Vacaville

Vacaville

Overview

Vacaville is located along the Interstate-80 (I-80) corridor in Solano County. I-80 runs through the center of the city, separating the north and south portions and providing connections to Sacramento to the north Fairfield to the south. Additionally, I-505 begins in Vacaville and connects north to I-5. While the majority of the city is residential, industrial uses are clustered in the northeast region. There are also two large retail centers located along I-80 — the Vacaville Premium Outlets and Nut Tree — both of which draw visitors from across the region. Vacaville is the third largest city in Solano County, with a population of 100,032 people as of 2017.

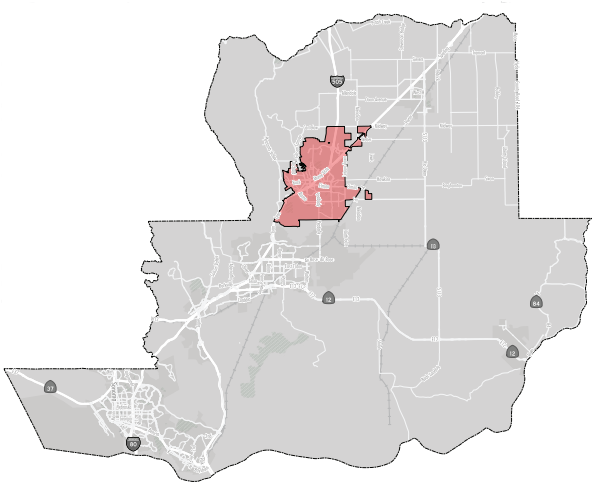


Figure VC-1: Vacaville

Existing Conditions

This section provides a high-level summary of the existing conditions related to active transportation in Vacaville. For more details on demographic and travel patterns among people walking and bicycling and the existing active transportation network in Vacaville, 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 Vacaville 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 Vacaville due to reduced sample sizes; however, the data do provide a general indication of walking and bicycling trends in Vacaville.

Demographic Characteristics

According to the United States Census American Community Survey, the population of Vacaville increased by eight 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 15 percent. While commuters age 16 to 24 years old only represent 14 percent of the population, they account for disproportionately high amounts of walking commuters (55%) and bicycle commuters (25%) as compared to their share of the population.

Travel Characteristics

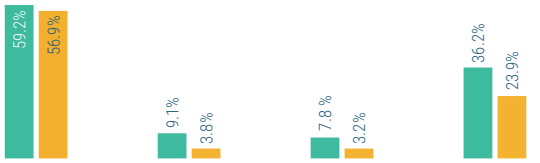
In 2017, the share of employed people ages 16 or older who walked, bicycled, or rode transit to work was nearly three percent. Based on data from the California Household Travel Survey, almost one-quarter of trips (25%) in Vacaville across all modes are for dining, with only about 20 percent of all trips being for work. Additionally, trips for errands (23%) and recreation (10%) combine to make up almost a third of all trips in Vacaville. Most trip distances are less than three miles (62%) and almost a quarter of trips (24%) are less than one mile. These distances are considered reasonable for bicycling and walking. Additional travel patterns for Vacaville are depicted in Figure VC-2.

Vacaville Active Transportation Profile

Characteristics of residents who walk or bike to work:

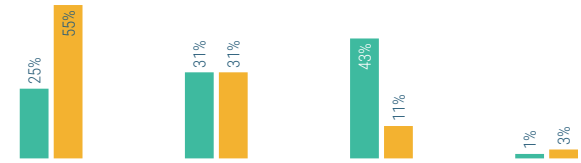
Source: US Census, ACS 5-Year Estimates 2016. Sample size = 458 people who walk and 192 people who bike

