley

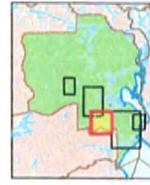
Figure 4

Trails

- Existing improved trail in public park or open space
- - - Existing trail route on sidewalk or road shoulder
- Planned trail alignment

- Fee Ownership
- Conservation Easement
- Urban Area
- City Jurisdiction / Sphere of Influence
- County Boundary

Information provided by:
 San Francisco Bay Trail Project
 Bay Area Ridge Trail Council
 Cities of
 Benicia
 Dixon
 Fairfield
 Rio Vista
 Suisun
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 Solano County Farmlands & Open Space Commission
 GreenLink Network

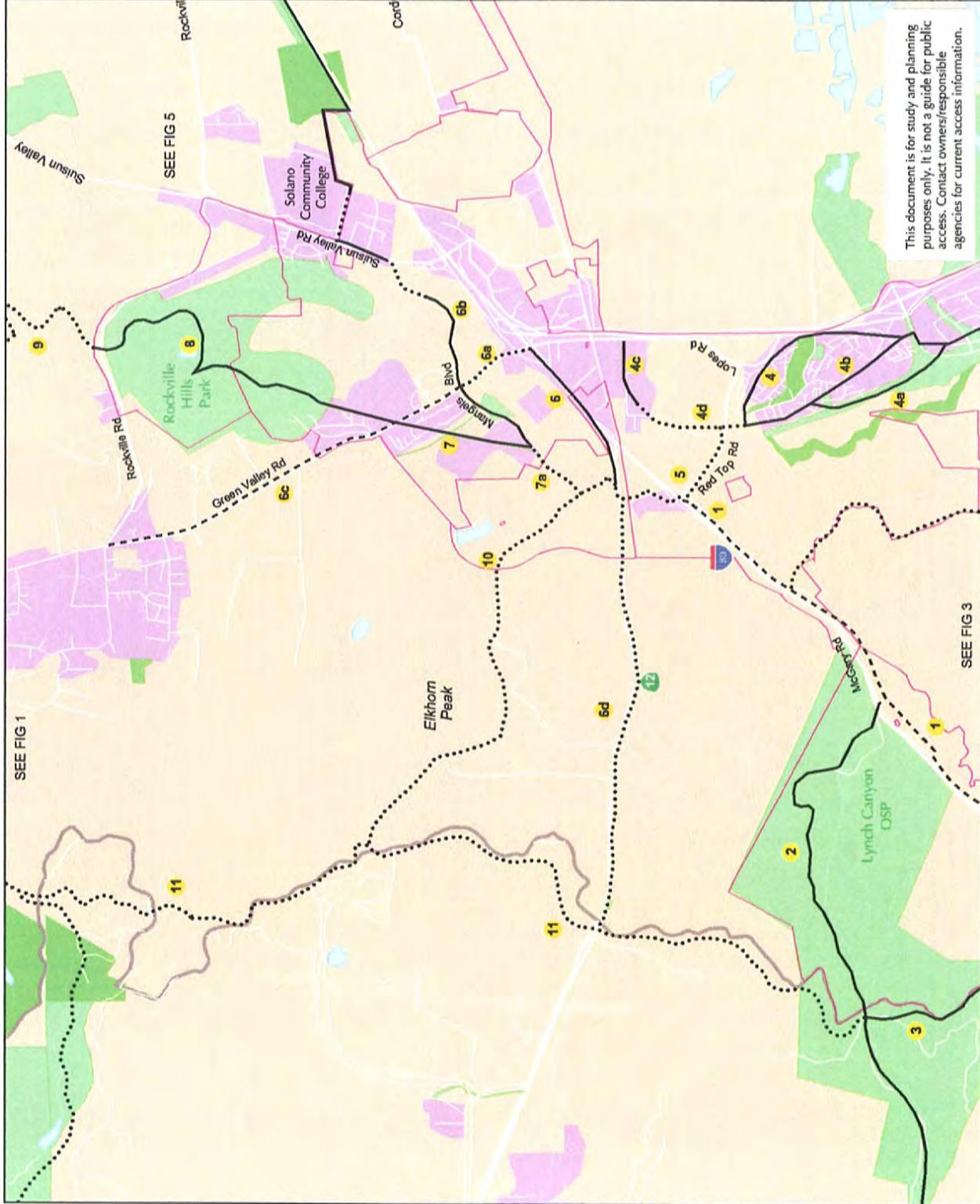


Countywide Trails Plan Solano Transportation Authority



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April 24, 2007



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SEE FIG 1

SEE FIG 5

SEE FIG 3

4.3.4 Fairfield/Suisun Trails and Destinations

The Fairfield Linear Park Route is of regional significance as a connector ultimately from Vallejo and Benicia, and currently from the Cordelia and Green Valley communities, to Fairfield and Vacaville (see 1, Figure 5). It provides pedestrian and bicycle linkage between recreation and parks, schools, shopping, industry, residential, and other community activity centers. Most of the Linear Park's route is already under public ownership. The trail/park extends northeast from Solano Community College to Fairfield Avenue north of East Tabor. The Linear Park is planned to extend to Cement Hill Road (1A).



Fairfield Linear Park

Fairfield has several significant pedestrian zones and destinations. The City of Fairfield Civic Center Complex, located in between Utah Street and Kentucky Street to the north and south respectively, and Pennsylvania Avenue and Webster Street to the west and east, is the primary focal point of community and government activities. City Hall, the Community Center and Senior Center are all located here.

Three proposed projects that could be pedestrian destinations are the County Government Center, the adjoining Jefferson Street Corridor Redevelopment and a mixed-use Downtown Civic Plaza. These projects are focused on higher density, mixed use development and improvements to pedestrian environments.

The Lagoon Valley – Laurel Creek Route between Vacaville and Fairfield is in the Fairfield Trails Master Plan and the Vacaville Parks and Open Space Master Plan. The trail is partially complete. An existing paved trail runs along Laurel Creek from Railroad Avenue at Sunset Avenue north to Laurel Creek Park (2). A dirt trail continues north to Foothill Parkway (2A). A gap occurs between Foothill Parkway and Paradise Valley Drive at Masters Drive (2B). The route follows sidewalks along Paradise Valley Drive (2C), and becomes a separate pedestrian and bike trail west of Paradise Valley Golf Course (see Figure 1), ending at Nelson Road.

A proposed City of Fairfield trail extends from Nelson Road east around the 200 foot contour of Cement Hill (3) and continuing to the intersection of the proposed Linear Park route and the Jepson Parkway route (also shown on Figure 1).

Jepson Parkway is a proposed new regional road and pathway connection from Fairfield to Vacaville. It starts as an extension north of Walters Road, east on Cement Hill Road, and north again on Vanden Road (see Figure 1).

Rancho Solano Open Space, a 1603 acre property northwest of the City, is a publicly owned conservation easement set aside by the development of Rancho Solano, that includes some local trails but no current or planned regional connections.

The Solano County Park and Recreation Element delineates a trail route that includes an existing gravel road west of Ledgewood Creek (4) extending north from Rockville Road. The route extends to Waterman Road but there is currently a gap across private property (4A). The route continues along existing sidewalks and paths on Waterman Road and Hillborn Road north to Lyon Road (4B). It continues along Cherry Glen Road and north Pleasants Valley Road only as a concept.

Suisun City

South of Fairfield is Suisun City. Suisun City's main trail zone and destination is its Historic Downtown area and Waterfront (see Figure 5). The Suisun Slough, Highway 12, the Southern Pacific Railroad, and the southern City limit line bound this area. A 5,000 foot promenade walkway (5) provides public access along the entire waterfront. A 150-berth marina is located within the Suisun Channel.



Suisun City Waterfront

Providing access to various forms of transportation, the old Train Station has been rehabilitated to a full multi-modal transportation facility within walking distance from the recently renovated waterfront.

Sidewalks (6) connect from the Downtown to the route of the planned Central County Bikeway/Trail along Highway 12. This project will connect suburban neighborhoods in eastern Suisun City to the Downtown and Waterfront, and to Fairfield Downtown and County Center. An existing Class 1 bikeway and trail (7) extends west from Emperor Drive to Grizzly Island Road. A new segment is planned for construction soon from Grizzly Island Road to Downtown (7A), and from Emperor Drive to Walters Road (7B). The widening of Walters Road from Highway 12 to East Tabor Avenue will include a Class 1 bikeway/trail (8) that would connect to Jepson Parkway trails (9). Jepson Parkway, described in more detail under Vacaville Trails and Destinations, is a proposed new regional transportation connection that will include multi-modal travel opportunities, including separated bike/pedestrian paths.

Potential trail destinations to the south of Suisun City (see Figure 1) include 1814 acre Joice Island State Wildlife Area, Suisun Marsh and 14,300 acre Grizzly Island State Wildlife Area. Joice Island State Wildlife Area is considered a refuge and has controlled, very limited public access. Grizzly Island has limited trails on levees, and is restricted in creating new trails by the Marsh Preservation Act of 1977. However, the existing trails are open for public use from February 1 to July 28.

2,070 acre Rush Ranch, located southeast of the City, is another open space area that is in close proximity to the urban area and a likely trail destination. It is owned and managed by the Solano Land Trust and has an active docent-led environmental education program.

4.3.5 Vacaville Trails and Destinations

The City of Vacaville has a significant system of public open space areas, some of which contain existing regional trails or routes for future connections.

Southern Vacaville

Paradise Valley Ridge Open Space is 136 acres of publicly accessible land southwest of Lagoon Valley and east of I-80. It provides part of the route for future connection between Lagoon Valley and central Vacaville and Fairfield.

Lagoon Valley Regional Park, a 306 acre park south of the City and directly southeast of Interstate 80, is a significant recreation destination as well as a regional connector. It is located within the Lagoon Valley Hills Open Space area, 1,051 acres of publicly accessible open space. A trail exists along the west shore of the reservoir (1, Figure 6) and is planned around the east shore of the reservoir (1A). The City owns the land to the east and southwest of the reservoir, and is trying to acquire the land directly south in order to be able to provide a direct trail connection to Fairfield (1B) and complete a loop trail around the east side of the Valley (2). An existing trail runs northeast from the end of Pena Adobe Road through the open space, paralleling I-80 and entering the city at Butcher Road (3).



