Suisun City

Suisun City

Overview

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

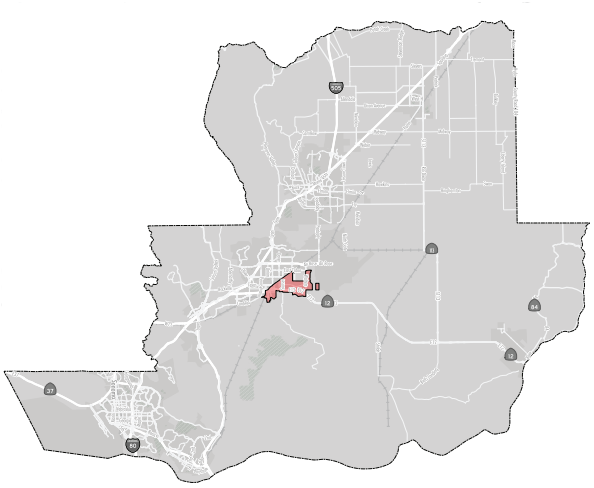


Figure SU-1: Suisun City

Existing Conditions

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

Active Transportation Profile

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

Demographic Characteristics

According to the United States Census American Community Survey, the population of Suisun City increased by nearly six percent from 2010 to 2017. The share of vulnerable populations (people 18 or under and 65 or older), who may be more likely to rely on walking, bicycling, and transit, increased by nearly four percent. Suisun City is one of the more racially and ethnically diverse communities in Solano County. Whereas Suisun City's population is split nearly evenly between men and women, the American Community Survey data suggests that men are more likely to bicycle or walk to work than women.

Travel Characteristics

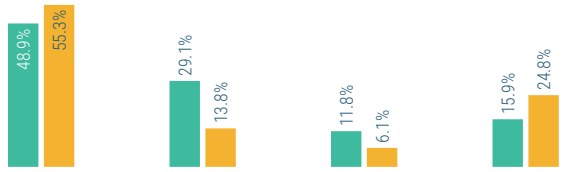
In 2017, the share of employed people ages 16 or older who walked, bicycled, or rode transit to work was nearly six percent. Based on data from the California Household Travel Survey, almost one-third of trips (31%) in Suisun City across all modes of transportation are for dining, with only about 10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

Suisun City Active Transportation Profile

Characteristics of residents who walk or bike to work:

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

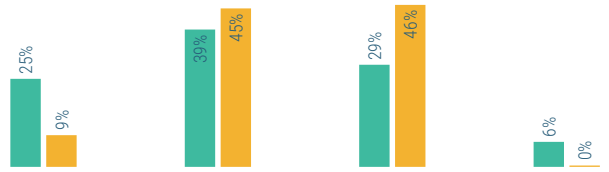
Race



People Who Bike People Who Walk

(%) Percentage of Total Population

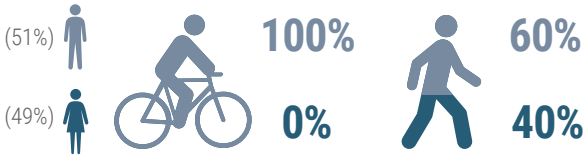
Age



People Who Bike People Who Walk

(%) Percentage of Total Population

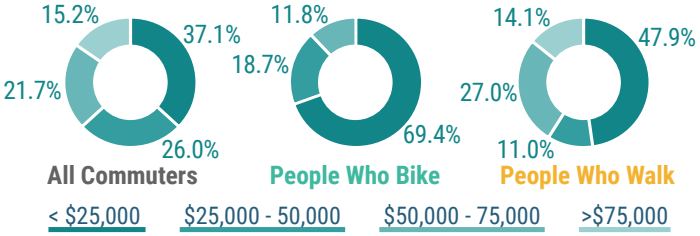
Gender



People Who Bike People Who Walk

(%) Percentage of Total Population

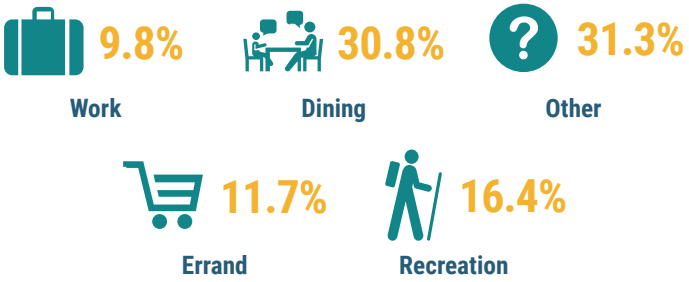
Income



General travel characteristics (all modes):

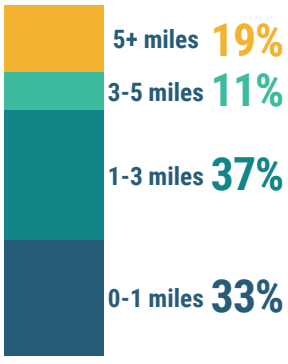
Trip Purposes

Sample size = 419 trips (all modes)



Trip Distances

Sample size = 219 trips (all modes)



Mode Share

Sample size = 13,610 people (commute trips)

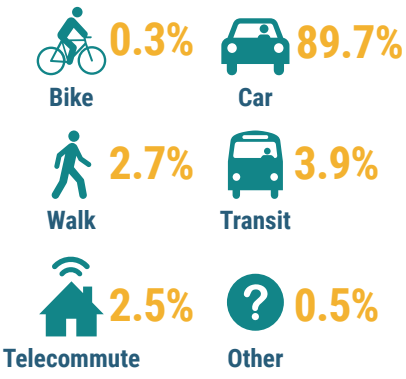


Figure SU-2: Suisun City Active Transportation Infographic

Existing Active Transportation Network

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

Existing Pedestrian Network

The pedestrian network within Suisun City consists largely of sidewalks supported by crossing treatments, multi-use paved trails (see Figure SU-3), and unpaved recreational trails. Suisun City currently has an overall Walk Score of 37 out of 100 according to the real estate website www.WalkScore.com, indicating that most errands require a car. The city currently has a 134 miles of sidewalks, which includes measurements of sidewalks on both sides of the street. There are approximately 173 miles of maximum potential sidewalk coverage (total roadway mileage multiplied by two to account for both sides of the street), as shown in Figures SU-4 and SU-5. Depending on land use context, there may be areas of the city with rural characteristics where typical sidewalk infrastructure may not be compatible. However, it was not possible to exclude these areas from the sidewalk inventory.

Existing Bicycle Network

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

Figure SU-3: Grizzly Island Trail in Suisun City

Sidewalk Network Inventory

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

*Maximum potential sidewalk coverage

Bicycle Network Inventory

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

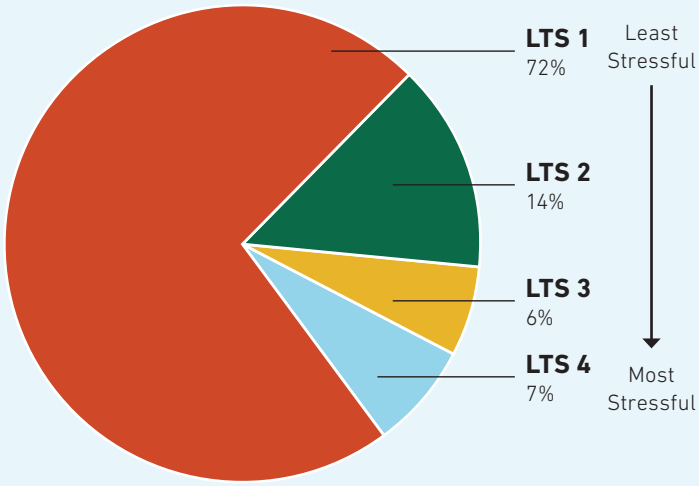
Citywide Bicycle Network Analysis (BNA) Score

26

Low Connectivity 0→100 High Connectivity

Percent of Roadway Mileage

Level of Traffic Stress (LTS)



