



Unincorporated Solano County

Unincorporated Solano County

Overview

Unincorporated Solano County makes up the areas of Solano that are not part of incorporated cities, but rather consist of many small unincorporated communities. Some small pockets of unincorporated communities exist fully surrounded by the City of Vallejo, while others are small, rural communities not far outside of incorporated cities. The Project Development Team did not conduct separate outreach for unincorporated communities because much of their input was gathered from events within each city, given the proximity of these smaller areas. The number of residents in the unincorporated areas is 19,862, and unincorporated Solano covers 691 square miles of land area.

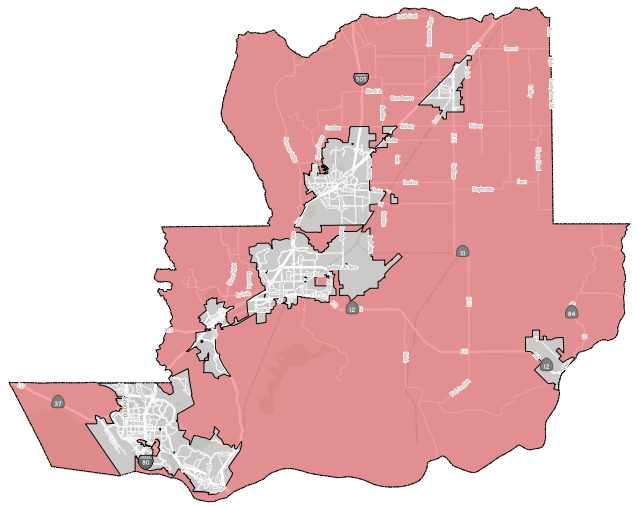


Figure UN-1: Unincorporated Solano County

Existing Conditions

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

Active Transportation Profile

This section evaluates demographic characteristics of the population who currently walk or ride a bicycle in Unincorporated Solano County using data from the United States Census American Community Survey (2017, 5-year estimates) and the California Household Travel Survey (2012). While these surveys are useful, the data may be less accurate for smaller communities like unincorporated Solano County due to reduced sample sizes; however, the data do provide a general indication of walking and bicycling trends in unincorporated Solano County. The total number of people age 16 or older who reported walking or bicycling to work in Unincorporated Solano County in the United States Census' American Community Survey is 169. Additional travel patterns for unincorporated Solano County are depicted in Figure UN-3. Figure UN-2 shows an example of an active transportation facility in unincorporated Solano County.

Demographic Characteristics

Of all of the jurisdictions in Solano County, the unincorporated areas saw the greatest increase in population growth between 2010 and 2017. According to the United States Census American Community Survey, the population of Unincorporated Solano County increased by twenty-five percent during that time. Unincorporated Solano County Active Transportation Profile summarizes active transportation demographic information.



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

Unincorporated Solano County Active Transportation Profile

Characteristics of residents who walk or bike to work:

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

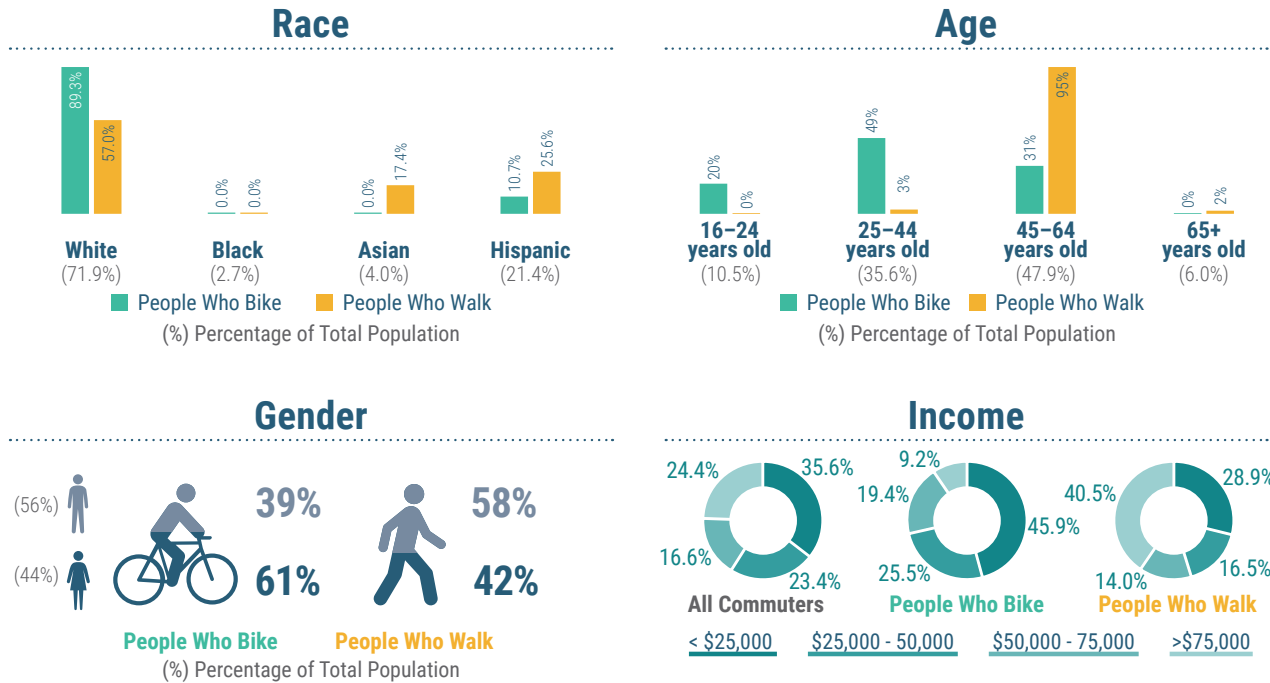


Figure UN-3: Unincorporated Solano County Active Transportation Profile

Existing Active Transportation Network

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

Existing Pedestrian Network

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

Existing Bicycle Network

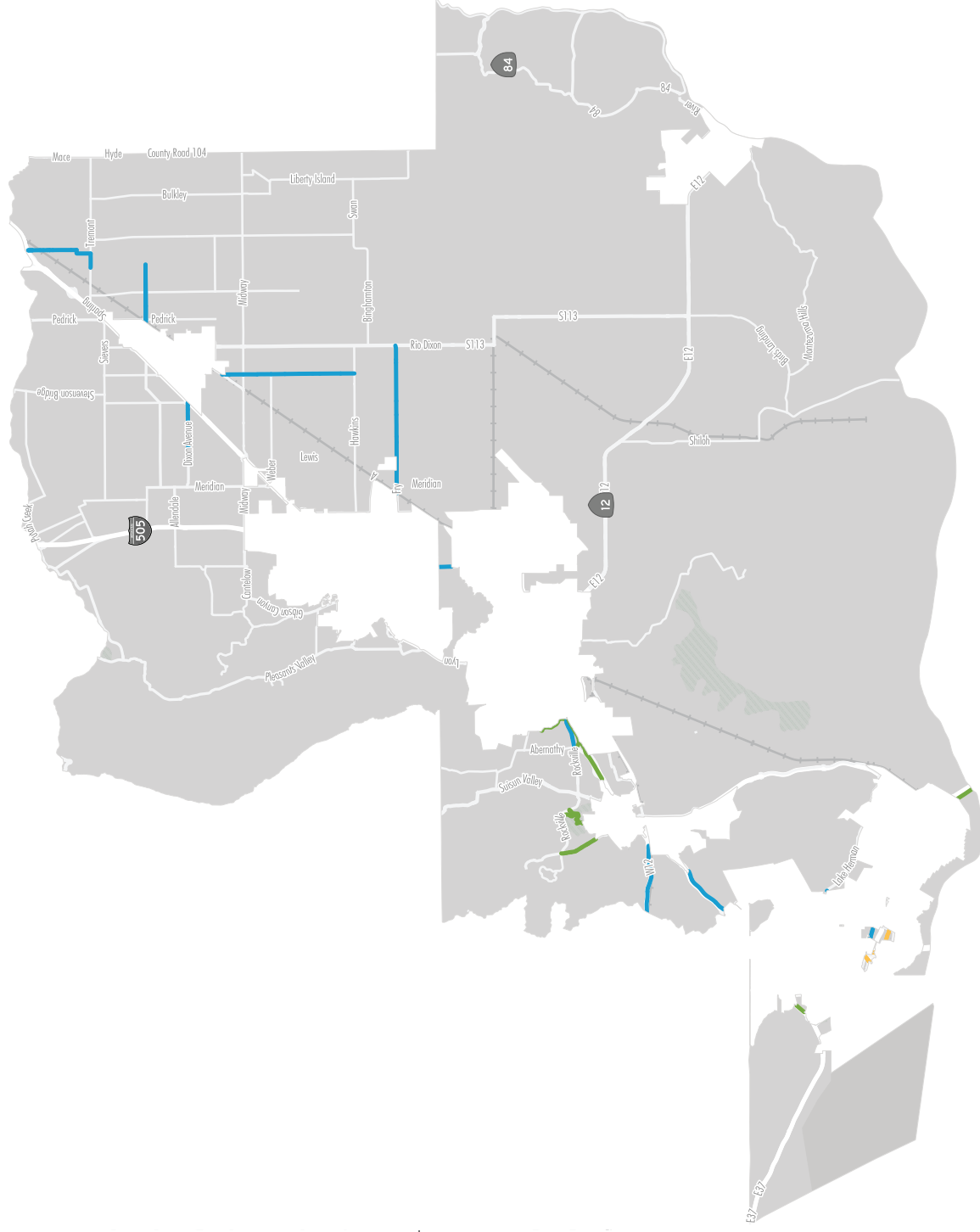
Bicycle facilities in Unincorporated Solano County have historically been focused on providing connections between the incorporated cities. The Solano Bikeway class I multi-use path and McGary Road class II bicycle lanes between Vallejo and Fairfield are the best examples. Similarly, Green Valley and other more developed communities also have some paved class I multi-use paths, like the Green Valley Road side path. However, the largest portion of Unincorporated Solano County roads are rural roadways and may have class III bicycle route signage. The County is making a significant effort to widen rural roadways, when possible, to create paved shoulders with intermittent rumble strips to give long-distance cyclists a dedicated place to ride. Figure UN-4 shows the existing Unincorporated Solano County Bikeway Network.

Figure UN-4: Existing Unincorporated Solano County Bikeways

Unincorporated Solano County

STA County Active Transportation Plan Bicycle Network

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



Safety Corridors

Real and perceived safety can strongly influence a person's decision to walk or bike. Collision analyses are one way to assess traffic safety in a community and can help identify key areas for infrastructure or programmatic 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 Unincorporated Solano County. 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 11,415 traffic collisions in Unincorporated Solano County. Of these collisions, nearly one percent were pedestrian collisions (45) and bicycle collisions (42).

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

The Project Team did not conduct a true hotspot analysis of EPDO scores for Unincorporated Solano County due to the relatively low active transportation collision numbers, for this reason, the team did not develop priority safety corridors and intersections for pedestrian and bicycle collisions in Unincorporated Solano County. However, Figures UN-5 and UN-6 show the distribution of pedestrian and bicycle collisions throughout the unincorporated Solano County.