Lagoon Valley Regional Park

A bike and pedestrian trail runs along Alamo Creek south of I-80, providing a nearly continuous off-road trail through the southern portion of the City. It connects Marshall Road in the west to Nut Tree Road, winding through designated open space along the creek (4). There is a short segment of sidewalk in the Alamo Creek trail along Nut Tree Road north to Nelson Park (4A). In Nelson Park the trail continues along the creek to the eastern limits of the City on Leisure Town Road (4B). The trail connects several

community and neighborhood parks. An existing trail in a former railroad right-of-way (5) runs from I-80 to Alamo Road, intersecting the Alamo Creek Trail.

The proposed Jepson Parkway, when complete, will start at the I-80/Leisure Town Road interchange in Vacaville and end at the State Route 12/Walters Road intersection in Suisun City (6). This parkway will provide a separated north-south corridor in the County for pedestrian and bicycle travel (also see Figure 1).

Northern Vacaville

The downtown area of Vacaville, located northwest of Interstate 80 and centered around the intersection of Merchant and Main streets, is a significant pedestrian zone and trail destination. The Creek Walk that runs next to the Downtown area is an attraction that draws many visitors and is an important setting for community events. Stretching along Ulatis Creek for a quarter of a mile, the Creek Walk (7) ends in a large community plaza. The plaza, located within Andrews Community Park between East Monte Vista Drive and Main Street, is the setting for free concerts in the summer and other events throughout the year.



Vacaville Creek Walk

Connecting with the eastern end of the Creek Walk at McClellan Road, a proposed trail will meander along Ulatis Creek east to Leisure Town Road (8). A proposed trail in the Solano County Park and Recreation Plan (9) extends along Putah South Canal providing a north-south route through the City from Alamo Creek to Browns Valley, then continuing north and west to Lake Solano (see 6-9, Figure 1).

Centennial Park, a 138 acre park owned by the City, is located north of I-80 and west of the I-80/I-505 interchange. This park lies on the alignment for the trail proposed by the County through Browns Valley to Lake Solano County Park.

A City-proposed trail extends north along Ulatis Creek from the western end of the Creek Walk, paralleling Gibson Canyon Road to Vaca Valley Road (10). An existing trail (11) runs along Browns Valley Road near Centennial Park north until Vaca Valley Road

and connecting to the County proposed trail along Putah South Canal. Another County-proposed trail alignment runs north-south further to the west along Pleasants Valley Road from Cherry Glen Road near I-80 to Lake Solano (see 6-12, Figure 1). This trail is part of a large loop that would extend north in the right-of-way on Pleasants Valley Road to the County line at Lake Solano County Park, then south along the Putah South Canal to Vacaville (where it shows on the map as segment 6-9).

Existing and Planned Trails

Solano County - Vacaville

Figure 6

Trails

- Existing improved trail in public park or open space
- - - Existing trail route on sidewalk or road shoulder
- ⋯ Planned trail alignment

- Fee Ownership
- Conservation Easement
- Urban Area
- City Jurisdiction / Sphere of Influence

Information provided by:
 San Francisco Bay Trail Project
 Bay Area Ridge Trail Council
 Cities of:

- Bonita
- Dixon
- Fairfield
- Rio Vista
- Suisun
- Vacaville
- Vallejo

Solano County
 Bay Area Open Space Council
 Solano County Landmarks &
 Open Space Foundation
 Recreation Network

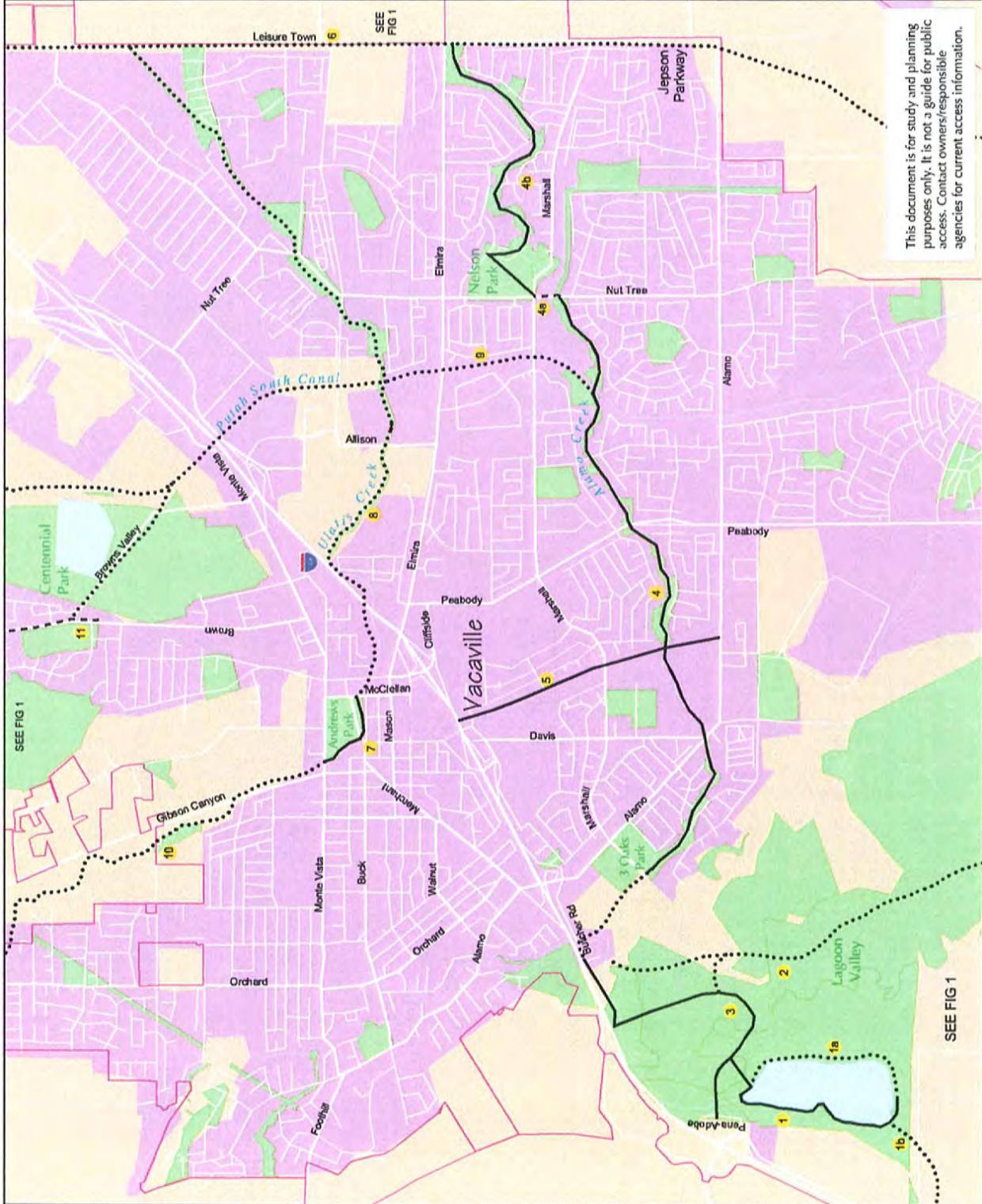


Countywide Trails Plan
 Solano Transportation Authority



LinePeople / Bruce Randolph Anderson & Associates
 Recreation Network

April 24, 2012



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SEE FIG 1

SEE FIG 1

4.3.6 Davis/Yolo County/Northern Napa County Trails and Destinations

Major trail destinations lie in the northern portion of the County and beyond in Yolo County and Northern Napa County (see Figure 1). Lake Berryessa Recreation Area, managed by the Bureau of Land Management, has 2.5 miles of existing trails. Currently a planning process is underway for visitor services within the Lake Berryessa Recreation Area, which includes planning for additional trails.

The Blue Ridge/Berryessa Natural Area Conservation Partnership is a voluntary group dedicated to the conservation, preservation, and management of over 300,000 acres of landscape located in the upper Cache and Putah Creek watersheds. The voluntary groups include private landowners, public land managers and regional inhabitants. There are 165 miles of existing roads and trails in the Natural Area, and members of the group are working to expand public access.

Yolo County is working on a draft open space plan that includes 38 miles of trails down Blue Ridge. Blue Ridge is a desirable location for a connection to Solano County.

The City of Davis has prepared an open space plan that notes bicycle trails but does not make specific mention of a trails plan. An existing Class 1 bike path does exist, running east along Russell Boulevard from County Road 95A to F Street, then continuing east along 2nd Street to Road 105 (see Figure 1). U.C. Davis's Cold Canyon Reserve, within Solano County, has existing trails and could provide connections to Yolo County.

4.3.7 Dixon Trails and Destinations

The two major pedestrian zones within Dixon are the Historic Downtown and the Hall Park to the southeast of the downtown area. The Downtown district constitutes several blocks centered around First Street and A Street. City Hall, the Senior Multi-Use Center, Hall Memorial Park, and the Dixon May Fairgrounds are located just southwest of Downtown and comprise part of the City's primary pedestrian zone.

As the most northeastern city of the County, Dixon serves as an important potential connection point between Vacaville to the southwest and the City of Davis in Yolo County to the northeast.

4.3.8 Rio Vista Trails and Destinations

Rio Vista's Historic Downtown area on Main Street is a significant pedestrian destination.

The Waterfront area, extending from Main Street to the Rio Vista Bridge, complements the activity in the historic downtown core. The Waterfront Conceptual Plan is currently being prepared for this 8 acre area to provide opportunities for public and private land uses to link the River and Downtown. Public elements of this plan include a pedestrian boardwalk connecting Main Street and the Rio Vista Bridge and an upgrade of the fishing pier adjacent to the bridge.

The Sacramento River and Delta lie east of the City. The river is a major presence from the former Army Reserve Base north to the Helen Madere Bridge at Highway 12. Great potential exists for public access and enjoyment of the riverfront at the former Army Base and in the area between City Hall, Main Street and the Bridge.

A Base Reuse Plan was prepared for the U.S. Army Base that is presently being prepared for transfer to the City. Possible uses of this 23 acre site include convention facilities and private/public recreation. With transfer and redevelopment, the base could become an important pedestrian destination.

South of the City on the Sacramento River is Sandy Beach Park, a County owned and managed park that is of regional significance. The park is open year round, offering a boat launching ramp, campsites, picnic grounds, a hiking trail, miles of country roads for bicycling, and a sandy beach stretching for over half a mile.