Race



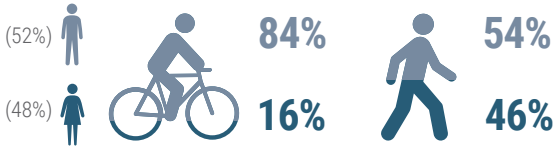
(%) Percentage of Total Population

Age



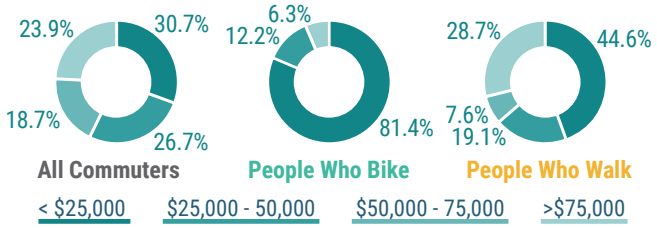
(%) Percentage of Total Population

Gender



(%) Percentage of Total Population

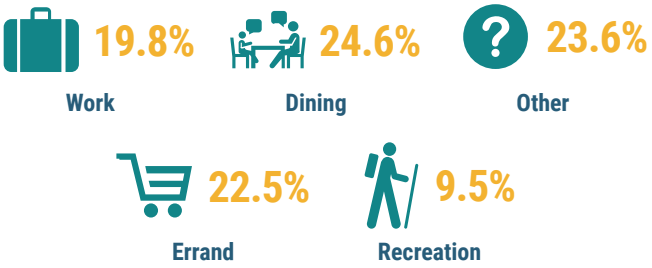
Income



General travel characteristics (all modes):

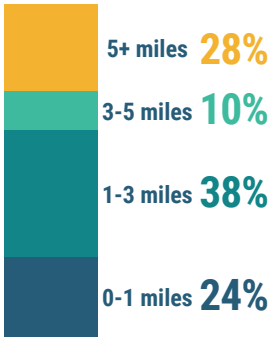
Trip Purposes

Sample size = 2,090 trips (all modes)



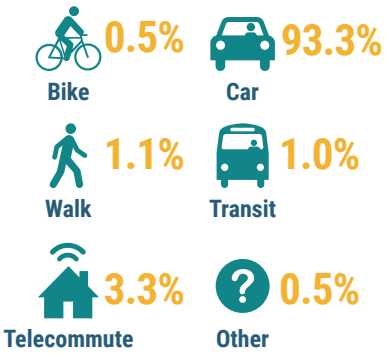
Trip Distances

Sample size = 1,265 trips (all modes)



Mode Share

Sample size = 41,951 people (commute trips)



Source: California Household Travel Survey, 2012.

Source: US Census, ACS 5-Year Estimates 2016.

Figure VC-2: Vacaville 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 Vacaville. Everyone in Vacaville 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 Vacaville consists largely of sidewalk infrastructure supported by crossing treatments, multi-use paved trails, and unpaved recreational trails. Vacaville currently has an overall Walk Score of 36 out of 100 according to the real estate website www.WalkScore.com, indicating that most errands require a car. The city currently has a total of 482 miles of sidewalks, which includes measurements of sidewalks on both sides of the street independently. There are approximately 626 miles of maximum potential sidewalk coverage (total roadway mileage multiplied by two to account for both sides of the street), as shown in Figures VC-4 and VC-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 Vacaville'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. Vacaville has a 313-mile roadway network, 49 lane miles of which currently have designated bicycle facilities. This includes 19 lane miles of multi-use paths, 29 lane miles of bicycle lanes (see Figure VC-3), and less than one mile of bicycle routes, as summarized in Figures VC-4 and VC-6. Figures VC-7 and VC-8 present the LTS and BNA results for Vacaville's existing bicycle network, respectively.

Figure VC-3: Bike Lane in Vacaville

Sidewalk Network Inventory

	Existing Sidewalk Lane Miles	Roadway Network Lane Miles*
Vacaville	482	626
Priority Development Areas	9	14
Communities of Concern	26	26
Disadvantaged Communities	-	-

*Maximum potential sidewalk coverage

Bicycle Network Inventory

Bicycle Facilities	Miles
Multi-Use Paths (Class I)	19
Bicycle Lanes (Class II)	29
Bicycle Routes (Class III)	0.35
Bicycle Boulevard (Class III)	1
No Designated Facility	263.65
All Roadways	313