Figure UN-5: Unincorporated Solano County Bicycle Collisions

Unincorporated Solano County

STA County Active Transportation Plan Bicycle Collisions

Bicycle Collisions*

Greater

Fewer

County

Jurisdictions

Parks

Water

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

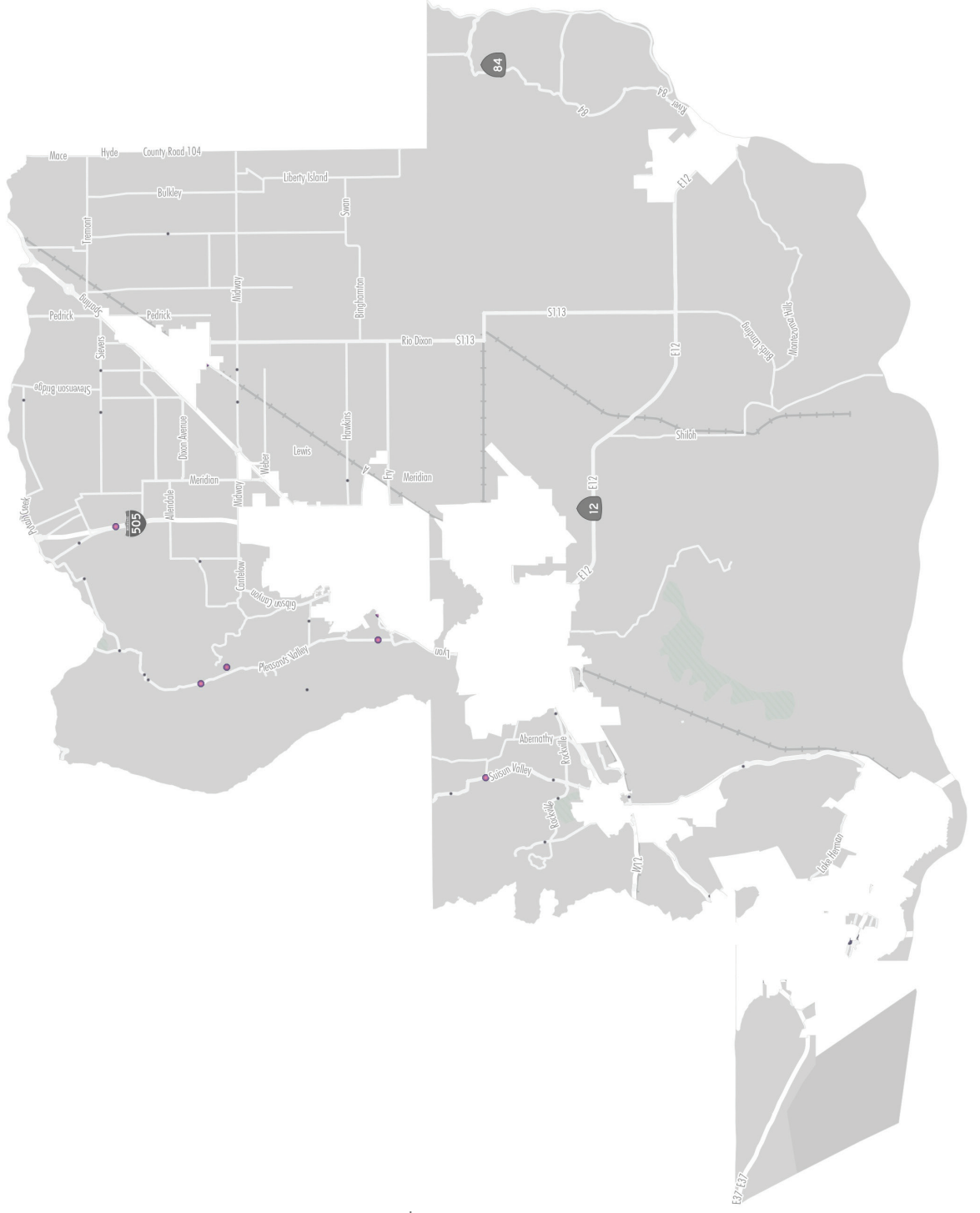


Figure UN-6: Unincorporated Solano County Pedestrian Collisions

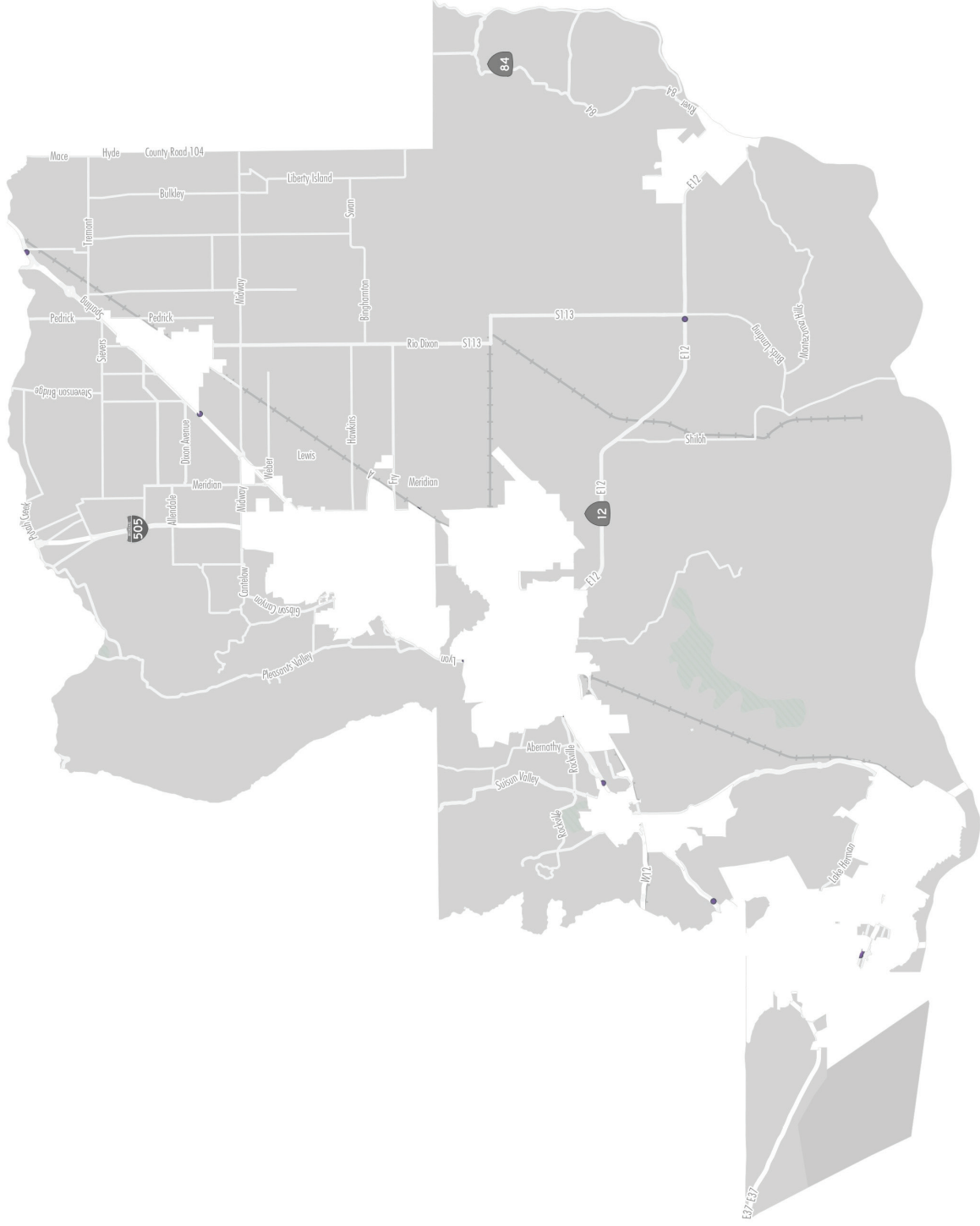
Unincorporated Solano County

STA
 County Active Transportation Plan
Pedestrian Collisions

Pedestrian Collisions*



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



Community Engagement

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

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

Network Development

The unincorporated Solano County 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 countywide backbone network throughout unincorporated Solano County is shown in Figure UN-7.

Backbone Network Development

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

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



Recommended Vision Bike Network

After developing the countywide active transportation backbone network and conducting outreach with key stakeholders, a series of bicycle projects were identified to help build the bicycle network in Unincorporated Solano County into one that is more comfortable for people of all ages and abilities. This Plan proposes adding or upgrading 117 miles of bikeways to the existing bikeway network. Table UN-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 UN-9 shows the recommended bike network, with existing and proposed projects shown with solid and dotted lines, respectively. Table UN-2 lists details for all of the recommended bikeway projects in Unincorporated Solano County. Unlike the incorporated cities, the AASHTO rural all ages and abilities bikeway selection criteria was used to differentiate where wider shoulders and additional paving are needed in rural contexts. Figure UN-10 depicts which facilities meet the AASHTO all ages and abilities bikeway selection criteria. Approximately 97 percent of recommended bikeways in unincorporated Solano County meet the all ages and abilities criteria.

Table UN-1: Existing and Proposed Bicycle Network Mileage

Facility Type	Existing Mileage (approximate)	Proposed Mileage (approximate)	Estimated Cost per mile	Total Estimated Cost
Class I Multi-Use Path	11.5	22.53	\$1,610,000	\$34,135,727
Class II Bicycle Lane	29.5	5.75	\$270,000	\$1,550,293
Class II Buffered Bicycle Lane	-	3.43	\$310,000	\$1,066,968
Class III Bicycle Route	-	81.58	\$1,390,000	\$113,498,550
Class III Bicycle Boulevard	-	3	\$220,000	\$661,013
Class IV Separated Bikeway	-	0.91	\$370,000	\$336,202
Total	41	117.2	-	\$151,248,753