Bicycle Inventory

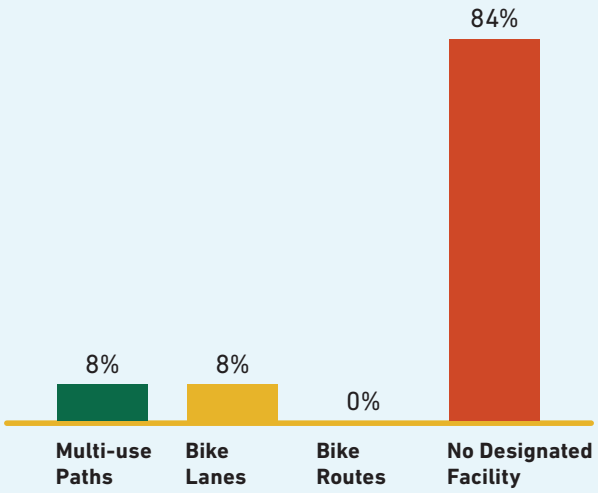


Figure SU-4: Suisun City Active Transportation Network Infographic

Figure SU-5: Suisun City Sidewalk Coverage Map

Suisun City

STA
County Active Transportation Plan
Sidewalk Coverage

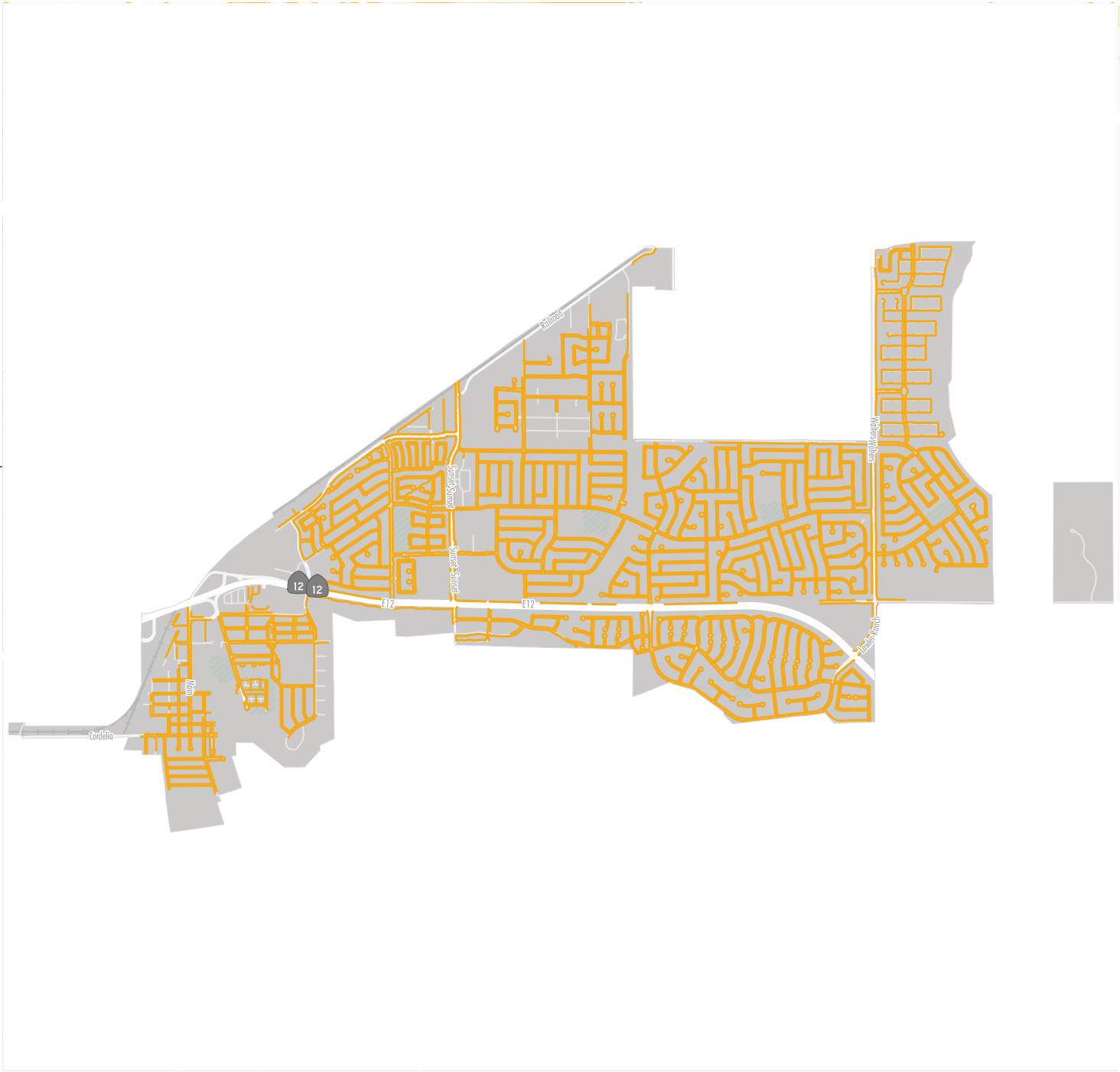


Figure SU-6: Suisun City Existing Bike Network Map

Suisun City

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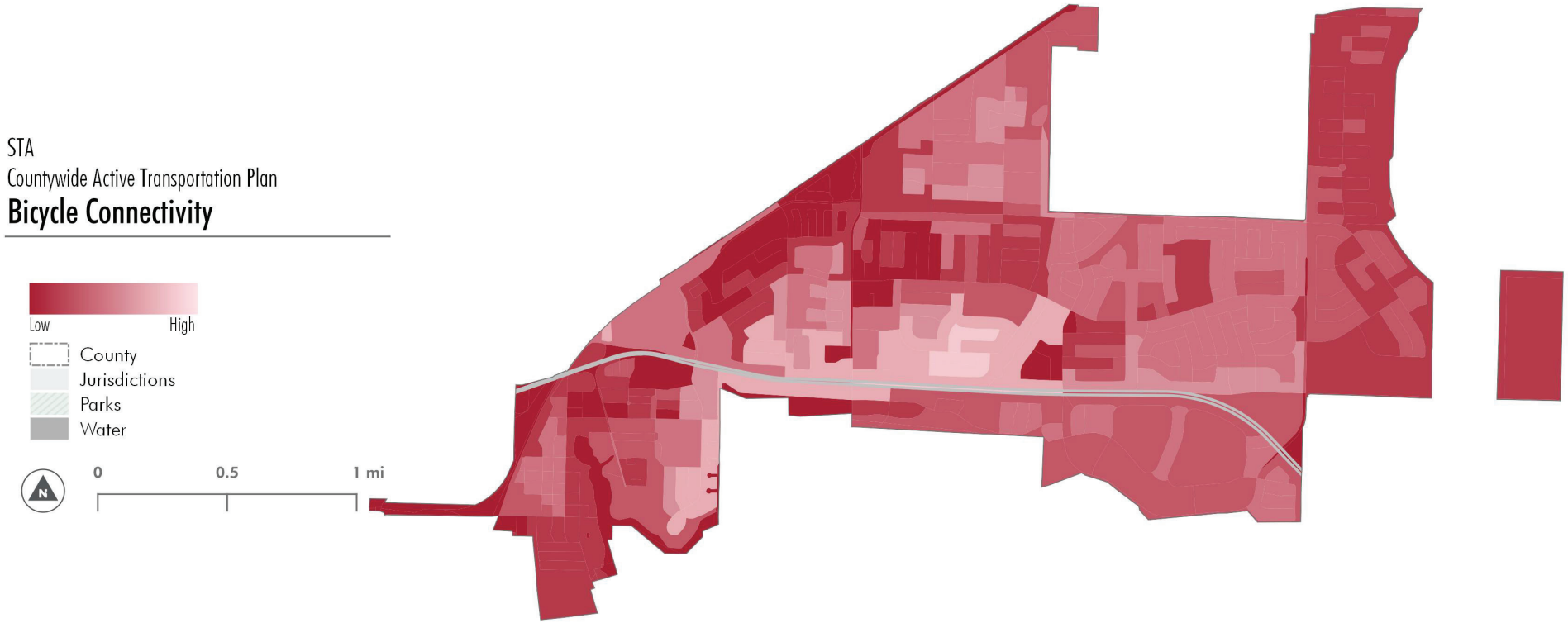
County Active Transportation Plan
Bicycle Network