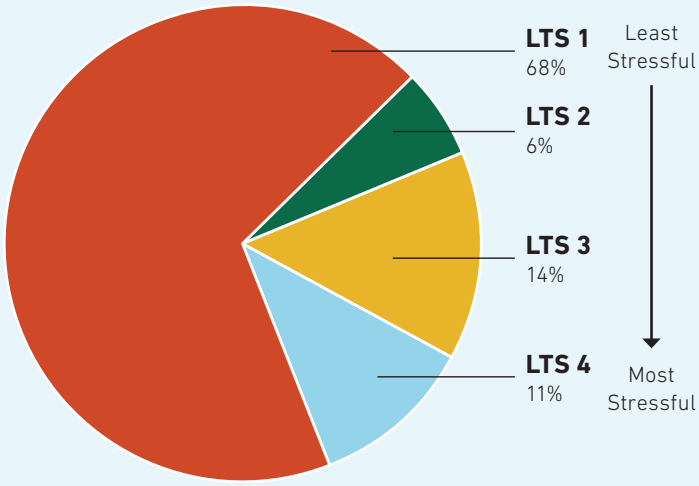
Citywide Bicycle Network Analysis (BNA) Score

26

Low Connectivity 0→100 High Connectivity

Percent of Roadway Mileage

Level of Traffic Stress (LTS)