Several trails in and around Rio Vista are included in the draft General Plan Circulation Element. A path is planned along Beach Drive from Second Street to Sandy Beach Park (1, Figure 1). The trail continues along Second Street from Beach Drive to Main Street, then along Main Street to Waterfront and along Waterfront to Highway 12 (2). A loop is planned from Highway 12 at the bridge to segment 3A (3). There will be a dirt path from Second Street west to Church Road (3A). From Church Road the trail will continue on the shoulder east to White School (3B). There will be a sidewalk along Airport Road from the city limit line east to Church Road and south along Church to segment 3A (4).

4.4 Summary of Key Trail Gaps and Opportunities

Phase 1 of the Countywide Trail Plan is a status report on existing regional trails and trail plans in Solano County. Based on this status review, an objective of the Plan is to identify key gaps in the regional trail system.

Defining criteria for determining trail priorities is an important part of the trail planning process. Through the Trails Advisory Committee and the Countywide Trails Plan, the Solano Transportation Authority will facilitate and coordinate projects of the various agencies and organizations working on trails in the County. This will improve consistency and connectivity of the trail system, and coordination between projects that might compete for the same state or federal transportation funding, or for different types

of funding. Having a Countywide Plan and on-going coordination among trail projects should make Solano County more competitive for grant funding among different counties in the state.

Factors that will tend to elevate the priority of regional trail segments in the Countywide Trails Plan include:

- Trail segment is part of an adopted multi-county regional trail, i.e. the San Francisco Bay Trail or the Bay Area Ridge Trail;
- Closes a gap between major segments that are already completed;
- Connects from an urban area to a significant regional park or open space area;
- Connects from an urban area to a pedestrian destination such as downtown, civic center, waterfront, or community college;
- Connects two communities together;
- Is a multi-jurisdictional project;
- Provides a route where there is no safe connection along the road;
- Is also designated on the Countywide Bicycle Plan.

These factors should be an important consideration in prioritizing trails, but not an absolute rule. The readiness of an agency with project plans, willingness of property owners, availability of grants or other funding in association with an acquisition or park development projects and other case-by-case considerations may outweigh the above factors.

Based on the general criteria above, the key trail gaps in the currently-planned system were identified. Generally the key regional trails are the Bay Trail, the Ridge Trail, and major connecting trails between cities. The key gaps in these trail include (not necessarily in priority order):

Figure/Table

Segment #	Description
3-3	The Vallejo Bay/Ridge Trail Connector: a Bay Trail and Ridge Trail connection from Glen Cove in Vallejo to central Vallejo and the Carquinez Bridge Multi-Use Trail at Highway 29/Sonoma Boulevard (preliminary engineering and permitting for this project is a concurrent part of the Countywide Trails Plan). This trail will connect existing segments of the Bay and Ridge Trails to trails leading to Contra Costa County and to the Vallejo Waterfront and Downtown, where existing and planned trails will connect to Mare Island, Napa County, and eventually Sonoma County via Highway 37.
3-1A	Glen Cove Waterfront Trail: The Bay Trail and Ridge Trail connection in Glen Cove, Vallejo at Glen Cove Marina and through Glen Cove

Waterfront Park. The Glen Cove Marina subdivision project is expected to implement a portion of this trail at some point in the future. This trail would connect trails in Benicia State Recreation Area with existing Bay/Ridge Trail in Glen Cove on the bluffs east of the Marina. The bluff top trails would in turn connect to the Vallejo Bay/Ridge Trail Connector, project #1 on this list.

- 2-6 **I-780 Overpass at Columbus Drive:** a Ridge Trail connection from the existing Bay/Ridge Trail in Benicia State Recreation Area across Interstate 780 to the existing Ridge Trail spur in the Vallejo/Benicia buffer. The current connection across the freeway is on a narrow sidewalk across a busy overpass. The City of Benicia is studying a potential pedestrian/bike bridge that would provide a safe connection from the Recreation Area to the Ridge Trail to Blue Rock Springs and neighborhoods in the Southampton and Vallejo Highlands areas.
- 3-9B-H **Vallejo Area Ridge Trail Connections:** the Solano Land Trust currently has an option to purchase this 908 acre Vallejo Swett Ranch property from PG&E as part of an overall 3840 acre purchase. Vallejo Swett Ranch trails will connect Blue Rock Springs Regional Park in Vallejo to existing public open space and dedicated Ridge Trail segments in the Hiddenbrooke development, from which regional connections to Lynch Canyon in the north can be made. Trails in Blue Rock Springs Park connect to the Blue Rock Springs Trail Corridor extending west into central Vallejo, and trails in the Vallejo/Benicia Open Space buffer extending south to Benicia State Recreation Area and downtown Benicia. These trails are part of the adopted Vallejo/GVRD Trails Master Plan and the Tri-City and County Open Space Plan, as well as a key Ridge Trail route.
- 4-11 **Ridge Trail from Lynch Canyon north into Napa County:** This connection would provide a key segment of the round-the-Bay trail system, linking Napa County's Skyline Park to the Solano County open space system and to the scenic Vallejo Lakes Area, and connection east to Rockville Hills Park.
- 4-1 **Mc Gary Road:** in unincorporated Solano County between Vallejo and Fairfield on the south side of I-80 east of Hiddenbrooke Parkway; has been closed by a landslide that will require major repairs. Opening the road will provide an important connection for the Countywide trail and bicycle system from Vallejo and the Ridge Trail to trails in the Fairfield and Vacaville areas.
- 4-10 **Separated Crossing of Highway 12 at Red Top Road:** The Solano Bikeway and several existing and planned regional trails converge on this

point, which is extremely difficult to cross during commute hours due to heavy traffic. The project is included in the Solano Bicycle Plan as project #20.

- 4-6
4-6A,B **Gaps in the existing Solano Bikeway near Green Valley:** from Red Top Road to Green Valley Road, and along Green Valley Road from Neitzel Road to Business Center Drive/New Neitzel Road. Also on the Solano Community College Campus to Fairfield Linear Park. Combined with 4-1 and 4-10 above these connections would allow safe bike and pedestrian access between Cordelia and Green Valley areas, and west to Vallejo.

- 5-1A **Fairfield Linear Park extension to Laurel Creek:** This will connect two significant trail segments that form part of a regional trail system linking Vallejo through Fairfield to Vacaville.

- 5-7A,B **The Central County Bikeway/Trail:** along Highway 12 in Suisun City from Grizzly Island Road to Downtown, and from Emperor Drive to Walters Road. This project will connect an existing Class 1 bikeway and trail from suburban neighborhoods in Suisun City to the Downtown and Waterfront, and to Fairfield Downtown and County Center. The project is already designed and approved in the County Transportation Plan and awaits funding.

- 5-8 **The Walters Road Widening Project:** this Suisun City project includes Class 1 bikeway/trail from Highway 12 to Bella Vista Drive, where the trail would connect to Jepson Parkway trails. This project is also designed and awaits only funding to begin construction.

- 5-9, 6-6 **Jepson Parkway Project Trails:** this proposed trail doesn't constitute a gap but part of a significant new multi-modal regional connection. It is important because it would connect local trail systems in Fairfield, Suisun City, and Vacaville.

- 5-2B **Laurel Creek Trail from Laurel Creek Park to Paradise Valley:** continues the Fairfield-Vacaville connection noted above under Fairfield Linear Park.

- 6-1B **North from Paradise Valley Trail at Nelson Road in Fairfield to Lagoon Valley Park in Vacaville:** continues the Fairfield-Vacaville connection noted above and connects to a significant regional recreation facility. Also allows potential connections to the north along Pleasants Valley Road.

4.5 Summary of Overall Trail System Status and Costs

Table 1 summarizes the status of existing and planned regional trails in Solano County. This data is generated from the more detailed trail segment tables in Appendix A. Overall, there are 75 miles of existing regional trails in the Countywide system (of which 22 miles are designated routes on sidewalks and road shoulders), and 141 miles of planned regional trails, for a total system length of 216 miles upon completion. Of the planned regional trail system, 23 miles have been identified as key trail gap projects.

For cost estimating purposes the trail projects are separated into three categories: 1) key gaps, as listed in the previous section, which include gaps in the Bay Trail, the Ridge Trail, and the major east-west trail corridor; 2) other planned trails; and 3) trails which are already identified and estimated as part of the Comprehensive Transportation Plan in the Solano County Bicycle Plan, in Caltrans projects such as the Benicia and Carquinez Bridges, or in the case of Mare Island, through the Master Plan for redevelopment. The third category is identified in the overall trail mileage, but not in the cost estimate.

To arrive at an approximate cost to complete the currently-planned regional trail system, the trails have been further broken down into planned paved trails and planned unpaved trails, which have very different cost ranges. Paved trails tend to be constructed in urban areas and to a much higher standard than "backcountry" unpaved trails. Table 2 presents the assumptions used to create an average cost per mile for paved trails and unpaved trails. In Solano County most unpaved trail projects are completed by volunteers, whereas the estimate in Table 2 reflects the cost to hire a contractor to do the work. Trail construction requirements vary significantly from project to project, and costs vary greatly even for similar projects based on whether the work is done "in-house", by volunteers, or through contractors, or due to current market conditions. These "order-of-magnitude" costs provide the basis for a reasonable overall estimate of the cost to complete the regional system, assuming they average out over the range of trails in the system. They are not realistic to use for any specific project unless tailored to the specific conditions of that trail.

The estimated overall cost to complete currently-planned trails that are not already part of other projects ranges from approximately \$7.37 million to \$11.06 million in 2002 dollars. Of this amount, the cost to complete the key trail gaps ranges from \$.94 million to \$1.40 million. These can be considered short-term projects (1 to 5 year timeframe). It is difficult to predict exactly how the remaining trail projects would be scheduled, but a reasonable assumption may be that half would be medium term projects (5 to 20 year timeframe) and half long-term (20 year or more) projects, each stage constituting approximately \$3.22 million to \$4.83 million.

Short Term Projects (Key Gaps) (1 – 5 years)	\$940,000	to	\$1,408,000
Medium Term Projects (5 – 20 years)	\$3,217,000	to	\$4,826,000
Long Term Projects (20+ years)	<u>\$3,217,000</u>	to	<u>\$4,826,000</u>
	\$7,374,000	to	\$11,060,000

The estimated costs for the Countywide trail system would be borne by many different agencies and organizations, including potential state, federal and private grant funding. Many different agencies and organizations are working to implement various regional trails in Solano County. The key gaps include some Solano County Bicycle Plan projects, Bay Trail and Ridge Trail projects, projects that will be facilitated by the acquisition program of the Solano Land Trust/Tri-City and County Open Space Group, a number of city-sponsored projects, and combinations of the above. Appendix B contains contact information for agencies and organizations working on trails in and near Solano County.