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

Figure SU-7: Suisun City Bicycle LTS Map

Figure SU-8: Suisun City Bicycle Network Connectivity Map



Safety Corridors

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

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

Summary of Results

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

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

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

Pedestrian collision hotspots:

- Pintail Drive from Blossom Avenue to Sunset Avenue
- Sunset Avenue from Pintail Drive to CA-12

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

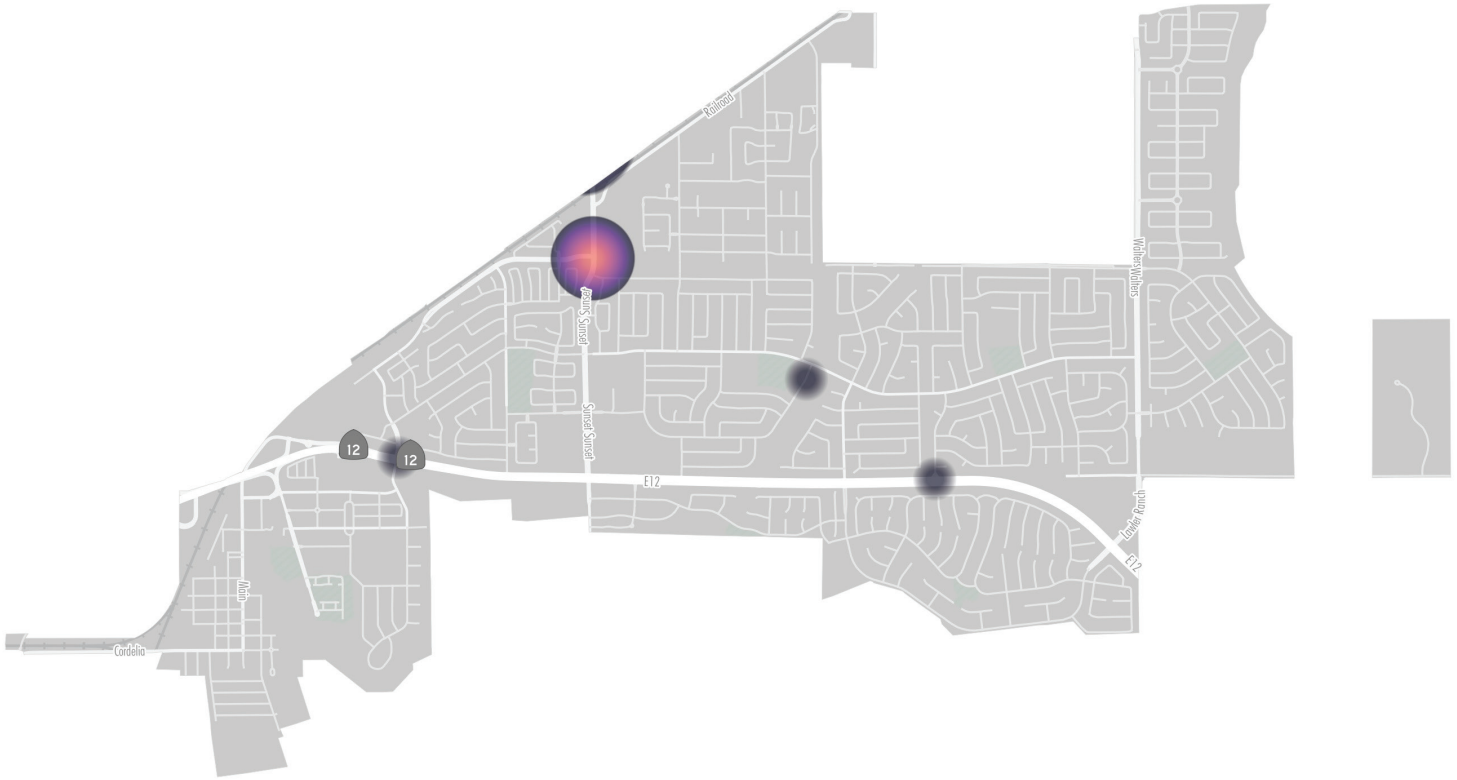
Figure SU-9: Suisun City Bicycle Collision Hot Spot Analysis

Suisun City

STA
County Active Transportation Plan
Bicycle Collisions

Bicycle Collisions*
- Greater
- Fewer
- County
- Jurisdictions
- Parks
- Water

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



0 0.5 1 mi

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

Suisun City

Community Engagement

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

Phase I: Data Collection and Initial Outreach

The goal of the first phase of public outreach was to increase awareness about the Plan and find out where people feel comfortable and uncomfortable walking and bicycling in each jurisdiction. As part of the first phase of public outreach both online and in-person events were held to reach people throughout the county. The in-person pop-up event in Suisun City was the 14th Annual Art, Wine, and Chocolate Festival. The online and in-person feedback was combined to highlight where all participants had positive or negative input about existing infrastructure throughout Suisun City. Positive comments identified where people currently like to walk or bicycle. Negative comments mostly highlight areas where people feel it is unsafe or uncomfortable to walk or bicycle. In total, 1,080 individual line and point comments were collected across Solano County, with 483 comments from in-person events and 597 comments from the project website. Figure SU-11 shows the positive and negative comments about walking and bicycling in Suisun City from the online map. For larger versions of the comment maps, refer to *Appendix B: Technical Analysis and Summary Memorandums.*

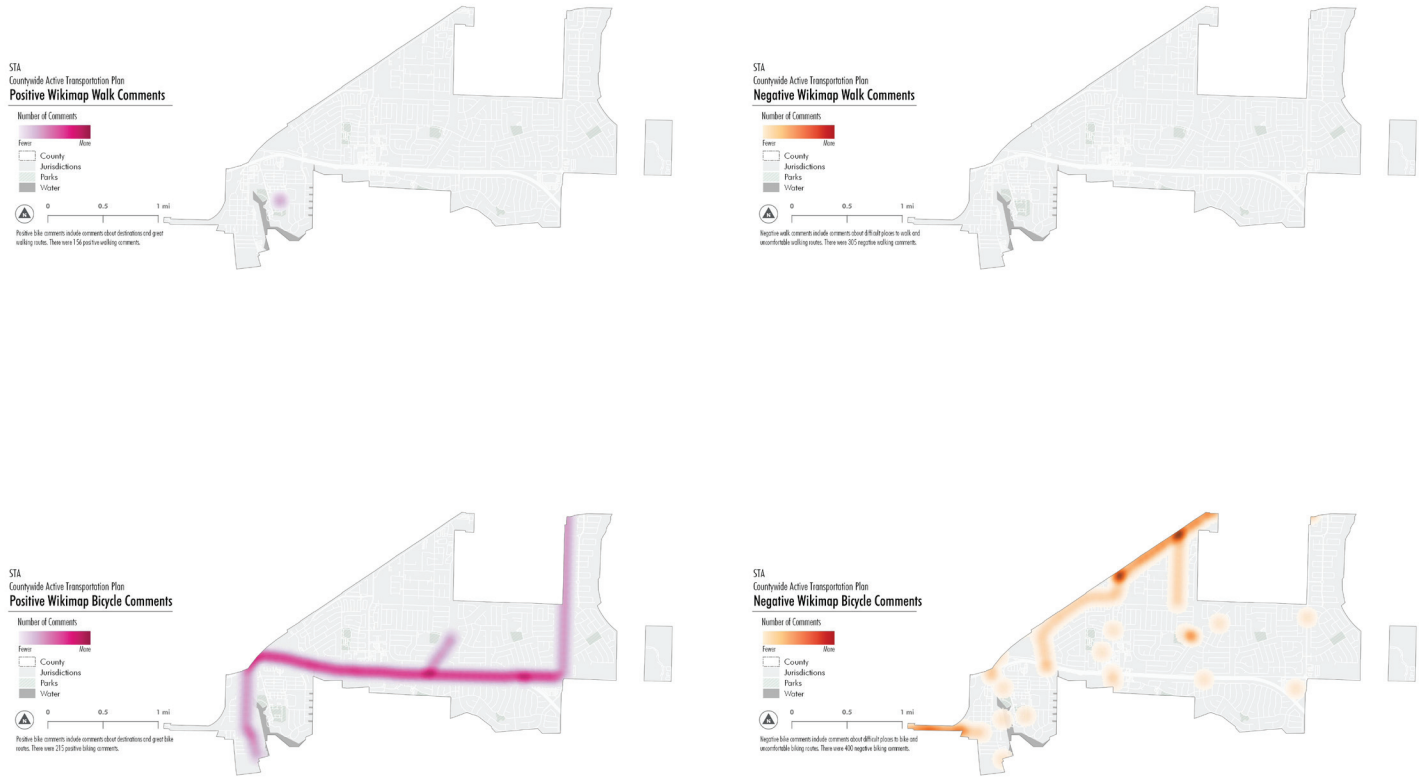


Figure SU-11: Online Map Positive and Negative Walking and Bicycling Comments for Suisun City