Bicycle Inventory

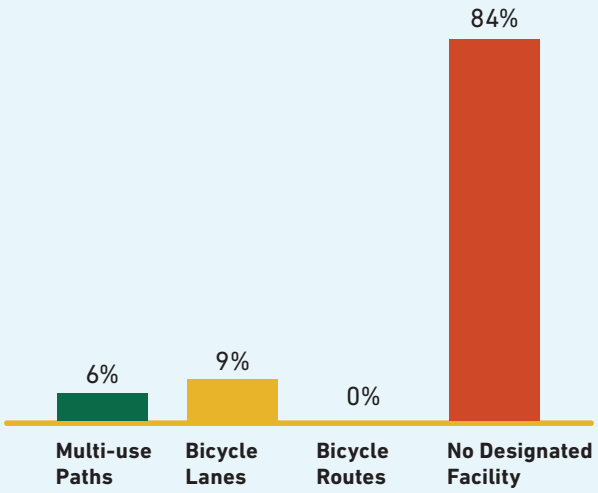


Figure VC-4: Vacaville Active Transportation Network Infographic

Figure VC-5: Vacaville Sidewalk Coverage Map

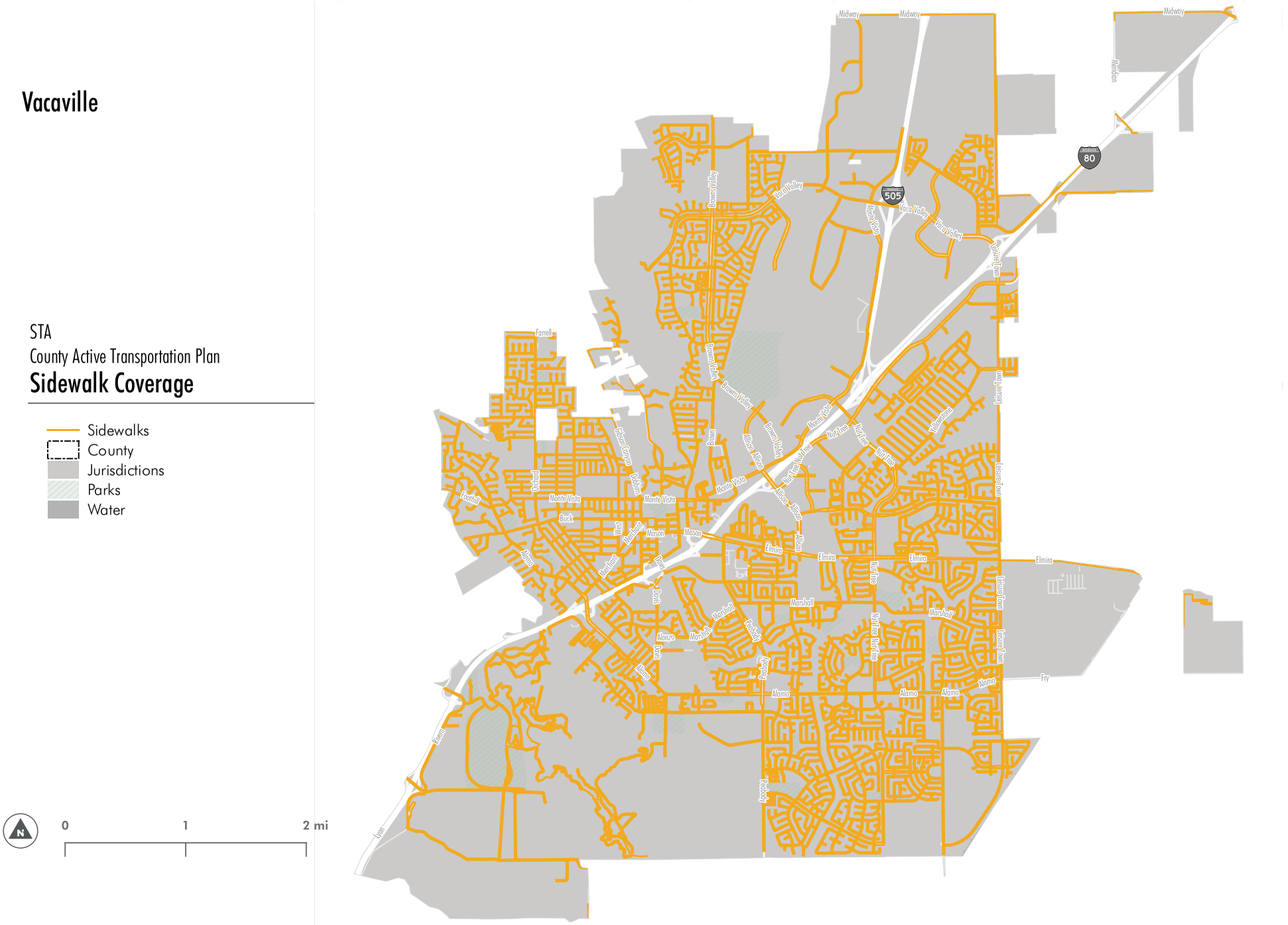