There are many potential sources of grant funding for trails, as outlined in the table in Appendix C, as well as potential funding through Transportation Program funds in cases where the trail provides important bicycle and/or pedestrian transportation connections.

Status of the San Francisco Bay Trail and Bay Area Ridge Trail

The San Francisco Bay Trail Project was a major sponsor of this Trail Plan. The Bay Trail is one of the most popular and scenic regional trails in the County, and most of these segments are also part of the designated Bay Area Ridge Trail Route. The designated Bay Trail route through Solano County, as estimated based on the maps in this report, totals approximately 27.8 miles, of which 5 miles currently exists as paved trails, 1.1 miles as unpaved trails, and 14 miles as a designated route along sidewalks or road shoulders where the opportunity for a separated trail is not likely to occur in the foreseeable future.

The remaining gaps total 7.7 miles. Most gaps are part of other planned projects, such as the Benicia Bridge (segment 2-1) and Carquinez Bridge and associated multi-use trail (segment 3-4), or improvements planned in conjunction with the Highway 29/37 Interchange reconstruction (segments 3-6c,d,&e).

The key gaps that are not associated with other projects are the Glen Cove Waterfront Trail (segment 3-1A), which is a .91 mile unpaved trail that would connect from Benicia State Recreation Area to Glen Cove Marina, and the .93 mile Vallejo Bay/Ridge Trail Connector (segment 3-3), another unpaved trail that will connect from Glen Cove to Highway 29/Sonoma Boulevard west of I-80. These are the next major steps in completing the Bay Trail and Ridge Trail in Solano County.

Mare Island presents an important opportunity for side trails from the main Bay Trail route (segments 3-7A-D) totaling 11.12 miles based on the current preliminary plan. These opportunities and costs are tied up with plans for the redevelopment of the island, and will involve input into the overall planning and approval process rather than separate trail projects. Future North Bay Corridor trails (segment 3-8) may offer a long-term opportunity for a more direct Bay front route to Sonoma County, but this would be an additional, rather than alternative, route through Napa County.

In addition to the segments that are shared with the Bay Trail, the Bay Area Ridge Trail Council is actively working with landowners and local agencies to implement a 13.5 mile trail connecting along the main ridge extending north from Benicia, through Vallejo, and into Napa County (segments 2-6, 3-9 and 3-9A – H). These are typically unpaved trails except for segments 2-6, 3-9A and 3-9C. 7.35 miles of this trail currently exists, while 6.17 miles is still in the planning stages, including two segments (3-9B and 3-9F) that will be alternatives to other existing or planned segments, and .28 miles associated with the I-780 overcrossing project (segment 2-6).

TABLE 1

TOTAL TRAIL MILEAGE

Existing + Planned Trails = 216.35 miles

Existing	
	Total
Trails	52.89
Sidewalks/Shoulders	22.32
Total	75.21

	Planned		Total
	Trail Projects	Other Trans. Projects*	
Key Gaps	22.47	0.28	22.75
Other Trails	70.32	48.07	118.39
Total	92.79	48.35	141.14

* "Other Transportation Projects" include class 1 bicycle paths and bike/ped. lanes on bridges, which are budgeted in other components of the Comprehensive Transportation Plan.

ESTIMATED COST TO COMPLETE PLANNED TRAILS

KEY GAPS			
	miles	Cost Assumption	total cost
PAVED	2.03	x \$276,000 /mi *	\$560,280
UNPAVED	20.44	x \$30,000 /mi *	\$613,200
TOTAL	22.47		\$1,173,480

* see Table 2 for cost estimate assumptions

OTHER PLANNED TRAILS			
	miles	Cost Assumption	total cost
PAVED	24.12	x \$276,000 /mi *	\$6,657,120
UNPAVED	46.2	x \$30,000 /mi *	\$1,386,000
TOTAL	70.32		\$8,043,120

TOTAL TRAIL COSTS**

	Estimate	Low Range (80% of estimate)	to	High Range (120% of estimate)
Key gaps and projects	\$1,173,480	\$938,784	to	\$1,408,176
Other regional trails	\$8,043,120	\$6,434,496	to	\$9,651,744
Grand total	\$9,216,600	\$7,373,280	to	\$11,059,920

**Note: Projects that are part of current transportation plans and not included in this estimate:

Trail segment (figure # – segment #)	Name (Bicycle Plan Project #, if applicable)
2-1	Benicia-Martinez Bridge
2-6	Pedestrian Bridge over I-780
3-4	Carquinez Bridge
3-6c, 3-6d, 3-6e, 3-6g	Vallejo to Sonoma (#11)
3-7	Mare Island Causeway
3-8, 3-8a	Vallejo to Napa (#13)
4-1	McGary Road (#9)
4-6, 4-6a, 4-6b	Fairfield to Vallejo (#9)
4-6d	Cordelia to Napa (#7)
4-10	Separated Crossing of Highway 12 @ Red Top Road (#20)
5-7a, 5-7b	Central County Bikeway (#6)
5-8	Walters Road Project (already funded)
5-9, 6-6	Jepson Parkway (#5)
6-8	Alamo Creek and Southside Bikeways (#3)

Note: Projects that are part of current Specific Plan/redevelopment plans and not included in this estimate:

3-7a, 3-7b, 3-7c	Mare Island Trails
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**TABLE 2
TRAIL COST ESTIMATE ASSUMPTIONS**

Paved Trails

<u>Item</u>	<u>Description</u>	<u>Cost per Linear Foot (lf)</u>	<u>Cost per Mile (mi)</u>
1	Site stripping/grading	15' avg. limits of work; 12" max avg. depth of cut/fill; 1/4 yd/lf	\$2.00
2	Asphaltic concrete (ac)	10' wide; 2" ac on 8" base rock; \$2/sf	\$20.00
3	Chain link fence	6' high; vinyl coated, along one side of trail	\$12.00
4	Walls	Assume avg. 200 lf/mi; 3ft high; concrete @ \$100/lf = \$2000/mi	\$3.80
5	Erosion control	Assume 5 sf/lf @ \$0.10/sf	\$0.50
6	Signage	Assume 10/mi @ \$200 each = \$2000/mi	\$0.40
7	Gates/stiles/bollards	Approx. 4 units/mi @ \$1500 = \$6000/mi	\$1.15
8	Culverts/drainage	24" lined plastic culvert, 20' long; 4/mi @ \$25/lf = \$2000/mi	\$0.40
9	Bridges	Assume 1/5 mi @ \$50,000 ea. = \$10,000/mi	\$1.90
		Subtotal per lf	\$40.15
		Paved trail construction cost per mile	\$211,992.00
10	Design/Administration	30% for soils, surveys, design, permits and admin costs	\$63,597.60
		Paved trail total cost per mile rounded to	\$275,589.60 \$276,000.00

Estimate does not include traffic signals or right-of-way acquisition.

Unpaved Trails

<u>Item</u>	<u>Description</u>	<u>Cost per Linear Foot (lf)</u>	<u>Cost per Mile (mi)</u>
1	Trail grading	Assume 4' - 6' avg. width; 18" max avg. depth of cut/fill	\$1.00
2	Class 2 AB base rock	2" depth, moistened and rolled @ \$0.20/sf	\$1.00
3	Walls	Assume avg. 100 lf/mi; 3ft high; wood @ \$50/lf = \$5000/mi	\$0.95
4	Erosion control	Assume 4 sf/lf @ \$0.05/sf	\$0.09
5	Signage	Assume 5/mi @ \$200 each = \$1000/mi	\$0.19
6	Gates/stiles/bollards	Approx. 1 unit/mi @ \$1500	\$0.28
7	Culverts/drainage	24" lined plastic culvert, 10' long; 4/mi @ \$25/lf = \$1000/mi	\$0.19
8	Headwalls and outlets	Rock lined drain inlets and outfalls 4/mi @ \$250 = \$1000/mi	\$0.19
9	Bridges	Assume 1/5 mi @ \$10,000 ea. = \$2,000/mi	\$0.38
		Subtotal per lf	\$4.27
		Unpaved trail construction cost per mile	\$22,545.60
10	Design/Administration	30% for design, permits and admin costs	\$6,763.68
		Unpaved trail total cost per mile rounded to	\$29,309.28 \$30,000.00

Estimate does not include property/trail fencing or right-of-way acquisition.

5.0 TRAIL POLICIES AND GUIDELINES

5.1 Regional Trail Opportunities and Issues

At the outset of the Countywide Trails Plan process the Trails Advisory Committee, STA and Solano County staff, and the Plan's consultants recognized that there are significant opportunities, as well as significant issues to be addressed in planning a regional trail system in Solano County, such as:

- Where can the trails be physically located?
- How can access be acquired, while protecting property rights and privacy?
- How can potential impacts on agriculture be avoided?
- How will the cost to acquire, build, and maintain trails be funded?
- Which agencies will be responsible?
- Which agencies will handle law enforcement and public safety?
- What types of trail uses will be allowed on the trails?

The policies contained in this section are a start towards answering these and other questions, while addressing the major trail needs and opportunities. These policies and the measures to implement them will need to be refined through the course of completing this Countywide Trails Plan, and in further trail planning and implementation. The success of other regional trail systems in northern California demonstrates that these opportunities and issues can be addressed. Though cooperation, patience and creativity will be required, the results are clearly worth the effort.

5.2 Countywide Trails Plan Goal

The long-term goal of the Countywide Trails Plan is a complete interconnected trail system linking the cities and unincorporated communities of Solano County to each other, to regional parks, open space, and natural areas; and to adjacent counties. The Plan should help facilitate inter-jurisdictional coordination and joint projects for trail planning, implementation, and management.

5.3 Planning and Coordination

- 5.3.1 The Solano Transportation Authority and the County of Solano will adopt and publish this Trails Plan as part of the Comprehensive Transportation Plan and an element of the Solano County General Plan.
- 5.3.2 The Solano Transportation Authority and the Solano County Department of Environmental Management will work with the seven cities in Solano County, the Greater Vallejo Recreation District, the Trails Advisory

Committee, and regional, state, and federal agencies to plan and implement the regional trail system envisioned in this Plan.