Phase II: Countywide Needs and Recommendations

The goal of Phase 2 was to develop the countywide backbone network to create a countywide all ages and abilities network. Refer to Page 4 of the main body of the Plan for a description of an all ages and abilities network. This phase consisted primarily of technical analysis conducted by the consultant team and review of major deliverables by the Project Development Team (PDT), including representatives from the City of Suisun City. As a result, the team developed a regional priority bikeway network, regional priority pedestrian project recommendations, and regional trails network.

Phase III: Jurisdiction Needs and Recommendations

The third phase of outreach occurred in the late Summer/ early Fall 2019. The PDT met with each jurisdiction individually to hold a coordination meeting with internal jurisdiction staff. During these meetings, the PDT shareed what it learned during Phase 1 outreach and subsequent analyses in Phase II. Suisun City held a bicycling tour and coordination meeting on August 5, 2019 starting at Suisun City Hall to review initial proposed recommendations and visit key sites to refine or develop additional recommendations. The outcome of this meeting and walking tour resulted in updated project lists and maps that were presented to the larger public during Phase IV.

Figure SU-12: Walk Audit in Suisun City

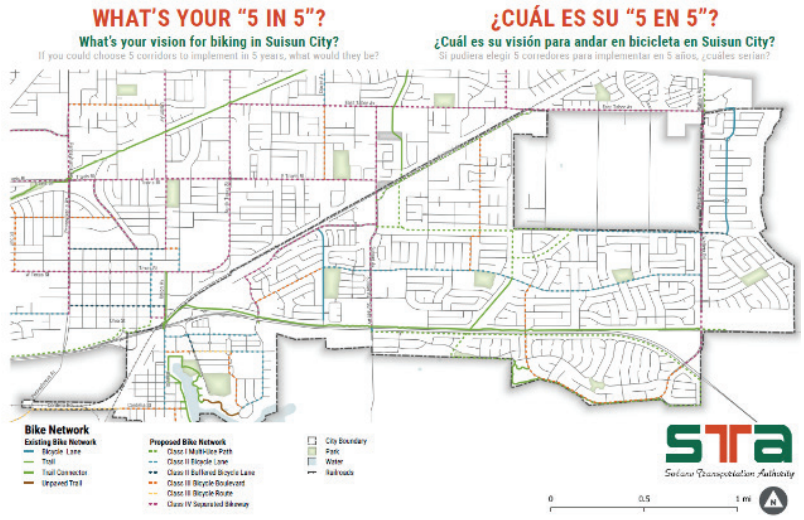


Figure SU-13: 5 in 5 activity in Suisun City

Phase IV: Implementation Strategy and Draft Plan

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

Network Development

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

Backbone Network Development

The PDT used an attractors and generators analysis to develop the backbone network; this analysis technique is explained in greater detail on the next page.

The PDT created two levels of backbone networks:

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

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

Complete Networks and Citywide Recommendations

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

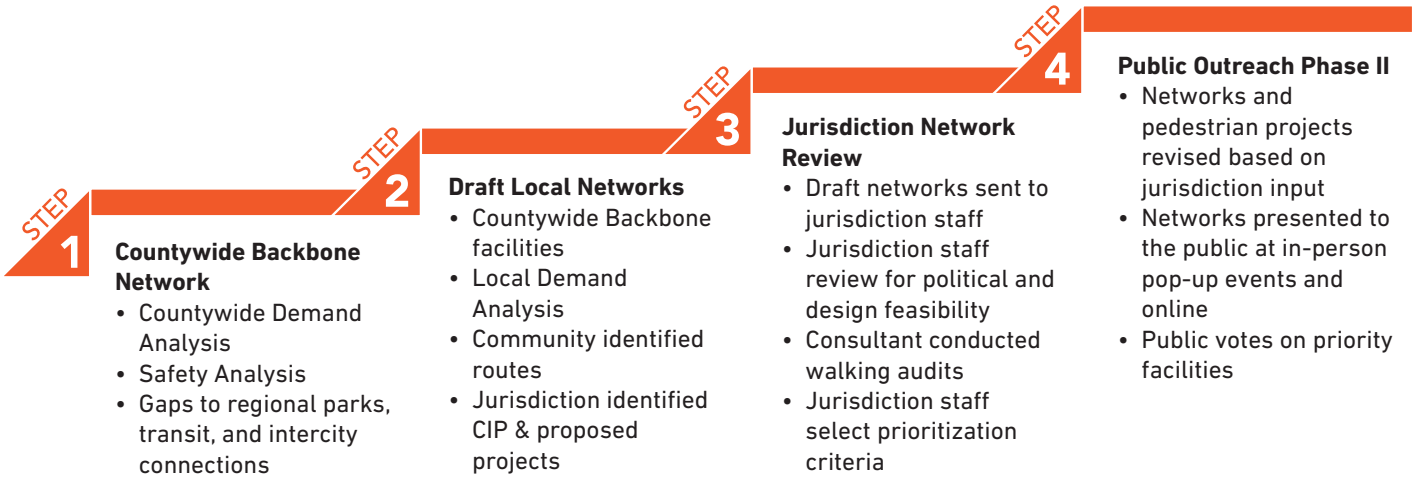


Figure SU-14: Active Transportation Network and Project Development Process

Suisun City Attractors/Generators Analysis

Overview

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

Process

1 Generators

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

2 Attractors

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

3 Attractor Generator Pairs and Composite Trip Demand

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

4 High Demand Routes

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

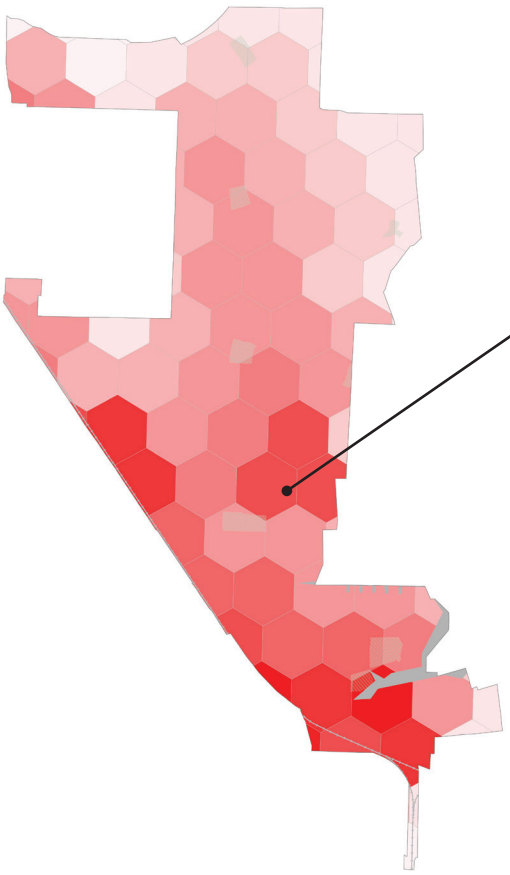
Only the Top 10 attractors and generators are listed in the table above but the Top 25 lines were used to generate Origin-Destination lines.