*Costs presented in 2020 dollars

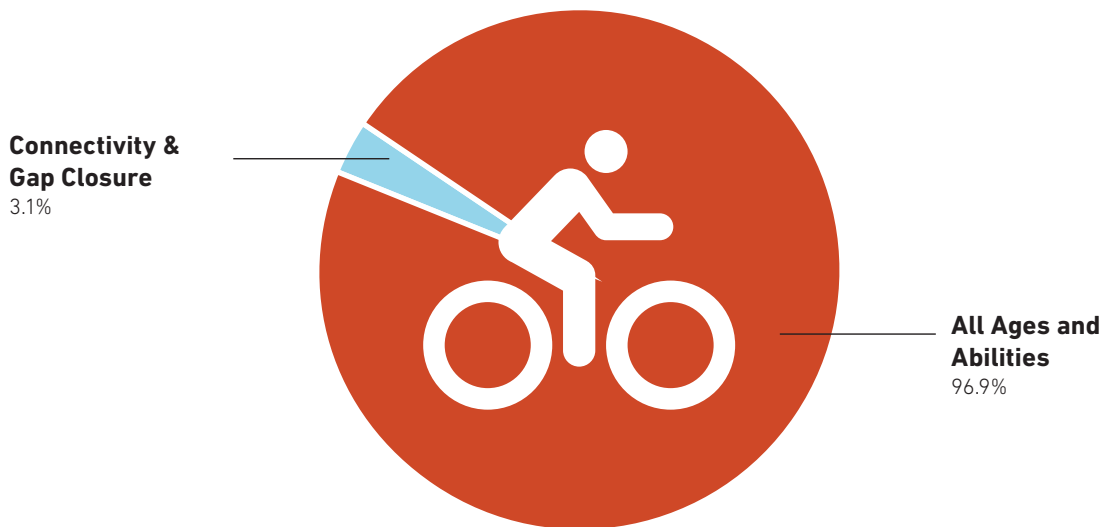


Figure UN-8: Share of Recommended Bikeways by Network Type

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

Unincorporated Solano County

STA County Active Transportation Plan Bicycle Network

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

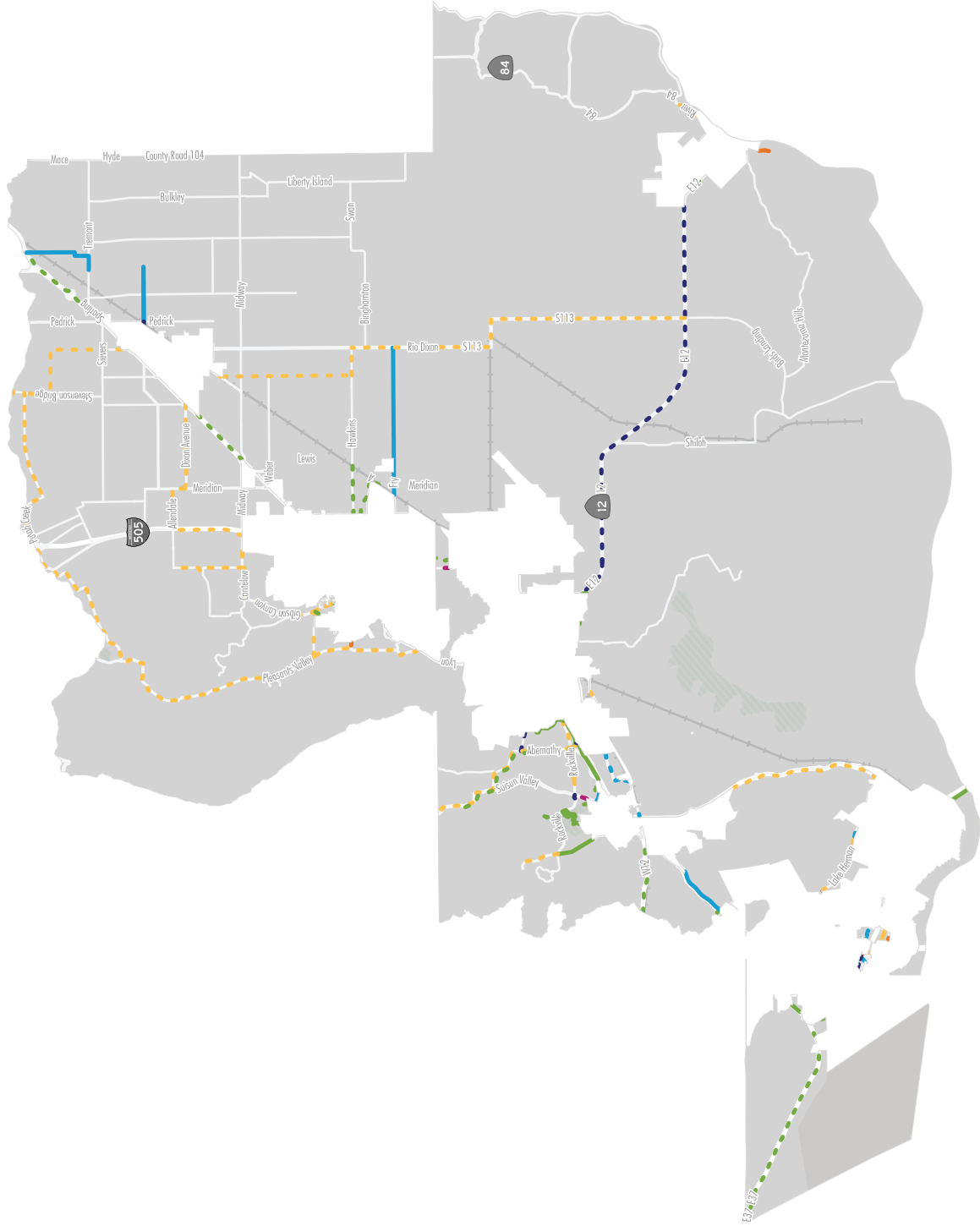


Figure UN-10: Recommended All Ages and Abilities Bikeways in Unincorporated Solano County

Unincorporated Solano County

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

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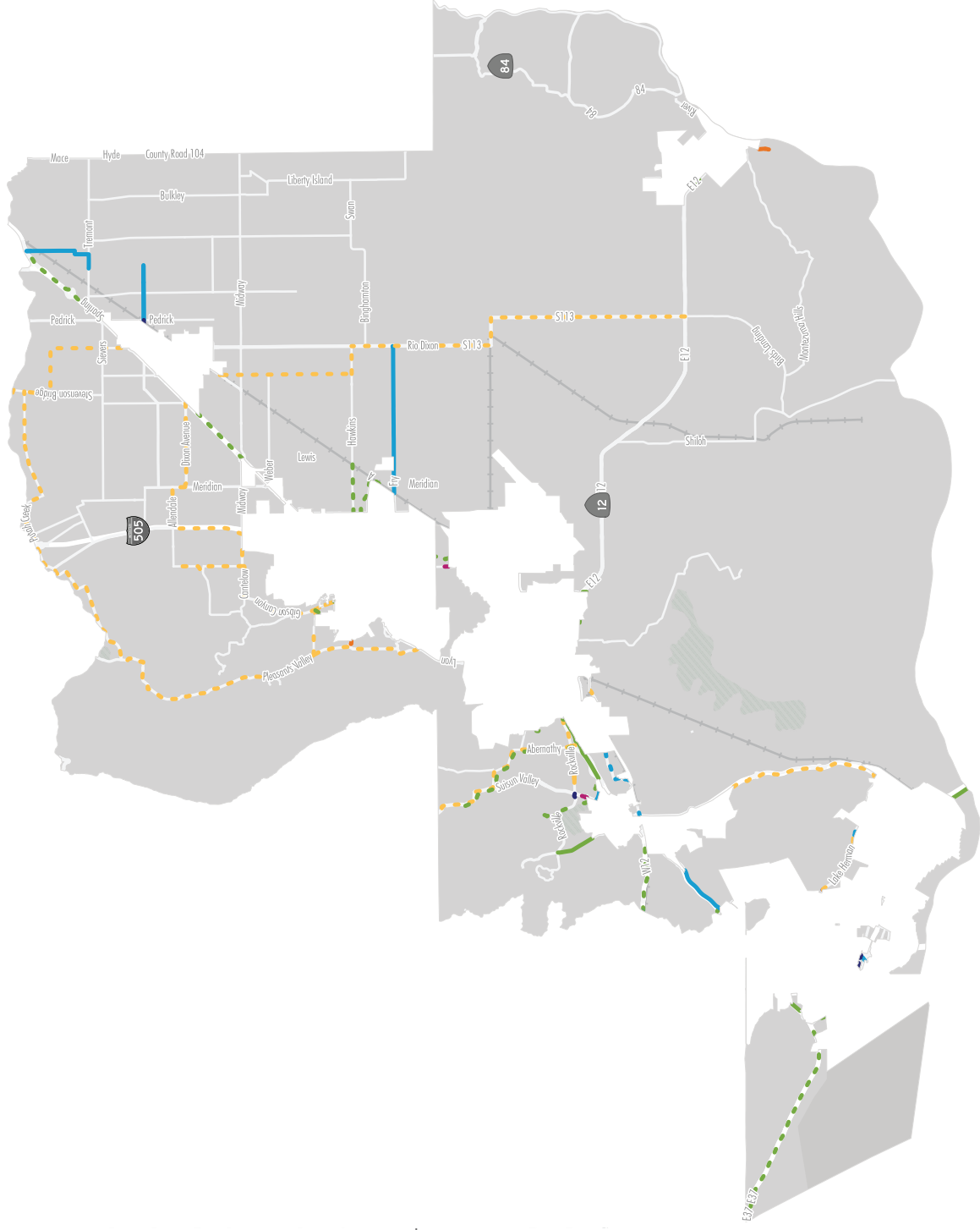