- 5.3.3 The cities and other agencies will be encouraged to support this Trails Plan and incorporate its pertinent provisions into their own planning documents.
- 5.3.4 The general public, trail user groups, and particularly landowners, residents, and businesses that may be affected by planned trails, will be notified of this Trails Plan and of subsequent planning and implementation efforts, and encouraged to participate in the planning process.
- 5.3.5 The Solano Transportation Authority's Trails Advisory Committee will be maintained and staffed by the STA and the Solano County Department of Environmental Management as an advisory and coordinating body for regional trails planning, with meetings approximately quarterly.
- 5.3.6 Trail planning will fully consider the environmental impacts of trail construction and use, and impacts will be avoided or mitigated to a less than significant level.

5.4 Trails Acquisition

- 5.4.1 The property rights of landowners and tenants and the privacy and security of neighbors will be of primary importance in planning and implementing trails.
- 5.4.2 Acquisition of trail access will be on a willing seller basis only, or in conjunction with granting of land use or development entitlements, per policy 5.4.5.
- 5.4.3 Agencies acquiring trail rights will be encouraged to indemnify grantors of trail easements and land, and the owners of immediately adjacent lands, from liability for injuries suffered by trail users (note that existing state law provides broad protection for private property owners for recreational use of their land – see Appendix D).
- 5.4.4 Private developers and public agency land users will be encouraged to dedicate trail right-of-way or easements, and to construct trail and related staging facilities where planned trail routes occur.
- 5.4.5 Agencies granting development entitlements will be encouraged to require trail dedication and construction of trails and staging facilities where there

is a relationship between the development entitlement and/or impact and the public interest in trail access.

5.5 Location and Design

- 5.5.1 Trails will include routes in urban areas and connecting to urban destinations, and in rural areas.
- 5.5.2 Multi-use trails will be sought wherever practical, to accommodate pedestrians, handicapped access, bicycles, and horses, as appropriate to the setting.
- 5.5.3 Handicapped access per state and federal standards is required by law in urban settings, and to major public facilities in rural settings. Trails in rural settings shall be handicapped accessible wherever practical without significant environmental impact or financial hardship on other aspects of the trail program.
- 5.5.4 Ideally, trails will be located in parks or open space, or other open land corridors such as levees, abandoned rail lines, or utility corridors, and on easements or right-of-ways through private agricultural land.
- 5.5.5 Trails in agricultural areas will be carefully planned, designed and managed, in coordination with adjacent owners and operators, to avoid adversely impacting agricultural operations.
- 5.5.6 Trails in rural settings will typically be unpaved, or paved with crushed rock or base rock in locations that require all-weather access. Rural multi-use trails should have a minimum tread width of six feet, and a maximum grade of 15%(10% desirable), except in short sections where prevented by site conditions.
- 5.5.7 Trails in conjunction with urban development or in heavy use areas should be paved, and ideally will be located in landscaped corridors or plazas.
- 5.5.8 Ideally, urban or heavy use multi-use trails should meet standards for Caltrans Class I bike facilities, with a 12 foot wide paved surface. Separate pedestrian-only trails may be as narrow as four feet.

5.6 Trail Information

- 5.6.1 The Countywide Trails Plan provides maps and a database of trail conditions and status that can be used by local and regional agencies for ongoing trail planning and management.
- 5.6.2 Local and regional agencies and groups are encouraged to provide information and participate in updating the Countywide trail maps and database, coordinated through the STA Trails Advisory Committee.
- 5.6.3 Local and regional agencies and groups are encouraged to publish information about currently accessible trails, and trail planning, in their own publications and websites.
- 5.6.4 Trail route maps and trail signing should be provided by the managing agency or organization for each portion of the trail system, to facilitate public trail access.
- 5.6.5 Information on trail planning will be clearly differentiated from current public trail access information, to discourage inappropriate access.

5.7 Maintenance and Management

- 5.7.1 Specific trail use and management decisions will be made by the trail owning or managing agency. Every effort shall be made to provide consistent trail use access on interconnecting segments of trails.
- 5.7.2 Consistency in identifying, mapping and signing trails, and in designation of trail uses and access rules, will be encouraged through the efforts of the STA Trails Advisory Committee, or subsequent coordinating body.
- 5.7.3 A public agency will take responsibility for construction, and for ongoing management and maintenance, of each segment of the regional trail system as it is implemented.
- 5.7.4 The establishment of a new Countywide funding source for open space and trails acquisition and management will be supported, including designation of an existing agency, or potential establishment of a new entity, to take responsibility for open space and trails acquisition, planning and management throughout the County.
- 5.7.5 The participation of volunteer groups and private organizations in the planning, funding, maintenance, and management of public trails will be

encouraged, provided that a public agency has the ultimate responsibility and capacity to maintain and manage the facility.

- 5.7.6 The types of trail uses allowed on each portion of the trail system will be carefully planned and managed, by working with various users groups to avoid conflicts, and to match the management resources available and the sensitivities of uses on or around the trail route.
- 5.7.7 Adequate funding, staff and equipment resources will be available to maintain and manage trails according to these policies prior to opening trails to full public use. Interim use levels such as docent-led access may be used to manage cost until resources are available to manage full public access.

Appendix A

Trail Segment Tables

BENICIA AREA TRAILS (see Figure 2)

Map Key	General Location and Route	Lead Plan/Proponent	Property Owner/Manager	Length (feet)	Length (miles)	Planned Trails Planning Status		Existing Trails Current (X) and Planned (O) Trail Improvements				Notes	
						Concept Only	Access Right Secured	Implementation Effort Initiated	Road Shoulder or paved part of road	Sidewalk or Paved Path along Road	Paved Path in Park or Open Space		Dirt Trail in Park or Open Space
1	Benicia-Martinez Bridge from Co. line to Oak Rd. at Park Rd.	Caltrans, Bay Trail, Ridge Trail	Caltrans			X	X						
2	Benicia - Fairfield Connector: Park Road and Industrial Way to Lake Herman	Solano Co Parks and Rec Plan	Co. and City road r.o.w.			X							
3	Bay Trail/Ridge Trail route - Park Rd. at Oak Rd. to E. 5th at Marina	Bay Trail/ Ridge Trail/ City	City road r.o.w.						X				
4	Bay Trail/Ridge Trail route - E. 5th at Marina to 1st St.	Bay Trail/ Ridge Trail/ City	Benicia Marina and Waterfront Park							X			
4A	Bay Trail/Ridge Trail route - 1st St. to W. F St. at W. 2nd St.	Bay Trail/ Ridge Trail/ City	City road r.o.w.						X				
4B	Bay Trail/Ridge Trail route - W. F St. at W. 2nd St. to W. G at W. 2nd St.	Bay Trail/ Ridge Trail/ City	City mini-park							X			
4C	Bay Trail/Ridge Trail route - W. G at W. 2nd St. to end of Sample Crossing/ W. 3rd St.	Bay Trail/ Ridge Trail/ City	City road r.o.w.							X			
4D	Bay Trail/Ridge Trail route - end of Sample Crossing to W. H St.	Bay Trail/ Ridge Trail/ City	City easements on private property								X		Part of trail is on a.c. paved path part in road. Wood stairs up to end of Third Street
4E	Bay Trail/Ridge Trail route - W. H St. and W. 3rd St. to W. I St. at W. 4th St.	Bay Trail/ Ridge Trail/ City	City road r.o.w.						X				Portion is paved at fishing access and condos - portion in between is dirt
4F	Bay Trail/Ridge Trail route - W. I St. at W. 4th St. to W. 5th St. past Amesson Park	Bay Trail/ Ridge Trail/ City	City road r.o.w./mini-park							X			About 1/2 sidewalks, 1/2 in road. Includes segment on W. 3rd back to steps at segment 4C
4G	Bay Trail/Ridge Trail route - W. I St. from W. 5th St. to W. 8th St.	Bay Trail/ Ridge Trail/ City	City road r.o.w.						X				S. half adjacent to bluff-top park has vehicle access; N. half is path - closed to vehicles
4H	Bay Trail/Ridge Trail route - W. 8th St. to W. 10th St., through 8th St. Park	Bay Trail/ Ridge Trail/ City	City park							X			About 1/2 sidewalks 1/2 in road
4I	Bay Trail/Ridge Trail route - W. 10th St. to W. 14th St.	Bay Trail/ Ridge Trail/ City	City road r.o.w.							X			
4J	Bay Trail/Ridge Trail route - W. 14th St. to State Rec. Area	Bay Trail/ Ridge Trail/ City	City road r.o.w.							X			8' wide sidewalk has Bay and wetlands on one side
5	Bay Trail/Ridge Trail route - State Rec. Area from Military W. to main park entrance	State Parks/ Bay Trail/ Ridge Trail/ City	State Park property								X		Separate paved paths for bikes and peds plus dirt track

BENICIA AREA TRAILS (see Figure 2)

Map Key	General Location and Route	Lead Plan/Proponent	Property Owner/Manager	Length (feet)	Length (miles)	Planned Trails Planning Status			Existing Trails Current (X) and Planned (O) Trail Improvements				Notes
						Concept Only	Access Right Secured	Implementation Effort Initiated	Road Shoulder or paved part of road	Sidewalk or Paved Path along Road	Paved Path in Park or Open Space	Dirt Trail in Park or Open Space	
5A	Bay Trail/Ridge Trail route - State Rec. Area, from main park entrance to Dillon Pt. parking	State Parks/ Bay Trail/ Ridge Trail/ City	State Park property						X				Trail in access road or on dirt shoulder
5B	Bay Trail/Ridge Trail route - State Rec. Area from Dillon Pt. Parking to park boundary/Glen Cove	State Parks/ Bay Trail/ Ridge Trail/ City	State Park property			X		X				O	Will use short segment of paved utility road; replaces volunteer trail
5C	Bay Trail/Ridge Trail route - State Rec. Area: Dillon Pt. Blufftop loop alternative	State Parks/ Bay Trail/ Ridge Trail/ City	State Park property			X		X				O	
6	Ridge Trail Route from State Rec. Area across I-780 to Rose Dr at Columbus Pkwy	Ridge Trail / City	Caltrans / City					X	X				Planning initiated for a separate bridge or wider sidewalk

VALLEJO AREA TRAILS (see Figure 3)