Top 10 Composite Demand Areas

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

1 Generator Scores

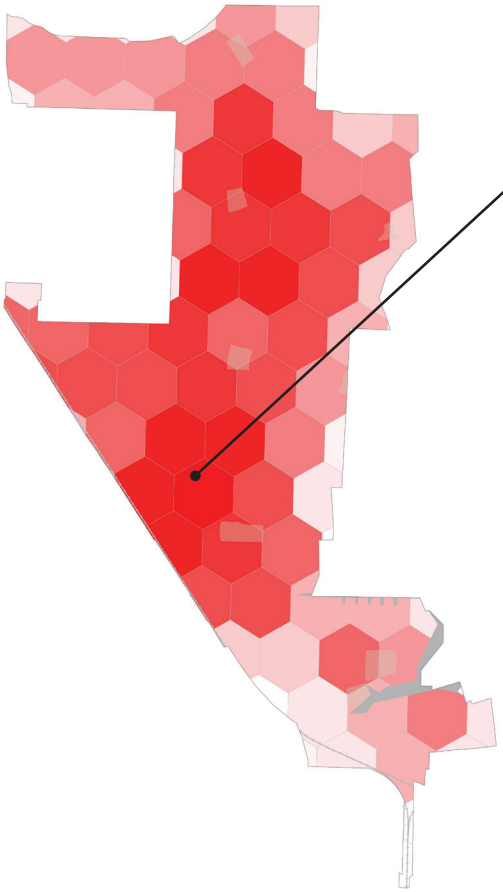
Low High



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

2 Attractor Scores

Low High



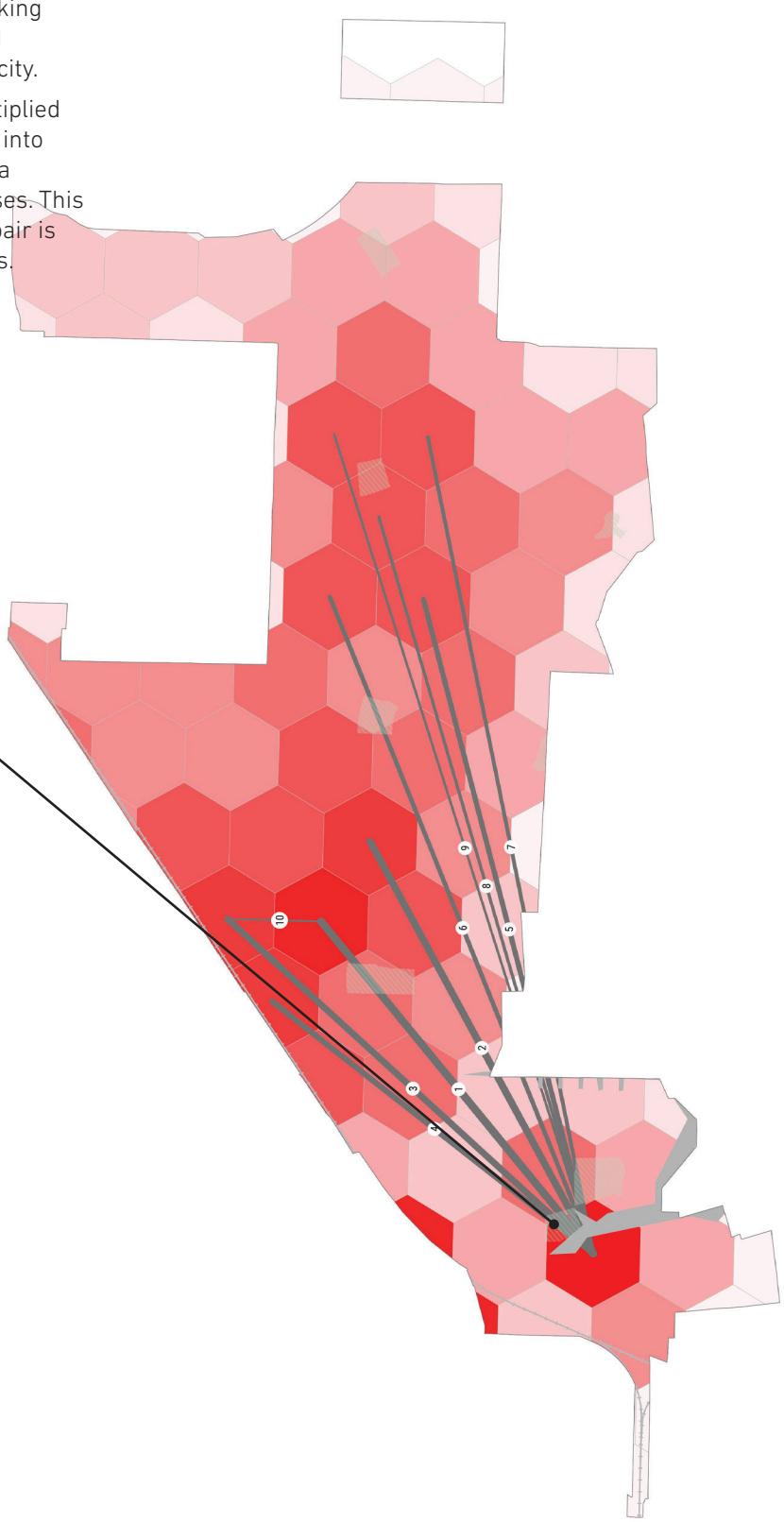
Attractor	Trips
Transit	5
Bus Stops	63
Employment Density	226
Higher Education	0
Schools	71
Parks	14
Neighborhood Commercial	0
Downtown	4,391
Major Retail	0
Services	43
Libraries	0
Entertainment	34
Public Input Destinations	1
TOTAL ATTRACTORS TRIPS	**4,848**