Table UN-2: Unincorporated Solano County Recommended Bikeway Project List

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization Rank
1005A	Benicia Rd	Beach St	Lincoln Rd West	Class II Buffered Bicycle Lane	All Ages & Abilities	0.43	\$133,590	High
1005B	Benicia Rd	Lincoln Rd West	Laurel St	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.18	\$40,227	High
1017A	Suisun Valley Rd	Solano College Rd	Rockville Rd	Class IV Separated Bikeway	All Ages & Abilities	0.46	\$169,121	High
1021A	Peabody Rd	Fairfield C/L	Vacaville C/L	Class IV Separated Bikeway	All Ages & Abilities	0.45	\$167,081	High
1022A	Putah South Canal Path	Fairfield C/L	Vacaville C/L	Class I Multi-Use Path	All Ages & Abilities	0.48	\$779,302	High
1008A	Magazine St	East of Palou St	Old Glen Cove Rd	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.33	\$72,805	High
1000A	Sears Point Rd	County Limits	Napa River Bridge (western end)	Class I Multi-Use Path	All Ages & Abilities	7.71	\$12,406,848	High
1000B	Sears Point Rd	Napa River Bridge (western end)	Vallejo C/L	Class I Multi-Use Path	All Ages & Abilities	0.55	\$882,039	High
1006A	Lemon St	Curtola Pkwy	Benicia Rd	Class II Bicycle Lane	All Ages & Abilities	0.25	\$67,402	High
1015A	Proposed Putah South Canal Trail extension	Fairfield C/L	Rockville Rd	Class I Multi-Use Path	All Ages & Abilities	0.51	\$825,561	High
1020A	Proposed trail	Bella Vista Dr	E Tabor Ave	Class I Multi-Use Path	All Ages & Abilities	1.17	\$1,881,631	High
1027A	Putah South Canal Path	Aldridge Rd	Midway Rd	Class I Multi-Use Path	All Ages & Abilities	1.15	\$1,857,450	High
1028A	I-80 proposed trail	Leisure Town Rd	W A St	Class I Multi-Use Path	All Ages & Abilities	0.38	\$603,915	High
1029A	Yolo County Connector Path	Dixon C/L	Old Davis Rd	Class I Multi-Use Path	All Ages & Abilities	3.72	\$5,981,262	High
1034A	Rio Vista Bridge	N Front Street	River Rd	Class I Multi-Use Path	All Ages & Abilities	0.22	\$357,152	High
1039A	Suisun Valley Wine Trail	Suisun Pkwy	Wooden Valley Rd (county limits)	Class I Multi-Use Path	All Ages & Abilities	5.11	\$8,229,992	High
371A	Ridge Gap Trail	Highway 12	Business Center Dr	Class I Multi-Use Path	All Ages & Abilities	1.32	TBD	High
1001C	Ridge Gap Trail	American Canyon Rd	Hiddenbrooke Ridge Trail	Class 1 Multi-Use Path	All Ages & Abilities	1.30	TBD	High
1012A	Lincoln Hwy	Lopes Rd	Wetland Rd	Class II Bicycle Lane	All Ages & Abilities	0.05	\$12,636	Medium
1016A	Rockville Rd	Putah South Canal Trail	Suisun Valley Rd	Class II Buffered Bicycle Lane	All Ages & Abilities	0.20	\$62,643	Medium

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

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization Rank
1016B	Rockville Rd	Suisun Valley Rd	Abernathy Rd	Class III Bicycle Route	All Ages & Abilities	1.84	\$2,551,755	Medium
1016C	Rockville Rd	Abernathy Rd	Fairfield C/L	Class III Bicycle Route	All Ages & Abilities	1.07	\$1,480,638	Medium
1003B	Green Valley Rd	Rockville Rd	Heritage Oaks Ln	Class III Bicycle Route	Connectivity & Gap Closure	1.30	\$1,807,988	Medium
1024A	Foothill Dr	Pleasants Valley Rd	Vacaville C/L	Class III Bicycle Boulevard	All Ages & Abilities	0.29	\$64,592	Medium
1025A	"Vaca Valley Rd Farrell Rd"	Pleasants Valley Rd	Gibson Canyon Rd	Class III Bicycle Route	All Ages & Abilities	1.66	\$2,309,431	Medium
1036A	Pitt School Rd	Hawkins Rd	Porter Rd	Class III Bicycle Route	All Ages & Abilities	0.08	\$105,732	Medium
1037A	Nelson Rd	Paradise Valley Path	Cherry Glen Rd	Class III Bicycle Boulevard	All Ages & Abilities	2.20	\$483,389	Medium
1038A	Timm Rd	Allendale Rd	Midway Rd	Class III Bicycle Route	All Ages & Abilities	2.62	\$3,646,313	Medium
1013A	Solano College Rd	Suisun Valley Rd	Dan Wilson Creek Trail	Class II Bicycle Lane	All Ages & Abilities	0.35	\$94,186	Medium
1013B	Dan Wilson Creek Trail	Solano College Rd	Fairfield Linear Park Trail	Class I Multi-Use Path	All Ages & Abilities	0.21	\$330,575	Medium
1002A	CA-12	County Limits	Red Top Rd	Class II Buffered Bicycle Lane	All Ages & Abilities	1.54	\$478,731	Medium
1018A	Mankas Corner Rd	Abernathy Rd	Fairfield C/L	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.74	\$229,477	Medium
1023A	"Cherry Glen Rd Pleasants Valley Rd"	Nelson Rd	Putah Creek Rd	Class III Bicycle Route	All Ages & Abilities	12.66	\$17,591,482	Medium
1023B	Putah Creek Rd	Pleasants Valley Rd	Stevenson Bridge Rd	Class III Bicycle Route	All Ages & Abilities	11.97	\$16,641,363	Medium
1023C	"Stevenson Bridge Rd Phillips Rd Currey Rd"	Creeksedge Rd (County Line)	Dixon C/L	Class III Bicycle Route	All Ages & Abilities	5.72	\$7,952,910	Medium
1033A	Highway 12	Suisun City C/L	Summerset Rd	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.52	\$162,527	Medium
1019A	Abernathy Rd	Chadbourne Rd	Rockville Rd	Class III Bicycle Route	All Ages & Abilities	0.15	\$213,463	Low
1019B	Abernathy Rd / Mankas Corner Rd / Suisun Valley Rd	Rockville Rd	Wooden Valley Rd (county limits)	Class III Bicycle Route	All Ages & Abilities	6.31	\$8,769,520	Low
1001B	McGary Rd	Solano Bikeway	Hiddenbrooke Pkwy	Class III Bicycle Route	All Ages & Abilities	0.54	\$863,611	Low