Map Key	General Location and Route	Lead Plan/Proponent	Property Owner/Manager	Length (feet)	Length (miles)	Planned Trails		Planning Status	Existing Trails			Notes
						Concept Only	Access Right Secured		Current (X) and Planned (O)	Sidewalk or Paved Path in Park or Open Space	Paved Path in Park or Open Space	
1	So. Regatta Drive from Benicia State Rec Area and Glen Cove Parkway to existing Bay/Ridge	Bay Trail / Ridge Trail / City / GVRD	City							X		
1A	Waterfront/Bluff top trail from Benicia S.R.A. thru Glen Cove Waterfront Park to Glen Cove	Bay Trail / Ridge Trail / City / GVRD	City / GVRD			X					O	
1B	Glen Cove Marina Road and private drive around Marina	Bay Trail / Ridge Trail / City / GVRD	City / Marina							X		
1C	Bay/Ridge Trail on blufftop from near Glen Cove Marina to Carquinez Bridge	Bay Trail / Ridge Trail / City / GVRD	City								X	Existing gravel surface trail connects at southern cul-de-sacs gap at Marina
2	Glen Cove from Waterview Drive to Lookout Drive	City / GVRD	City								X	Part of Local Glen Cove trail system, could be part of alternative route to # 3
3	Glen Cove @ Carquinez Bridge to Highway 28 @ I-80	Bay Trail / Ridge Trail / City / GVRD / STA	Caltrans					X			O	Vallejo Bay Trail Connector Project
4	Carquinez Bridge / Carquinez Multi-use Trail	Caltrans / Bay Trail / Ridge Trail	Caltrans				X	X		O		Construction to be completed 2003
5	Maritime Academy Drive from Sonoma Blvd. to Morrow Cove	Bay Trail / GVRD	City / State							X		
6	Sonoma Blvd from Maritime Academy Drive to Curtola Parkway @ Maine St	Bay Trail	City?							X		
6A	Along Strait from Vallejo Boat Launch Ramp to Mare Island Causeway and Vallejo Marina	City / Bay Trail / GVRD	City / GVRD								X	
6B	Through River Park from Mare Island Causeway to Wilson Avenue	City / Bay Trail / GVRD	City / GVRD								X	
6C	Along south side of Highway 37 from Wilson Ave to Sacramento St	City / Bay Trail	City							X		
6D	Wilson Ave to Sacramento St to Redwood Road	City / Bay Trail	City							X		
6E	South side of Highway 37 from Sacramento Street to Highway 28	Caltrans/ STA/ City	Caltrans				X	X		O		Part of planned Highway 37/29 interchange improvements
6F	Levee trail loop around White Slough	Caltrans/ STA/ City/ Bay Trail	Dept. of Fish and Game					X				Part of environmental mitigation for Highway 37/29 interchange improvements - exists on so. Side

VALLEJO AREA TRAILS (see Figure 3)

Map Key	General Location and Route	Lead Plani/Proponent	Property Owner/Manager	Length (feet)	Length (miles)	Planned Trails			Existing Trails			Notes	
						Concept Only	Access Right Secured	Implementation Effort Initiated	Current (X) and Planned (O) Trail Improvements	Road Shoulder (dirt or paved part of road)	Sidewalk or Paved Path along Road		Paved Path in Park or Open Space
6G	Redwood Rd and Broadway to City limits/Co. line	City / Bay Trail	City							X			
7	Mare Island Causeway Bridge over Strait	City	City							X			
7A	Mare Island - Loop along Waterfront Ave to N St to Cedar to Mesa Road	City / Lennar	City / Lennar							O			Many existing paved areas, but no continuous trail
7B	Mare Island - Loop from Mesa Road around southern tip of island to Railroad Ave	City / Lennar / U.S. Fish and Wildlife Service	City / Lennar			X					O		Involves trails in wetland areas managed by U.S. Fish and Wildlife Service
7C	Touro University	City / Lennar	City / Lennar / University							X			Some historic buildings and grounds
7D	Mare Island - Walnut and Cedar Avenues from 5th to 14th	City / Lennar	City / Lennar								X		Shady walks thru historic residential district
8	Highway 37 from east side of Strait west to County line	Caltrans/ STA/ Bay Trail	Caltrans			X				O			Proposed in North Bay Corridor Study as part of future Hwy 37 improvements
8A	Pedestrian Path on Bridge over Mare Island Strait/Napa River on Highway 37	Caltrans	Caltrans							X			
9	Connection from Rose Drive @ Columbus Parkway to Ascot Parkway @ Georgia St	Ridge Trail / City of Benicia and Vallejo	City / Protected O.S. Area									X	Part of current Ridge Trail spur
9A	Along Ascot Parkway and Columbus Pkwy to Blue Rock Springs Corridor	Ridge Trail / City / GVRD	City								X		Part of current Ridge Trail spur
9B	Connection from #8 to south of Lake Herman Road at Columbus Pkwy	Ridge Trail / City / GVRD / Tri-City & Co	Private - Syar			X						O	Potential alternative to 9A
9C	Along Columbus Parkway from Lake Herman Road to Blue Rock Springs Park	City / Ridge Trail / Tri-City & Co / GVRD	City / GVRD									X	
9D	Through Blue Rock Springs Park to border of Vallejo Sweet Ranch	Ridge Trail / Tri-City & County	City / GVRD										X
9E	Along western ridge of Sweet Ranch from Blue Rock Springs Park to Hiddenbrook Open Space	Ridge Trail / Tri-City & County	PG & E / Soliano Land Trust Option								X		O
9F	Through interior valley / Mc Intyre Ranch to Hiddenbrook Open Space	Ridge Trail / Tri-City & County	PG & E / Soliano Land Trust Option								X		O

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VALLEJO AREA TRAILS (see Figure 3)

Map Key	General Location and Route	Lead Plan/Proponent	Property Owner/Manager	Length (feet)	Length (miles)	Planned Trails		Planning	Existing Trails			Notes
						Concept Only	Access Right Secured		Current (X) and Planned (O) Trail Improvements	Road Shoulder (dirt or paved part of road)	Sidewalk or Paved Path in Park or Open Space	
9G	Through Hiddenbrooke Open Space from Highgate Road to Hiddenbrooke Parkway	Ridge Trail / GVRD / Tri-City and County	City / GVRD						X		X	Part of route on sidewalk along Hiddenbrooke Pkwy
9H	Ridge Trail connection from Hiddenbrooke Parkway north along Co. line to Lynch	Ridge Trail / Tri-City & County	Private					X			O	
10	North of Rose Drive through Lake Herman Park to the east Shore of Lake Herman	Ridge Trail, City of Benicia	City of Benicia								X	
11	Blue Rock Springs Corridor from Skyline Drive to Blue Rock Springs Golf Course	Ridge Trail / City / GVRD	City / GVRD							X		
11A	Along Columbus Parkway from Redwood Parkway to Highway 37	GVRD / City	City			X	X				O	
11B	Connection from Lake Herman Road to Blue Rock Springs Corridor Trails	GVRD / Ridge Trail / City	City / GVRD			X	X				O	
11C	Along Columbus Parkway from Blue Rock Springs Park to Redwood Parkway	GVRD / City	City			X	X				O	
12	Solano Bikeway along I-80 from Columbus Parkway @ Highway 37 to Hiddenbrooke Parkway	STA / City	Calltrans/City							X		
13	Tri-City and County East - West Corridor - Mc Intyre Ranch to King Ranch	Tri-City and County Plan/ Ridge Trail/ Solano Land Trust	PG&E land w/ Solano Land Trust option			X					O	
13A	Tri-City and County East - West Corridor on King Ranch	Tri-City and County Plan/ Ridge Trail/ Solano Land Trust	Solano Land Trust			X	X				O	Depends on future trail layout and access planning
13B	Tri-City and County Ridge Trail Corridor - Lake Herman to I-80	Tri-City and County Plan	Private including portion on PG&E land w/ Solano Land Trust option			X					O	
13C	Tri-City and County Perimeter Loop Trail Corridor (portions not in other plans)	Tri-City and County Plan	Private			X					O	Portions exist or are planned by other agencies as noted in text
13D	Tri-City and County Perimeter Loop Trail portion on King Ranch	Tri-City and County Plan	Solano Land Trust				X				O	Depends on future trail layout and access planning
14	From Lake Herman on Lake Herman Road to Lopes Road to King Ranch	Solano County Parks and Rec Plan/ Tri-City and Co Plan	County road r.o.w. except as noted			X				O		Segment shown away from road west of lake Herman

CORDELIA AND GREEN VALLEY AREA TRAILS (see Figure 4)

Map Key	General Location and Route	Lead Plan/Proponent	Property Owner/Manager	Length (feet)	Length (miles)	Planned Trails Planning Status			Existing Trails Current (X) and Planned (O) Trail Improvements				Notes
						Concept Only	Access Right Secured	Implementation Effort Initiated	Road Shoulder (dirt or paved part of road)	Sidewalk or Paved Path along Road	Paved Path in Park or Open Space	Dirt Trail in Park or Open Space	
1	Mc Gary Road from Hiddenbrook/American Canyon overpass to Redtop Road	Solano County Parks and Rec Plan/ County Bicycle Plan	County road r.o.w.						X				Route is in road but road is little used - currently closed by landslide about mid-way
2	Lynch Canyon from I-80 to County line/ ridge	Tri-City and County Plan/ Ridge Trail/ Solano Land Trust	Solano Land Trust									X	Open for decent-led access
3	Lynch Canyon along County line/ ridge	Tri-City and County Plan/ Ridge Trail/ Solano Land Trust	Solano Land Trust									X	Open for decent-led access
4	Gold Hill Road south to Canyon Hills Drive	Tri-City and County Plan/ City of Fairfield	City of Fairfield						X				
4A	Loop west from Stonewood Drive south to Gold Hill Road at Canyon Hills Dr.	Tri-City and County Plan/ City of Fairfield	City of Fairfield							X			concrete 8 ft. wide will connect to planned Cordelia Community Park
4B	Loop trail north from Gold Hills Road to Amberwood Circle then south along creek to Ridgeview Park, then south along power line to start	Tri-City and County Plan/ City of Fairfield	City of Fairfield							X			asphalt 10-12 ft. wide plus some concrete sections
4C	American Canyon Creek from Lopes Road to Watt Drive	City of Fairfield	City of Fairfield								X		Part of potential connection to high school and middle school
4D	Connection from 4C to Red Top Road	City of Fairfield	City of Fairfield					X					Part of potential connection to high school and middle school
5	Red Top Road from trail 4B to Highway 12	Tri-City and County Plan/ City of Fairfield	City/ County road r.o.w.					X		O			
6	North of I-80 from Highway 12 at Red Top Road to Green Valley Road at Neitzel Road	Fairfield/ County Bicycle Plan	Caltrans r.o.w./ private						X				short gap exists at private ranch
6A	Green Valley Road from New Neitzel Road to Neitzel Road/ segment 6B	Fairfield/ County Bicycle Plan	City/ County road r.o.w.					X		O			gap between Old and New Neitzel Roads