3 Attractor Generator Pairs and Composite Trip Demand

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

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

Total Demand	Trips
Attractors*	5,686
Generators	319
TOTAL TRIPS	**6,005**



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

4 High Demand Routes

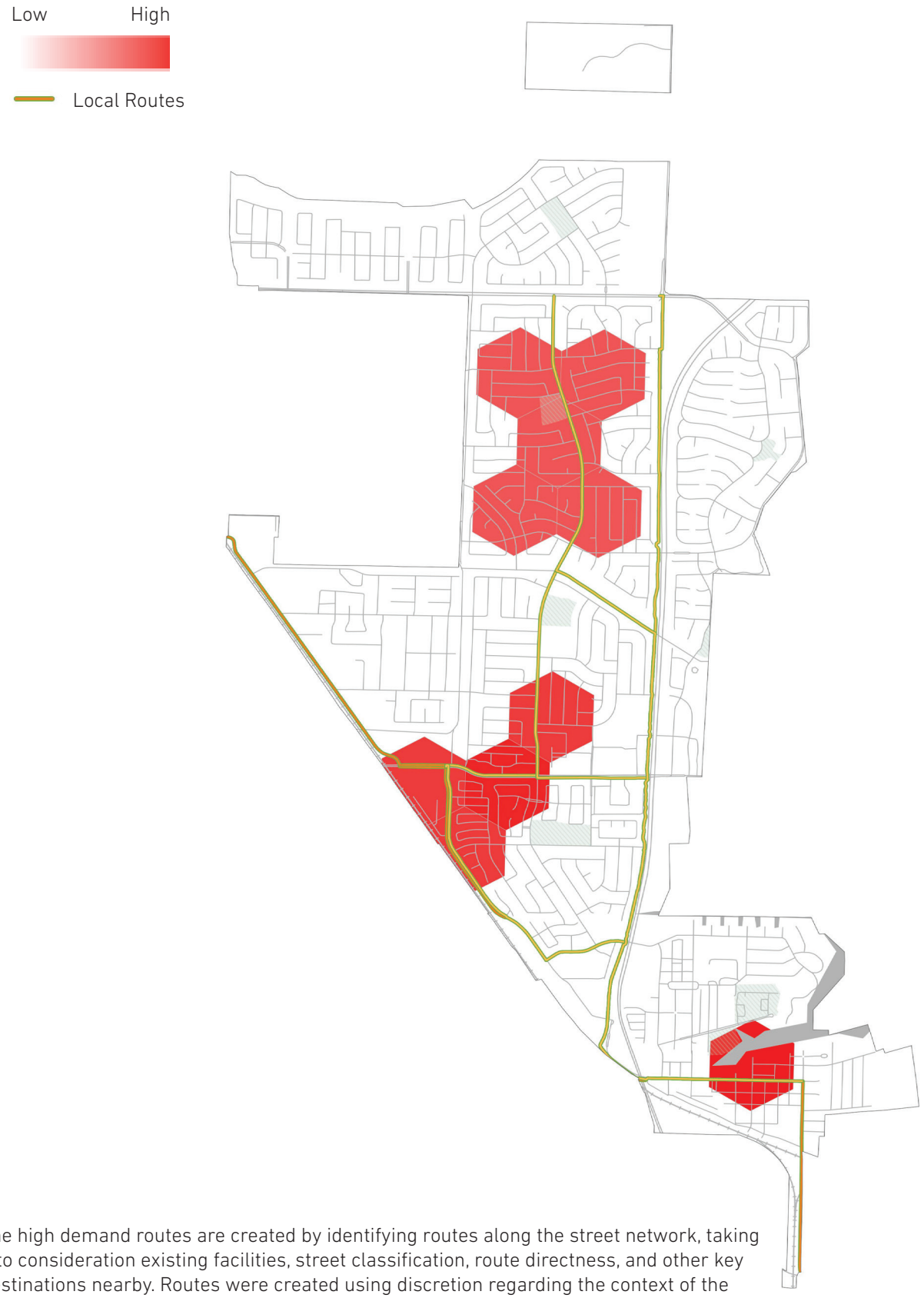


Figure SU-15: Analysis of attractors and generators of trips in Suisun City

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

Recommended Vision Bicycle Network

After developing the countywide and local backbone networks and conducting outreach with key stakeholders, a series of bicycle projects were identified to help build Suisun City's full built-out vision bicycle network into one that is more comfortable for people of all ages and abilities. The vision bicycle network represents an unconstrained project list. The Solano Transportation Authority will continue to partner with the City of Suisun City to identify relevant funding sources for network build out. This Plan proposes adding or upgrading 24 miles of bikeways to Suisun City's existing bikeway network. Table SU-1 presents the existing and proposed bikeway mileage by facility type, along with the costs associated with installing each facility type. Facility installation costs vary depending on the materials used; for more information about the assumptions included in the cost estimates see *Appendix B: Technical Analyses and Summary Memorandums*. Figure SU-17 shows the recommended bicycle network, with existing and proposed projects shown with solid and dotted lines, respectively. Table SU-*2* lists details for all of the recommended bikeway projects in Suisun City. Figure SU-18 depicts which facilities meet the AASHTO all ages and abilities bikeway selection criteria. Approximately 80 percent of recommended bikeways meet the all ages and abilities criteria (see Figure SU-16).

Table SU-1: Existing and Proposed Bicycle Network Mileage

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

*Costs presented in 2020 dollars

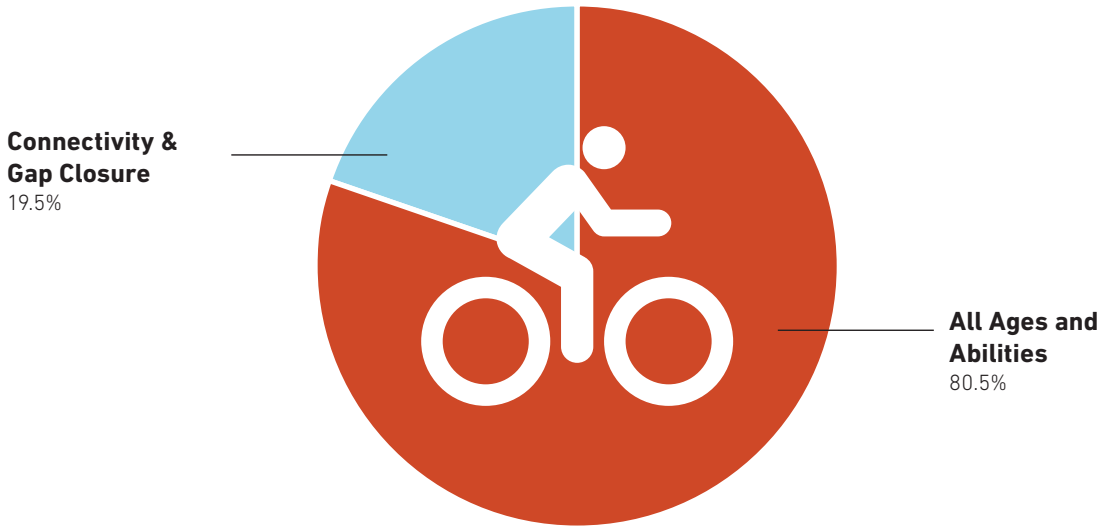


Figure SU-16: Share of Recommended Bikeways by Network Type

Figure SU-17: Proposed Bicycle Network for Suisun City

Suisun City

STA
County Active Transportation Plan
Bicycle Network

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

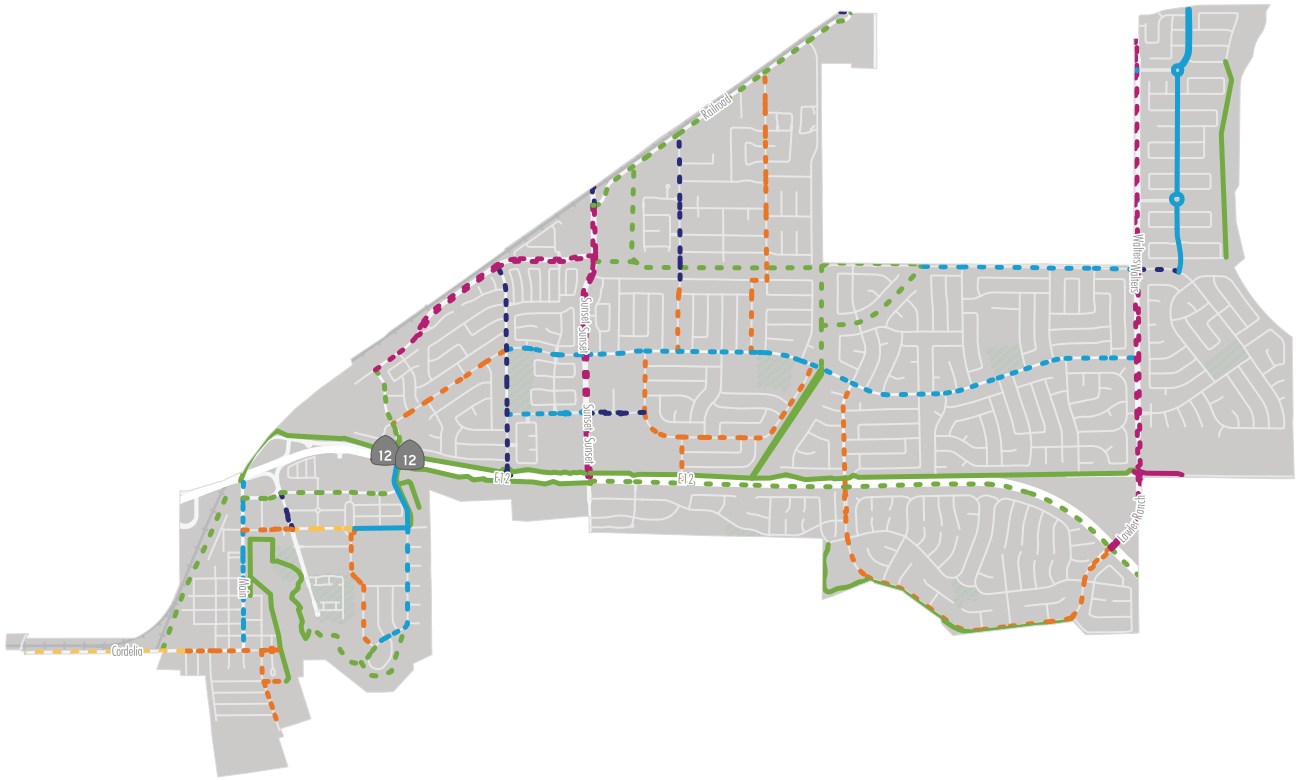


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Figure SU-18: Recommended All Ages and Abilities Bikeway Network in Suisun City

Table SU-2: Suisun City Recommended Bikeway Project List

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

Table SU-2: Suisun City Recommended Bikeway Project List

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

Table SU-2: Suisun City Recommended Bikeway Project List

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

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

Near-Term Implementation Bicycle Network Action Plan

During the fourth phase of outreach, participants at each workshop or meeting were asked to identify their top five projects that Suisun City should prioritize in the next five years. This activity is intended to help shed light on which projects receive public support and would be well-used in a complete, connected network. Research has shown that rapidly building out a connected, low-stress network provides the highest mode shift to bicycling. Given realistic funding constraints and staff capacity to implement all bikeway recommendations, the Solano Transportation Authority identified a focused list of projects to build out a simplified citywide network. The Solano Transportation Authority will partner with the City of Suisun City to identify funding sources to implement the facilities over the next five years. While some projects may score lower on the prioritization list, they represent critical connections within the overall network and receive strong public support. Figure SU-19 shows the results from the 5 in 5 outreach activity. Figure SU-20 and Table SU-3 identify the top corridors from the "5 in 5" activity with their associated prioritization rankings; these scores should be considered for near-term implementation to build out a connected network.