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

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization Rank
1026A	Gibson Canyon Rd	Fruitvale Rd	Cantelow Rd	Class III Bicycle Route	All Ages & Abilities	3.42	\$4,760,541	Low
1026B	"Cantelow Rd Timm Rd Midway Rd"	Gibson Canyon Rd	Hartley Rd	Class III Bicycle Route	All Ages & Abilities	2.37	\$3,287,408	Low
1026C	Hartley Rd	Midway Rd	Allendale Rd	Class III Bicycle Route	All Ages & Abilities	2.54	\$3,526,283	Low
1026D	"Allendale Rd N Meridian Rd Dixon Ave W"	Hartley Rd	Jahn Rd	Class III Bicycle Route	All Ages & Abilities	3.00	\$4,170,181	Low
1026E	Dixon Ave W	Jahn Rd	Dixon C/L	Class III Bicycle Route	All Ages & Abilities	1.99	\$2,770,045	Low
1007A	Benicia Rd	Home Acres Ave	West of Glove Cove Rd	Class II Bicycle Lane	Connectivity & Gap Closure	0.40	\$107,069	Low
1010A	Lake Herman Rd	Vallejo C/L	Benicia C/L	Class III Bicycle Route	All Ages & Abilities	2.77	\$3,854,907	Low
1011A	Lopes Rd	Benicia C/L	Fairfield C/L	Class III Bicycle Route	All Ages & Abilities	5.52	\$7,672,187	Low
1031B	Hawkins Rd	Pitt School Rd	Rio Dixon Rd	Class III Bicycle Route	All Ages & Abilities	1.00	\$1,384,032	Low
1035A	CA-113	Hwy 12	Hawkins Rd	Class III Bicycle Route	All Ages & Abilities	13.05	\$18,138,760	Low
1041A	Winters Rd	Putah Creek Rd	Allendale Rd	Class II Bicycle Lane	-	4.7	\$1,269,000	-

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

Near-Term Implementation Bike Network Action Plan

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

has shown that rapidly building out a connected, low-stress network provides the highest mode shift to bicycling. Given realistic funding constraints and staff capacity to implement all bikeway recommendations, a focus list of projects is provided to enhance countywide connectivity. While some projects may score lower on the prioritization list, they represent critical connections within the overall network framework. Figure UN-11 and Table UN-3 identify the top corridors with their associated prioritization rankings; these scores should be considered for near-term implementation to build out a connected network.

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

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

Action Plan Corridor Descriptions

The following descriptions of the near-term action plan corridors should be used to help identify funding sources and apply for potential grant applications. The unincorporated Solano County areas were included during the outreach for each of the incorporated jurisdictions and therefore did not have a dedicated 5 in 5 activity. Many County facilities are located in rural areas and provide long distance connections between jurisdictions. However, within some jurisdictions there are small pockets of unincorporated communities that should be prioritized for providing local access. Additionally, routes selected as part of the Unincorporated Solano County Action Plan include studies for future larger-scale projects and for the implementation of projects that connect to major regional destinations. Some of the identified projects include multiple corridors that should be implemented concurrently. Figure UN-11 details how these 5-year action plan projects build on the existing facilities to enhance the bicycle network coverage in unincorporated Solano County.