CORDELIA AND GREEN VALLEY AREA TRAILS (see Figure 4)

Map Key	General Location and Route	Lead Plan/Proponent	Property Owner/Manager	Length (feet)	Length (miles)	Planned Trails Planning Status			Existing Trails Current (X) and Planned (O) Trail Improvements			Notes
						Concept Only	Access Right Secured	Implementation Effort Initiated	Road Shoulder (dirt or paved part of road)	Sidewalk or Paved Path along Road	Paved Path in Park or Open Space	
6B	Mangels Blvd. from west end to Solano Community College	Fairfield/ County Bicycle Plan	City road r.o.w.			X	X	X				Concrete path in landscaped corridor mostly completed - gap on college grounds
6C	Green Valley Road from Rockville Road to Business Center Drive/ New Weitzel Road	Fairfield/ County Bicycle Plan	County road r.o.w.						X			
6D	Jameson Canyon Trail- Along Highway 12 from Highway 12 at Red Top Road to the Solano/Napa County Line	Fairfield/ County Bicycle Plan Project # 7	County road r.o.w./ CA Northern Railroad r.o.w.					X		O		Either in hwy. row rail row or utility row
7	Rockville Hills Park to west end of Mangels Blvd.	Ridge Trail/ City of Fairfield	PG&E utility corridor							X		part of housing development
7A	west end of Mangels Blvd. to Hwy 12 at Red Top Road	Ridge Trail/ City of Fairfield	Private ranch			X				O		depends on future development plans
8	Rockville Hills Park Ridge Trail Route	City of Fairfield/ Ridge Trail	City of Fairfield								X	
9	Ridge Trail route from Rockville Hills Park north and west to main ridge route	Ridge Trail Plan	Private			X					O	
10	Ridge Trail Route from Red Top Road at Highway 12 to Napa County line	Ridge Trail Plan/ County Bicycle Plan	Private/ Caltrans r.o.w.			X				O		Bicycle Plan project 20 on page 88 includes bike/ped bridge over Hwy 12
11	Main Ridge Trail route north from Lynch Canyon on County line/ridge to Vallejo Lakes and Napa County	Ridge Trail Plan	Private			X					O	side connection to Napa County's Skyline Park

FAIRFIELD/ SUISUN AREA TRAILS (see Figure 5)

Map Key	General Location and Route	Lead Plan/Proponent	Property Owner/Manager	Length (feet)	Length (miles)	Planned Trails Planning Status			Existing Trails Current (X) and Planned (O) Trail Improvements				Notes	
						Concept Only	Access Right Secured	Implementation Effort Initiated	Road Shoulder (dirt or paved part of road)	Sidewalk or Path along Road	Paved Path in Park or Open Space	Dirt Trail in Park or Open Space		
1	Linear Park from Solano Community College northeast to Fairfield Ave.	City	City								X			
1A	Linear Park from Fairfield Ave. northeast to Cement Hill Road	City	City			X					O			
2	Laurel Creek Route south from Hickory to Railroad Ave. at Sunset	City of Fairfield	City of Fairfield						X		X			
2A	Laurel Creek Route from Foothill Pkwy. to Hickory Avenue	City of Fairfield	City of Fairfield								O		X	
2B	Laurel Creek Route from Foothill Pkwy. to The Masters Drive	City of Fairfield	City of Fairfield			X				O				
2C	Laurel Creek Route - Paradise Valley	City of Fairfield	City of Fairfield						X					
3	Trail along 200 ft countour of Cement Hill	City of Fairfield	City of Fairfield				X						O	
4	North along City limit line/ Ledgewood Creek from I-80 at Rockville Road	County Parks and Rec Plan	City/ County										X	Gravel road along creek
4A	North along City limit line/ Ledgewood Creek from segment 4 to Waterman Road	County Parks and Rec Plan	Private			X							O	
4B	Waterman Road to Hilborn Road to Lyon Road to Cherry Glen Road at Pleasants Valley/ Road	County Parks and Rec Plan	City/ County road r.o.w.						X					
5	Suisun City Waterfront Promenade	Suisun City	Suisun City								X			
6	From Downtown Waterfront to Highway 12 underpass	Suisun City	Suisun City						X					
7	Central County Bikeway/ Trail - Highway 12 from Grizzly Island Road to Emperor Road	Suisun City	Suisun City						X					

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FAIRFIELD/ SUISUN AREA TRAILS (see Figure 5)

Map Key	General Location and Route	Lead Plan/Proponent	Property Owner/Manager	Length (feet)	Length (miles)	Planned Trails Planning Status			Existing Trails Current (X) and Planned (O) Trail Improvements				Notes	
						Concept Only	Access Right Secured	Implementation Effort Initiated	Road Shoulder (dirt or paved part of road)	Sidewalk or Paved Path along Road	Paved Path in Park or Open Space	Dirt Trail in Park or Open Space		
7A	Central County Bikeway/ Trail from Main Street undercrossing along Highway 12 to Grizzly Island Road	Suisun City	Suisun City			X		X						
7B	Central County Bikeway/ Trail from Emperor Road to Walters Road	Suisun City	Suisun City			X		X						Construction to begin soon?
8	Walters Road Widening Project - Highway 12 to East Tabor/ proposed Jepson Parkway	Suisun City	Suisun City			X		X						Construction to begin soon?
9	South from Cement Hill Road on alignment of Walters Road to East Tabor	Jepson Parkway	STA/ County/ City				X							

VACAVILLE AREA TRAILS (see Figure 6)

Map Key	General Location and Route	Lead Plan/Proponent	Property Owner/Manager	Length (feet)	Length (miles)	Planned Trails Planning Status		Existing Trails			Planned (O) Trail Improvements			Current (X)	Notes
						Concept Only	Access Right Secured	Implementation Effort Initiated	Road Shoulder (dirt or paved part of road)	Sidewalk or Paved Path along Road	Paved Path in Park or Open Space	Dirt Trail in Park or Open Space	Dirt Road in Park or Open Space		
1	Section of Loop around Lagoon Valley Reservoir along western shore	City	City									X			
1A	Section of Loop around Lagoon Valley Reservoir along eastern shore	City	City			X		X				O			
1B	Connection from Lagoon Valley Reservoir south to Paradise Valley and Fairfield	City	City			X		X				O			
2	Loop around Lagoon Valley south connecting to Fairfield trails	City	City			X		X							
3	Pena Adobe Road to Butcher Road	City	City								X				
4	Along Alamo Creek from Marshall Road to Nut Tree Road	City	City								X				
4A	Along Nut Tree Road from Alamo Creek to Nelson Park	City	City						X						
4B	Along Alamo Creek from Nelson Park to Leisure Town Road	City	City								X				
5	South from Interstate 80 to Alamo Drive	City	City								X				
6	Jepson Parkway from I-80 at Leisure Town Road south to Vanden and then Cement Hill Rd	STA/County/City	City/County/Private			X		X							See Figure 1
7	Creek Walk along Ulatitis Creek within Andrews Park from W Monte Vista to Main St	City	City								X				
8	Along Ulatitis Creek from McClellan to Leisure Town Road	City	City			X	X				O				Short segments exist
9	Along Puteh South Canal from Browns Valley Road to Alamo Creek	City	City			X	X				O				
10	North along Ulatitis Creek from W Monte Vista to Vacca Valley Road paralleling Gibson Canyon Road.	City	City			X	X				O				See Figure 1

VACAVILLE AREA TRAILS (see Figure 6)

Map Key	General Location and Route	Lead Plan/Proponent	Property Owner/Manager	Length (feet)	Length (miles)	Planned Trails Planning Status			Existing Trails			and Planned (O) Trail Improvements			Current (X)	Notes
						Concept Only	Access Right Secured	Implementation Effort Initiated	Road Shoulder (dirt or paved part of road)	Sidewalk or Path along Road	Paved Path in Park or Open Space	Dirt Trail in Park or Open Space	Dirt Road in Park or Open Space	Paved Road (no public vehicles)		
11	North along Browns Valley Road from Centennial Park to Vaca Valley Road and then to Putah South Canal	City	City													
12	North along Pleasants Valley Road from Cherry Glen Road near I-80 to Lake Solano	County Parks and Rec Plan	County Road R.O.W.			X										See Figure 1

RIO VISTA AREA TRAILS (see Figure 1)

Map Key	General Location and Route	Lead Plan/Proponent	Property Owner/Manager	Length (feet)	Length (miles)	Planned Trails Planning Status			Existing Trails and Planned (O) Trail Improvements			Current (X)		Notes	
						Concept Only	Access Right Secured	Implementation Effort Initiated	Road Shoulder (dirt or paved part of road)	Sidewalk or Paved Path along Road	Paved Path in Park or Open Space	Dirt Trail in Park or Open Space	Dirt Road in Park or Open Space		Paved Road (no public vehicles)
1	Along Beach Drive from Second Street to Sandy Beach Park	City	Coast Guard			X					O				
2	Along Second Street from Beach Drive to Main Street then along Main Street to Waterfront and along Waterfront to Highway 12	City	City r.o.w.				X	X			O				
3	Loop from Highway 12 at bridge to segment 3A	City	Private			X					O				
3A	From Second Street west to Church Road	City	Private			X						O			
3B	From Church Road east to White School	City	City			X				O					
4	Along Airport Road from city Limit Line east to Church Road and south along Church to segment 3A	City	City r.o.w.			X							O		

Appendix B

Regional Trail Agency And Organization Contacts

Solano County Trails Contact List

Organization, Contacts	Address	Telephone	Email
1. City of Benicia Mike Alvarez, Park and Recreation Director Brenda Gillarde, Principal Planner	250 East L Street Benicia, CA, 94510	746- 746-4277	mike.alvarez@ci.benicia.ca.us brenda.gillarde@ci.benicia.ca.us
2. City of Dixon Warren Salmons, City Manager Alex Morin, planning intern	600 East A Street Dixon, CA 95620	678-7000	dixon@dcn.davis.ca.us
3. City of Fairfield Fred Beiner, Parks Planner Brian Miller, Associate Planner Julia Berger	1000 Webster Street Fairfield, CA 94533	428-7431 428-7446 428-7040	fbeiner@ci.fairfield.ca.us bmilller@ci.fairfield.ca.us
4. City of Rio Vista Tom Bland, Planning Director	One Main Street Rio Vista, CA 94571	374-6451	bland@ci.rio-vista.ca.us
5. City of Suisun City Barry Munowitch, Planning Director	701 Civic Center Boulevard Suisun City, CA 94585	421-7335	
6. City of Vacaville Larry Emerson, Planning Bob Farrington, City Landscape Architect	Community Development Dept 650 Merchant Street Vacaville, CA 95688	449-5361 449-5656	
7. City of Vallejo Brian Dolan, Senior Planner Tanner Asku, Senior Civil Engineer economic development dept.	555 Santa Clara Street Vallejo, CA 94590	648-4326 648-4300 648-4444	bdolan@ci.vallejo.ca.us tasku@ci.vallejo.ca.us
8. Solano County Department of Environmental Management Harry Englebright, Principal Planner	601 Texas Street Fairfield, CA 94533	428-7446	henglebright@solanocounty.com
9. Solano County Regional Parks Mike Lango, Parks, Grnds & Custod. Mgr.	530 Clay Street Fairfield, CA 94533		mlango@solanocounty.com