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

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

Action Plan Corridor Descriptions

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

1. **Main Street Downtown Access Bikeway (504A)** – Implement Class II Bicycle Lanes by assessing the possible removal of parking on one side of the street. With ample off-street parking available downtown, any overflow could be accommodated in the off-street Marina parking lots. A low-cost two-way separated bikeway could be implemented on the east side of the roadway if increased cyclist comfort is desired downtown, and to provide a continuous separated bikeway from the Central County Bikeway, which currently terminates at the Suisun Fairfield Amtrak Station. This would still result in the loss of only one side of parking. This route closes a critical gap between the northern part of Suisun City and the downtown, which would provide access to local businesses and services for dining, entertainment, and retail. This facility would close a gap to transit for regional FAST Transit route GX to El Cerrito del Norte BART, regional Napa Vine Transit route 21, and local FAST Transit Route 5. Additionally, the route provides access to Amtrak, the Suisun Park and Ride lot, Capital Corridor, and Grey Hound buses. This corridor connects to one Metropolitan Transportation Commission (MTC) Priority Development Area.
2. **Buena Vista Avenue and Pintail Drive Cross-Town Connection (503A, 503B, 511D)** – Implement a Class III Bicycle Boulevard with traffic calming and wayfinding in the western portion of the corridor and Class II Bicycle Lanes in the remainder of the corridor by assessing the feasibility of removing one-side of parking. The Class I Multi-use Path on the west side of Marina Drive

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

3. **Sunset Avenue Separated Bikeway (518A, 518B)** – Implement a low-cost Class IV Separated Bikeway by narrowing travel lanes to install striped buffers and soft-tipped posts or bollards. This north/south all ages and abilities route would provide a link between four east/west bikeways connecting multiple Suisun City residential neighborhoods to local businesses at Heritage Park Shopping Center and Sunset Center. The route would also establish safe routes to school for Suisun Elementary School and Crescent Elementary School while also providing a convenient route for seniors to the Suisun City Senior Cetner. This project would promote recreational opportunities by connecting to the Central County Bikeway and providing access to Heritage Park. The route closes a gap to transit for local FAST Transit routes 5 and 6, which connect to the Fairfield Transportation Center and Solano Town Center. This corridor passes through two MTC Communities of Concern.
4. **Walters Road Separated Bikeway (522A)** - Implement a low-cost Class IV Separated Bikeway by narrowing travel lanes to install striped buffers and soft-tipped posts or bollards. This north/south all ages and abilities route would connect eastern Suisun City to the Central County Bikeway and the proposed route along Pintail Drive. This route establishes a safe route to school for Dan O. Root Elementary School and promotes recreational access to Quail Glen Park, Montebello Vista Park, and Patriot Park. This facility would close a gap to transit for local FAST Transit routes 2 and 6, which connect to Solano Town Center and the Fairfield-Vacaville Train Station. This corridor passes through one MTC Community of Concern.
5. **Railroad Avenue Path (501A)** – Implement a side path along Railroad Avenue to connect Sunset Avenue to Fairfield and the Unincorporated Solano County Tolenas community along East Tabor Avenue. This route is part of the countywide backbone network. Connections to the McCoy Creek Path extension and a future overcrossing of the railroad to connect with the pathway on the northside in Fairfield should be considered as part of this project. This route establishes a safe route to school for Tolenas Elementary School and closes a gap to transit for local FAST Transit routes 2 and 4, which connect to Solano Town Center, the Fairfield-Vacaville Train Station, and Travis Air Force Base. This corridor passes through one MTC Community of Concern.

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

Suisun City

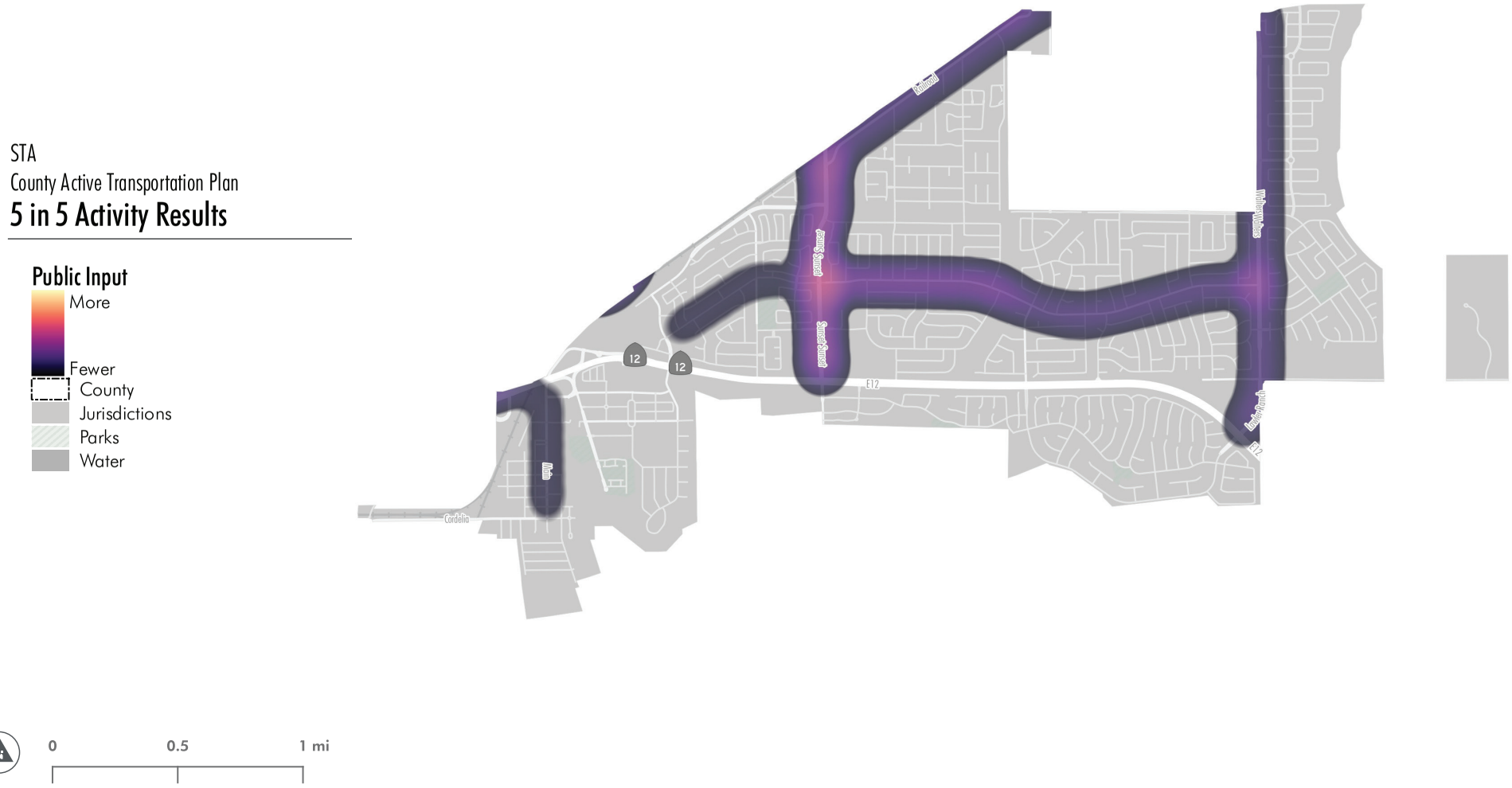

Figure SU-20: Suisun City Near-term Action Plan Bikeway Network

Suisun City

STA
County Active Transportation Plan

Bicycle Network - Near-term Action Plan Facilities

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

Recommended Pedestrian Projects

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

The second assessment identified pedestrian projects highlighted through the safety analysis, walk audits, community outreach, or previous transportation plans; or sidewalk gaps located in high-demand areas, such as along arterials in close proximity to transit stops or schools (see Table SU-5). Note that there is some overlap in projects identified in each process for sidewalk gap closure projects as local priorities were evaluated. Figure SU-22 shows the list of pedestrian projects identified using this second assessment. All of the projects identified through these two analyses will help improve Suisun City's pedestrian network so that it is more comfortable for people of all ages and abilities.