Figure VC-6: Vacaville Existing Bike Network Map

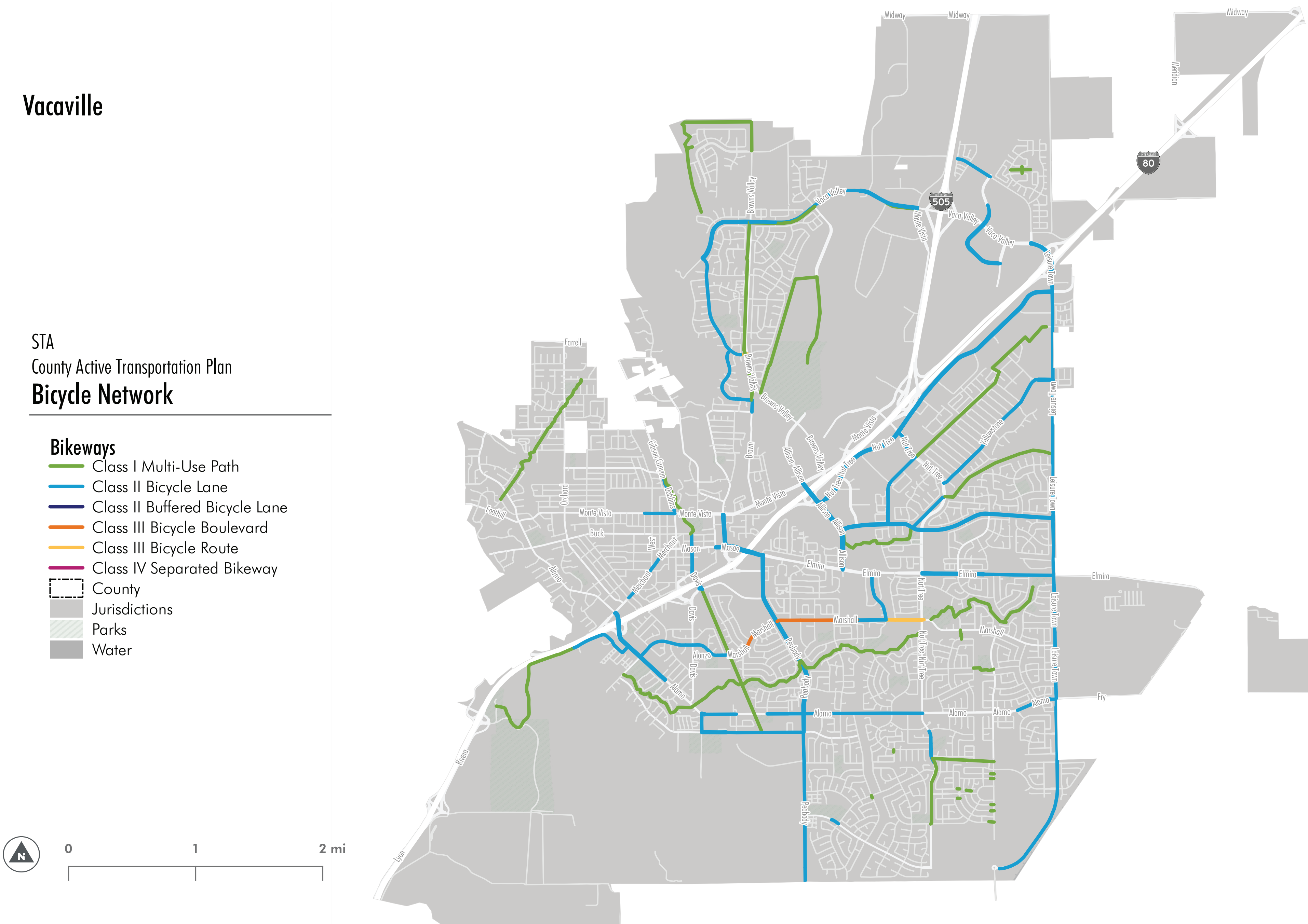


Figure VC-7: Vacaville Bicycle LTS Map

Vacaville

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County Active Transportation Plan