Solano County Trails Contact List

Organization, Contacts	Address	Telephone	Email
10. Greater Vallejo Recreation District Hew Hesterman	395 Amador Street Vallejo, CA 94590-6394	648-4600	hhesterman@gvrd.org
11. Solano Land Trust Pam Muick, Executive Director Terri Geiger, Ranger Ken Poerner, Land Steward	P. O. Box 115 744 Empire Street, Suite 112 Fairfield, CA 94533	432-0150	pam@solanolandtrust.org
12. City of Davis Mitch Sears, Open Space Resource Coordinator	23 Russel Boulevard Davis, CA 95616	530-757-5626 fax: 530.758.0204	msears@ci.davis.ca.us
13. Yolo County Jim Ball, Director for Park Department planning and public works dept	292 West Beamer Street Woodland, CA 95695	530-666-8775	jim.ball@ccm.yolocounty.org
14. Napa County Natasha Merkuloff Nichols Administrative Manager	1195 Third Street, Room 201 Napa, CA 94559	253-4351	nmerkulo@co.napa.ca.us
15. City of American Canyon Mark Joseph, City Manager	2185 Elliott Drive American Canyon, CA 94589	647-4335	marki@ci.american-canyon.ca.us
16. Bay Trail Project Laura Thompson, Planner Rob Powell, Board member	PO Box 2050 Oakland, CA 94605	510-464-7909 642-3981	
17. Bay Area Ridge Trail Council Dee Swanhuyser Bob Power, Planner	1800 Jonive Sebastapol, CA 95472	823-3236 415-391-9300	ridgetrail@prodigy.net
18. CA State Parks Toni McRorie	6201 Channel Drive Santa Rosa, CA 95409	538-3164 cel. 707.732.5015	
19. UC Davis Bob Seger Sid England		530-757-5626	

Solano County Trails Contact List

Organization, Contacts	Address	Telephone	Email
20. California Department of Fish and Game Dennis Becker, Area Manager	2548 Grizzly Island Road Suisun City, CA 94585-9539	707-425-3828	
21. Blue Ridge Conservancy / Berryessa Carol Kunze	901 Cape Cod Ct. Napa, CA 94550	707-966-5211 fax 707.371.1807	ckunze@ix.netcom.com
22. San Pablo Bay National Wildlife Refuge Bryan Winton, Refuge Manager	Fish & Wildlife Service PO Box 2012, B505, Cedar & "I" Str Mare Island, CA 94592	707-562-3000 707-562-3000 cell:975-5521	bryan_winton@fws.gov
23. Yolohiker website Andrew Fulks			yolohiker@yolohiker.org
24. Bruce Wadlington (writing lake berryessa visitor services plan)			brucewadlington@yahoo.com

Appendix C

Trail Grant Sources

Potential Trail Grant Programs

Program Name	Funder	Contact Name	Annual Budget	Total Budget	Program Purpose/Grant Conditions	*	Match Criteria	Eligible Applicants	Limit and typical range	Grant deadlines	Website
Local Programs											
San Francisco Bay Trail	ABAG	Janet McBride 510/464-7935 JanetM@gabag.ca.gov			planning, construction of segments of Bay Trail	P I	"significant" match	cities, counties, park districts and other agencies, often in partnership with local nonprofit organizations, citizens groups or businesses.	\$30,000 to \$400,000		http://www.abag.ca.gov/bayareatrail/trail/grants.html
Bay Area Conservancy Program	State Coastal Conservancy	Nadine Hitchcock (510)286-4176	\$10 million	Depends on annual appropriation of Park Bond	acquisition of wetlands, riparian corridors, trail connections, & wetland and riparian restoration (Multi-Year)	AE R P I	Not required but preferred		first year of program	Sept. 15th, 1999 (and continuous)	http://coeres.ca.gov/wetlands/agencies/coastal_con.html
Bicycle Transportation Account	Caltrans	Richard L. Blunden, Caltrans Bicycle Facilities Unit, MS-1, Office of Local Programs, 1120 N. St, Sacramento, CA 95814			improve safety and convenience for bicycle commuters (work, school, shopping), and clear right of way and any needed cooperative agreements.	AE P I	11.5% local match for improving safety and convenience. 10% match for clear right of way and any needed cooperative agreements.		\$375,000 (maximum)	12/31	http://www.dot.ca.gov/
State Programs											
Recreational Trails Program	California Department of Parks and Recreation	Local Services Section (916) 853-7423; Off-Highway Motor Vehicle Recreation Division (916) 324-1573		\$3.5 million	Recreational trails and related projects: construction, acquisition, maintenance, restoration, facilities, trail linkages, equipment purchase/lease, educational programs.	AE R P I	RTP (Department of Transportation) share may not exceed 80 percent. The local match may include local, state, or private funds, as well as materials and services.	Cities, counties, districts, state agencies and nonprofit organizations with management responsibilities over public lands.	\$400,000 - \$30,000	The annual application deadline will be the first business day in October, through FY 2002.	http://www.parks.ca.gov/default.asp?page_id=1008
Habitat Conservation Fund	California Department of Parks and Recreation	Odel King, Sacramento DPR (916) 853-7423 (www.cal-parks.ca.gov)	\$2 million	\$40 million	Acquisition, restoration, and enhancement of wildlife habitat and significant natural areas (Multi-Year)	AE R P I	competitive grants on a 50% matching basis	Cities, counties, special management districts & land trusts with qualifying projects can join with a local agency and apply for funds.	\$400,000 - \$30,000	1-Oct	www.cal-parks.ca.gov
California Conservation Corps (Labor Assistance)	California Conservation Corps	Project Support Branch Kristiana Viduya, Manager Phone: (916) 341-3101	Over three million hours of assistance per year		CCC labor for planting trees, cutting trails, cleaning streams, etc. Projects must have environmental benefits, provide public benefit and/or use, and give corpsmembers on-the-job training.	R I		Typical project sponsors include city, county, state and federal agencies, as well as nonprofit agencies.			http://www.ccc.ca.gov/frsme.htm
* Key to Funding Categories											
AE = acquisition or easement											
R = restoration or enhancement											
P = planning											
I = Implementation											

Potential Trail Grant Programs

Program Name	Funder	Contact Name	Annual Budget	Total Budget	Program Purpose/Grant Conditions	*	Match Criteria	Eligible Applicants	Limit and Typical Range	Grant deadlines	Website
State Programs continued											
Environmental Enhancement and Mitigation Program	The Resources Agency	Bill Borden (916) 853-5656 (Chris Potter, (916) 653-5656)	\$10 million		Mitigate the effects of transportation facility development (Multi-Year)	AE R P I	Grant amounts are limited to \$500,000 - match required?	local and state agencies	\$250,000	Nov. 15	http://resources.ca.gov/
Coastal Conservancy Non-Profit Grants Program	Coastal Conservancy	Access Program Manager 1330 Broadway, Suite 1100 Oakland, CA 94612 510-286-1015 510-286-0470 fax			To assist non-profit organizations in protecting natural habitats. Includes planning, design and trail construction	AE R P I		land trusts and non-profits, gov't agencies	up to \$500,000	none	http://oeres.ca.gov/welldan/agencies/coastal_con.html
CMAQ (Coastal, Mitigation & Air Quality Improvement Program	Transportation Enhancement Activities Program	Regional Transportation Authority Rep. Howard Reynolds 916-654-2477				R P I	no match, or up to 20%	contact for all info	up to \$250,000		http://www.dot.ca.gov/hq/TransEnhAct/
Coastal Resources Grant Program (Firestone Grants)	California Resources Agency	Chris Potter 1416 9th Street, Suite 1311 Sacramento, CA 95814 916-653-5656			Grants cover enhancement/restoration efforts, planning, acquisition and the Coastal Trail	R P I	to \$100,000	Coastal cities and counties with a certified Local Coastal Program (LCP)		3/7438	http://resources.ca.gov/coastal_grant/application.html
Public Access Program	Department of Fish & Game	Georgia Lipphardt Wildlife Conservation Board California Department of Fish and Game 1416 Ninth Street Sacramento, CA 95814 916-445-8448			Funds for acquisition or improvements which preserve wildlife habitat or provide recreational access. Qualifying projects include, access trails or roads, wildlife observation and interpretive trails.	AE R I				February, May, Aug, Nov. (Quarterly deadlines, yearly).	http://www.dfg.ca.gov/
Direct Impact on Rivers and Trails (DIRT)	PowerBar, Inc.	PowerBar Attn: D.J.R.T. Program 2150 Shattuck Ave. Berkeley, CA 94704			Projects must have a local focus and quantifiable results	R I			\$1000-\$5000	July	www.powerbar.com
California Trails and Greenways Foundation		Tony Look 650/948-1828			Develop new, creative action-oriented greenway and trail projects	R I		Local, regional or statewide non-profit organizations and local public agencies may apply	\$500-\$2500		http://caltrail.best.vwn.net/index.htm
Federal Program											
Rivers, Trails, and Conservation Assistance Program (Planning and Management Assistance)	National Park Service	Martha Crusius (415) 427-1147 www.nps.gov/pwrc/rtca/			Planning and technical support for locally based recreation and conservation planning. This is not a grant program.	P	Criteria include degree of local support	State and Local Gov'ts and Community Organizations	1-3 months of staff time for tech assistance	July 1st Proposals due for next FFY	www.nps.gov/pwrc/rtca/
<p>* Key to Funding Categories AE = acquisition or easement R = restoration or enhancement P = planning I = implementation</p>											

Appendix D

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