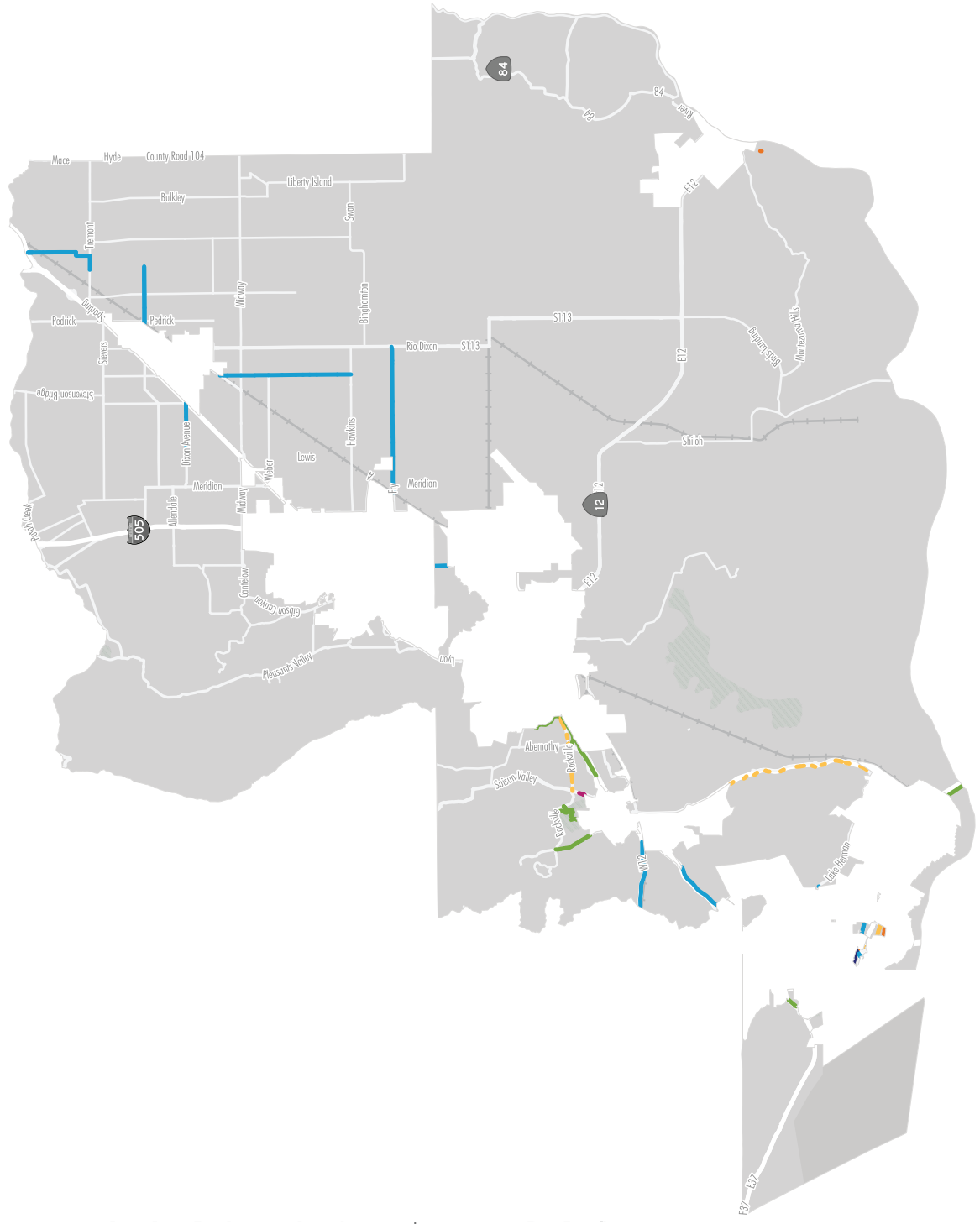
1. **Benicia Road and Lemon Street Bikeway Gap Closures (1005A, 1005B, 1006A, 1007A)** – In coordination with the City of Vallejo, implement class II buffered bicycle lanes in the western segment of Benicia Road using a lane reconfiguration project, and class II bicycle lanes in the eastern segment by removing one side of parking. A parking and traffic operations study may be required prior to implementation. Additionally, implement a class II bicycle lane on Lemon Street by removing one side of parking to close a critical gap to the Vallejo Casual Carpool Pickup and Curtola Park and Ride in the local bicycle network. These routes connect to regional SolTrans Transit routes 82 (Richmond and San Francisco), R (Fairfield and Richmond), and Y (Benicia and Walnut Creek) with access to the Bay Area Rapid Transit system, along with local SolTrans routes 3 and 8 that connect to the Downtown Vallejo Transit Center and the SF Bay Ferry. These facilities establish safe routes to school for Franklin Jr. High School and Grant Elementary School. They connect to recreational opportunities, including Wilson Park and Lake Dalwigk Park. This corridor connects through one Metropolitan Transportation Commission (MTC) Community of Concern.
2. **Magazine Street Bikeway Gap Closure (1008A)** – In coordination with the City of Vallejo, implement a class III bicycle boulevard with enhanced wayfinding and traffic calming. This route leads to a nearby overcrossing of Interstate-80 that provides access to regional commuters to transit at the Curtola Park and Ride and Vallejo Casual Carpool Pickup. This facility establishes a safe route to school for Beverly Hills Elementary School and the Vallejo Regional Education Center. Recreational opportunities are promoted by connecting to Beverly Hills Park and near the Old Glen Cove Road Trail. The route closes a gap to local SolTrans routes 3 and 38. This corridor connects through one MTC Community of Concern.
3. **Fairfield to Benicia Bikeway Route (1011A)** – Implement a class III bicycle route with widened shoulders and intermittent rumble strips to provide a regional bikeway connection between Fairfield and Benicia. This supports regional recreational opportunities for the widely used long-distance route and closes a gap in the countywide bikeway network between the two cities. This route connects to one MTC Priority Development Area.
4. **Rockville and Solano Community College Bikeway Access (1017A, 1016B, 1016C)** – Implement a class III bicycle route with widened shoulders and intermittent rumble strips to connect the heart of Fairfield with Solano Community College and potential wine/ agricultural tourism areas along Rockville Road. On Suisun Valley Road, implement a low-cost class IV separated bikeway by narrowing travel lanes and widening shoulders where necessary. This route would close a gap to transit for local FAST Transit route 7 which connects to the Fairfield Transportation Center. These facilities also promote recreational opportunities by establishing better connections to Rockville Hills Regional Park, while creating links to two proposed trails (Putah South Canal Trail and Suisun Valley Wine Trail) and two existing trails (Ledgewood Creek Trail and Fairfield Linear Park Trail). This route connects to one MTC Priority Development Area.
5. **Suisun Valley Wine Trail Feasibility Study (1039A)** – A unique opportunity to promote new recreational, winery, and agricultural tourism opportunities exists in unincorporated Solano County, just north of the City of Fairfield between Green Valley, Rockville, Willota, and Mankas Corner. A feasibility study could be conducted in collaboration with local businesses and stakeholders to establish an alignment for a future Suisun Valley Wine Trail and bikeway network. The Napa Valley Wine Trail and Lodi Bike Routes provide good examples of models that can be analyzed to promote local businesses and create new markets for active tourism. This type of study could provide programmatic and encouragement opportunities in collaboration with businesses and analyze infrastructure improvements in more detail.

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

Unincorporated Solano County

STA
 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
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 - Class III Bicycle Route
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 - Feasibility Study
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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 countywide backbone network that play a regionally significant role in the pedestrian realm. This analysis identified 14.5 miles of sidewalk gaps in Unincorporated Solano along the backbone network. Table UN-4 presents the sidewalk gaps along the backbone networks along with a cost estimate for filling each gap. Figure UN-12 shows the sidewalk network gaps and the backbone network.

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

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

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

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

Unincorporated Solano County

STA

County Active Transportation Plan

Sidewalk Gaps along the Backbone Network

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

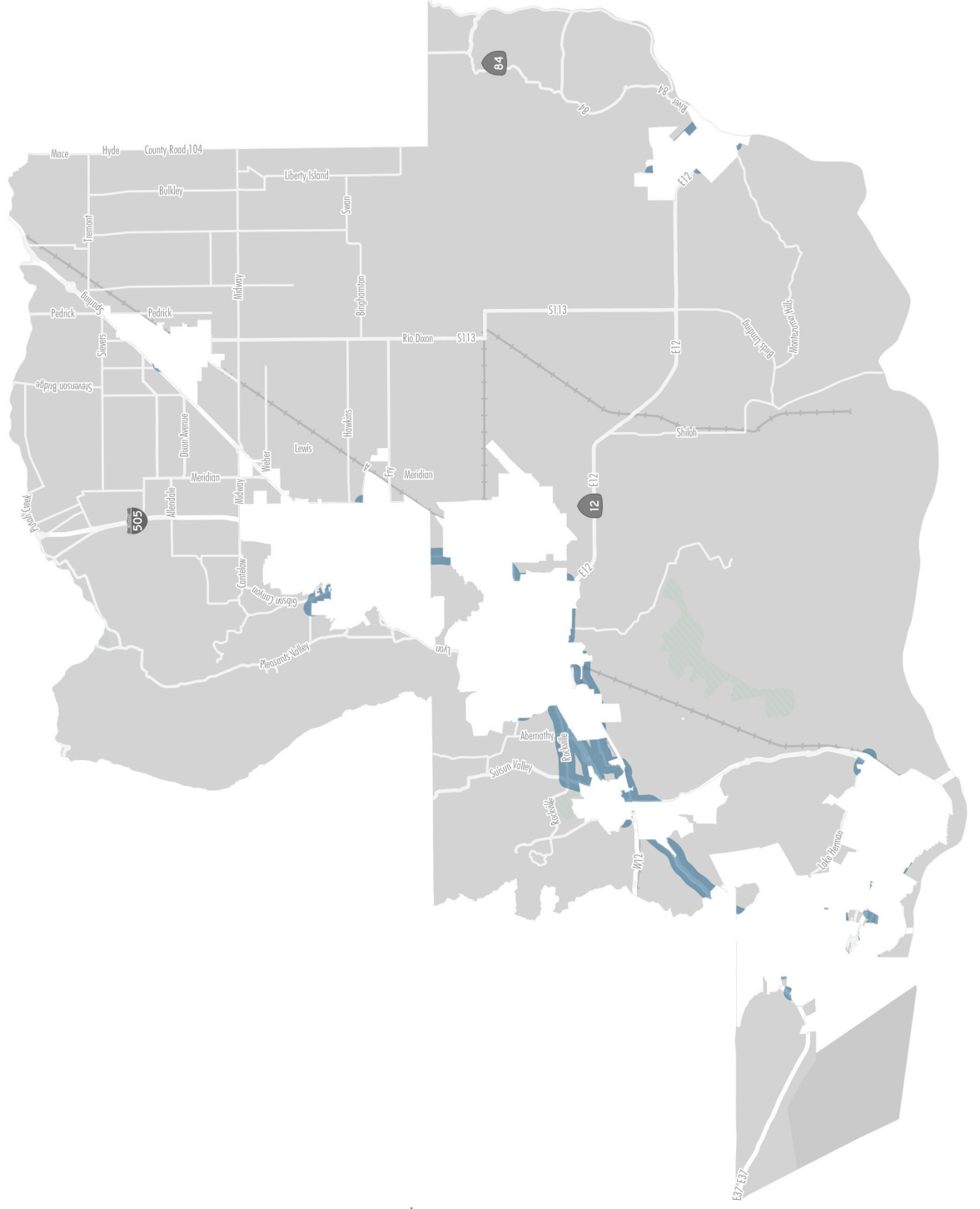


Table UN-5: Proposed Priority Pedestrian Projects in Unincorporated Solano County