Bicycle Level of Traffic Stress

Level of Traffic Stress

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

0 1 2 mi

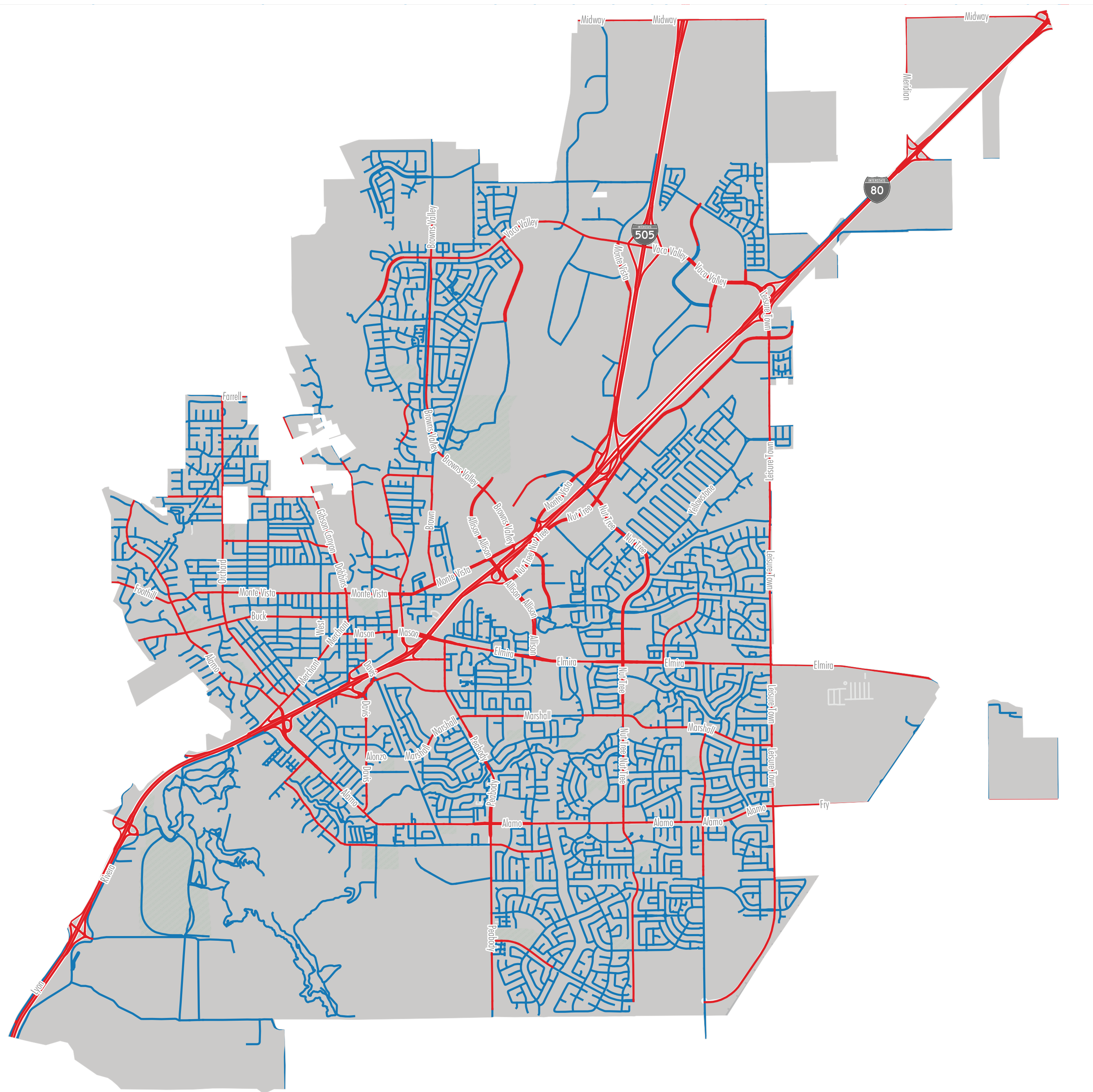
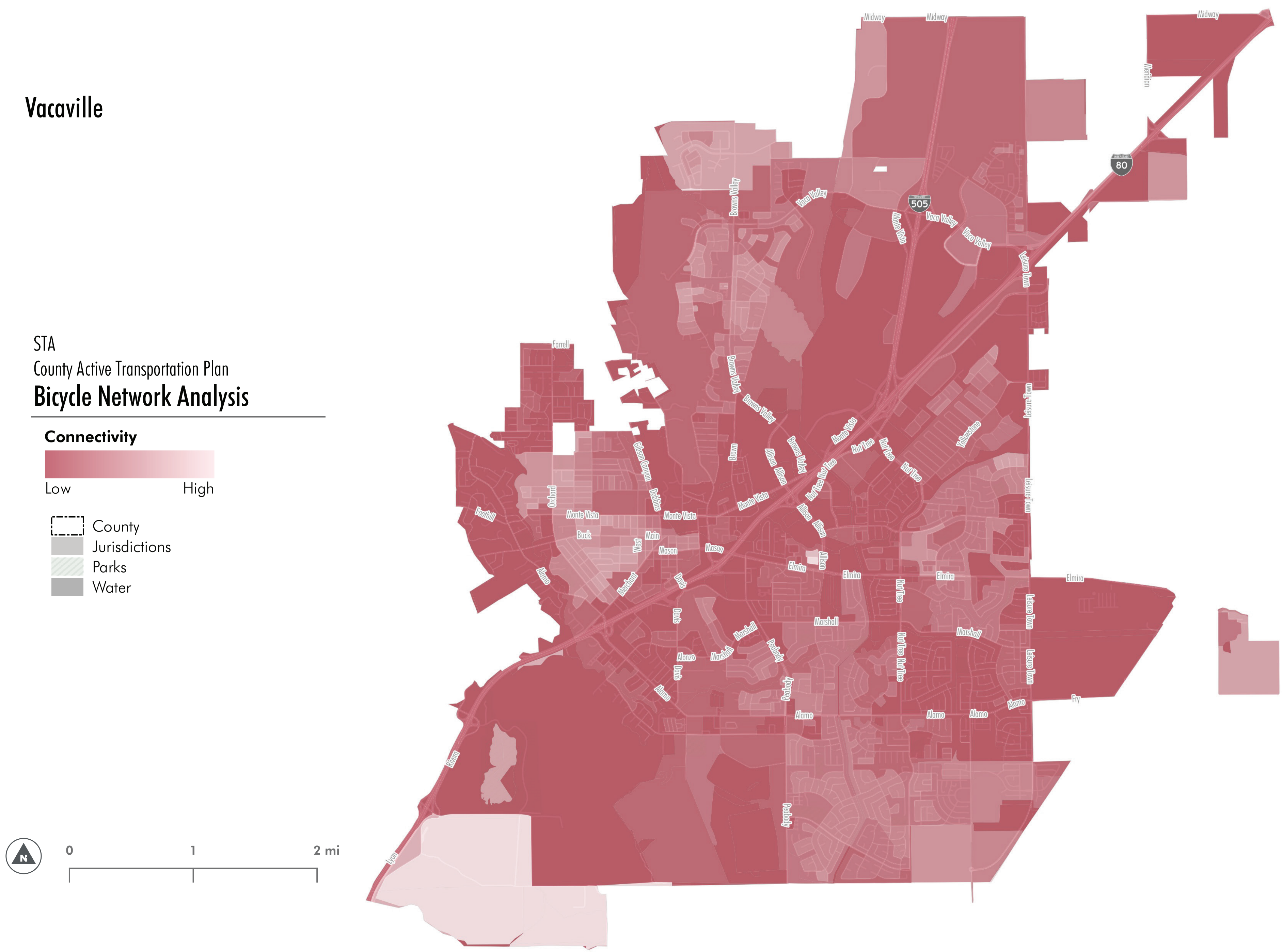