Table SU-4: Suisun City Sidewalk Gaps along the Active Transportation Backbone Network

Street / Facility Name	Extents	North or West Side of Street Distance (mi)	South or East Side of Street Distance (mi)	Total Distance (mi)	Cost
Cordelia St	Pennsylvania Ave to Main St	0.51	0.50	1.01	$999,900
Hwy 12	Marina Blvd to Marina Center	0.00	0.17	0.17	$168,300
Hwy 12	Grizzly Island Rd to Walters Rd	0.00	1.69	1.69	$1,673,100
Marina Blvd	Hwy 12 to Railroad Ave	0.28	0.06	0.34	$336,600
Railroad Ave	Marina Blvd to Sunset Ave	0.38	0.00	0.38	$376,200
Railroad Ave	Sunset Ave to E Tabor St	1.02	0.91	1.93	$1,910,700
Total	-	**2.19**	**3.33**	**5.51**	**$5,454,900**

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

Suisun City

STA
County Active Transportation Plan

Sidewalk Gaps along the Backbone Network

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

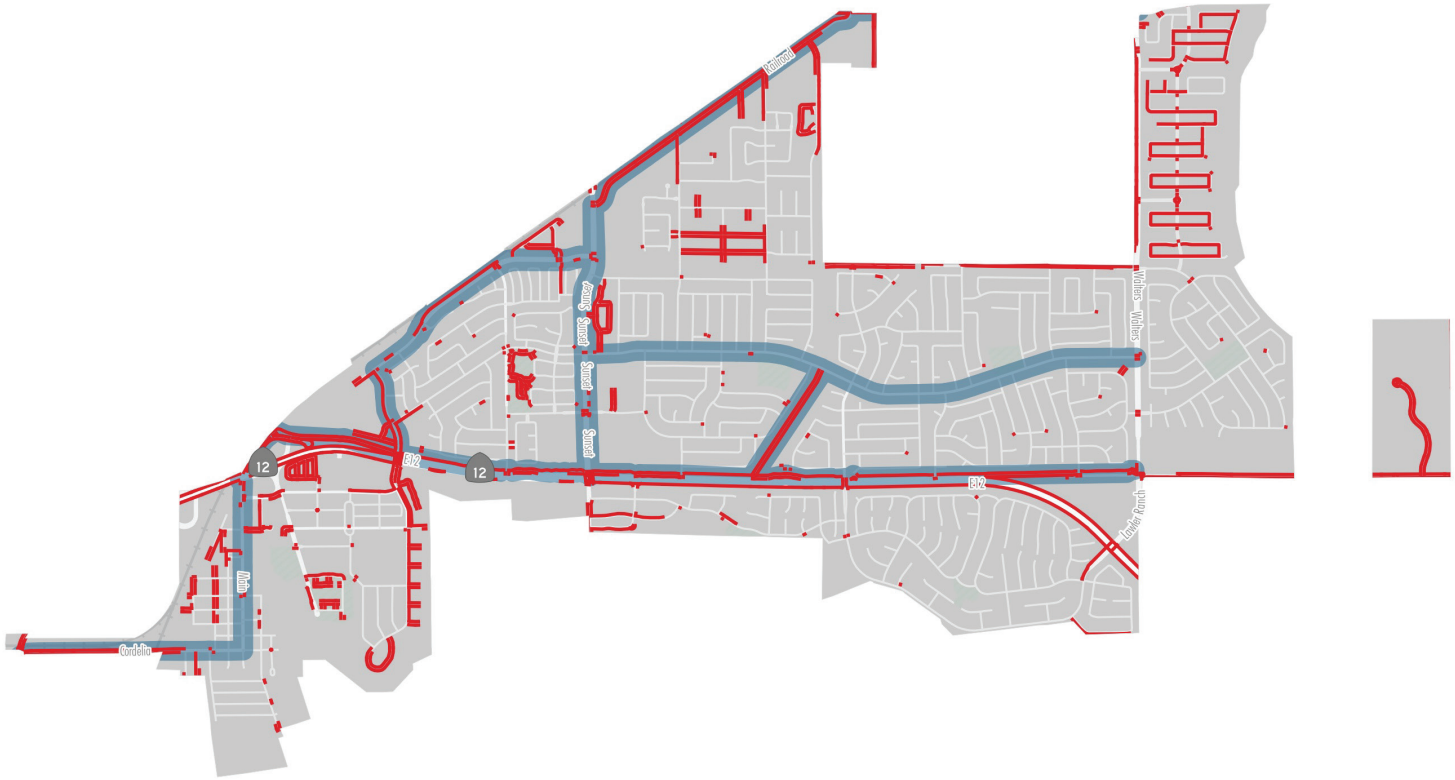

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Table SU-5: Proposed Priority Pedestrian Projects in Suisun City

Project ID	Location	Description	Project Type	Length (mi)	Estimated Cost*
SU.SG.1	West side of Walters Rd from McClellan Dr to just north of Bella Vista Dr	School Access and Transit Access	Sidewalk Gap Closure	1.11	$1,097,813
SU.SG.2	Main St, County Bikeway, Lotz Way	School Access and Transit Access	Sidewalk Gap Closure	0.73	$722,438
SU.GC.1	Pintail/Golden Eye Way	Improved Crossing, School Signage	Gap Closure	-	-
SU.SRTS.1	Pintail/White Wing Lane	Add Crossing/ADA Ramp	Safe Routes to Transit	-	-
SU.SR2S.1	Hwy 12 & Sunset/Grizzly Island	Pedestrian Refuge/ ADA Ramp	Safe Routes to School	-	-
SU.SR2S.2	Anderson/Craven	Pedestrian Refuge/ ADA Ramp	Safe Routes to School	-	-
SU.SR2S.3	Anderson/Kinsmill	Pedestrian Refuge/ ADA Ramp	Safe Routes to School	-	
SU.SR2S.4	Anderson/Lawler Ranch	Pedestrian Refuge/ ADA Ramp	Safe Routes to School	-	-
SU.SRTS.2	Pintail/Crane	Pedestrian Refuge/ ADA Ramp	Safe Routes to School	-	-
SU.SRTS.3	Pintail/Seagull	Pedestrian Refuge/ ADA Ramp	Safe Routes to School	-	-
SU.SRTS.4	Pintail/Parkside	ADA Ramp	Safe Routes to School	-	-
SU.WA.1	Heritage Park and surrounding area	Walk Audit	Walk Audit	-	-
SU.SRTS.5	Hwy 12 & Marina Blvd	Pedestrian Refuge/ ADA Ramp	Safe Routes to Transit	-	-
SU.SRTS.6	Hwy 12 & Emperor Dr	Pedestrian Refuge/ ADA Ramp	Safe Routes to Transit	-	
SU.SRTS.7	Hwy 12 & Lawler Ranch Pkwy	Pedestrian Refuge/ ADA Ramp	Safe Routes to Transit	-	-
SU.SRTS.8	Marina Blvd from Railroad Ave to Hwy 12	School Access and Transit Access	Sidewalk Gap Closure	-	-

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

Figure SU-22: Proposed Pedestrian Projects in Suisun City

Suisun City