Project ID	Location	Description	Project Type	Length (mi)	Estimated Cost*
UN.CIP.4	Starr Ct, various locations	Sidewalk and Roadway Improvements	Capital Improvement Program	-	-
UN.CIP.5	Benicia Rd from Beach St to I-80-Overpass	Sidewalk and Striping Improvements	Capital Improvement Program	-	-
UN.CIP.6	Home Acres	Sidewalk Improvement	Capital Improvement Program	-	-
UN.CIP.7	Rockville Rd	Pedestrian Crossing	Capital Improvement Program	-	-
UN.SG.2	Mankas Corner Rd, southern end of Gordon Valley Rd	School Access	Sidewalk Gap Closure	0.63	\$618,750
UN.SG.3	Solano College Rd	School Access and Transit Access	Sidewalk Gap Closure	3.82	\$3,778,500
UN.SG.4	East Tabor Ave (east of Olive Ave), Olive Ave	School Access and Transit Access	Sidewalk Gap Closure	1.87	\$1,851,188
UN.SG.5	Benicia Rd, Lemon St	School Access and Transit Access	Sidewalk Gap Closure	1.61	\$1,593,938
UN.SG.6	Magazine St, Fulton Ave	Transit Access	Sidewalk Gap Closure	0.93	\$918,188
UN.SG.7	Central Wy	Transit Access	Sidewalk Gap Closure	0.34	\$332,250
UN.SG.8	Suisun Valley Rd/Rockville Rd Signal Upgrade and Crossing Improvements	Pedestrian Crossing	Sidewalk Gap, Signal, Crossings	-	-
UN.SG.9	Rockville Rd/Abernathy Rd Roundabout Upgrades	Sidewalk Improvement	Sidewalk Gap Closure	-	-
UN.SG.10	Abernathy Rd from Rockville Rd to Suisun Valley Pkwy	Sidewalk Improvement	Sidewalk Gap Closure	0.15	\$150,000
UN.SG.11	Benicia Rd from Columbus Pkwy to Windjammer Dr	Sidewalk Improvement	Sidewalk Gap Closure	0.16	\$159,375

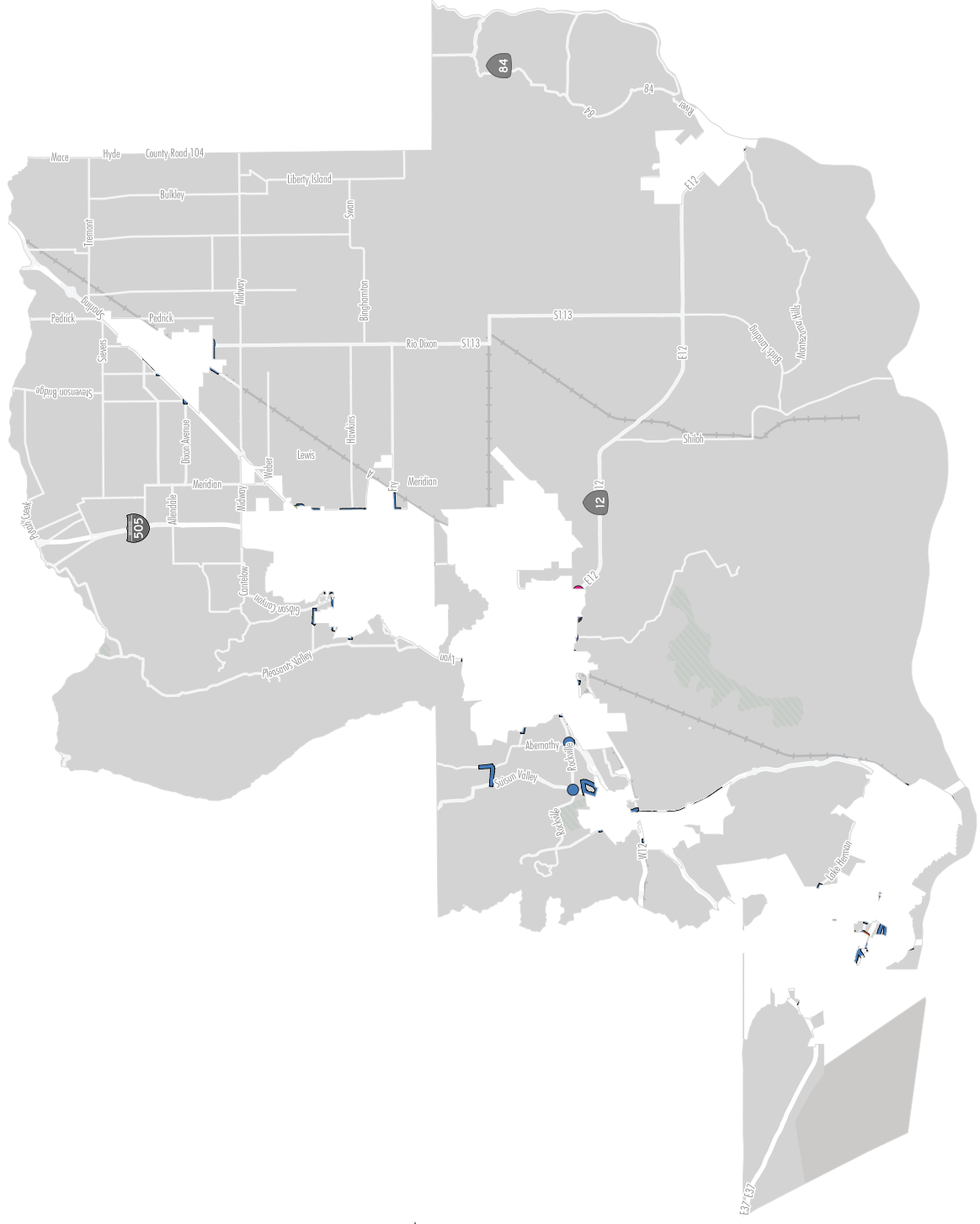
*Additional analysis is needed to determine costs associated with projects other than sidewalk gap closure projects.

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

Unincorporated Solano County

STA County Active Transportation Plan Pedestrian Projects

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



Solano Active Transportation

Appendices

B: Technical Analysis and Summary Memorandums

Literature Review

Existing Conditions Report

Demand Analysis Memo

Attractors/Generators Tech Memo

Network Gap Analysis Memo

Wayfinding Memo 3

Safety Analysis Tech Memo

Funding Sources

Cost Estimates Methodology

Project Prioritization and Scoring Criteria