Figure VC-8: Vacaville Bicycle Network Connectivity Map



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 Vacaville. 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 2,477 traffic collisions in Vacaville, which is the third highest among all jurisdictions in the county. Of these collisions, three percent (69) were pedestrian collisions and four percent (96) were bicycle collisions. Vacaville was the only jurisdiction in the county to have more bicycle collisions than pedestrian collisions.

In Vacaville, the EPDO scores for intersections were slightly higher than for segments among pedestrian collisions, whereas the scores were very similar between the two locations for bicycle collisions. Among pedestrian collisions, the EPDO score was highest for collisions during daylight, however, there is a notable EPDO score for collisions occurring under dark conditions with street lights. For bicycle collisions, the majority of collisions occurred in daylight.

The Project Team analyzed the geographic distribution of EPDO scores and identified priority safety corridors and intersections for pedestrian and bicycle collisions in Vacaville (see Figures VC-9 and VC-10). The PDT identified the street segments below as warranting further investigation.

Pedestrian collision hotspots:

- Monte Vista Avenue from Orchard Avenue to Allison Drive
- Peabody Road from Elmira Road to Alamo Drive
- Alamo Drive from Butcher Road to Nut Tree Road
- Nut Tree Road from Keith Way to Arcadia Drive

Bicycle collision hotspots:

- Alamo Drive from Tulane Drive to Bedford Way
- Nut Tree Road from Keith Way to Nut Tree Parkway
- Peabody Road from Elmira Road to Marshall Road

There were no safety projects identified from the *2018 Solano Travel Safety Plan* that overlap with the identified hotspots.

Figure VC-9: Vacaville Bicycle Collision Hot Spot Analysis

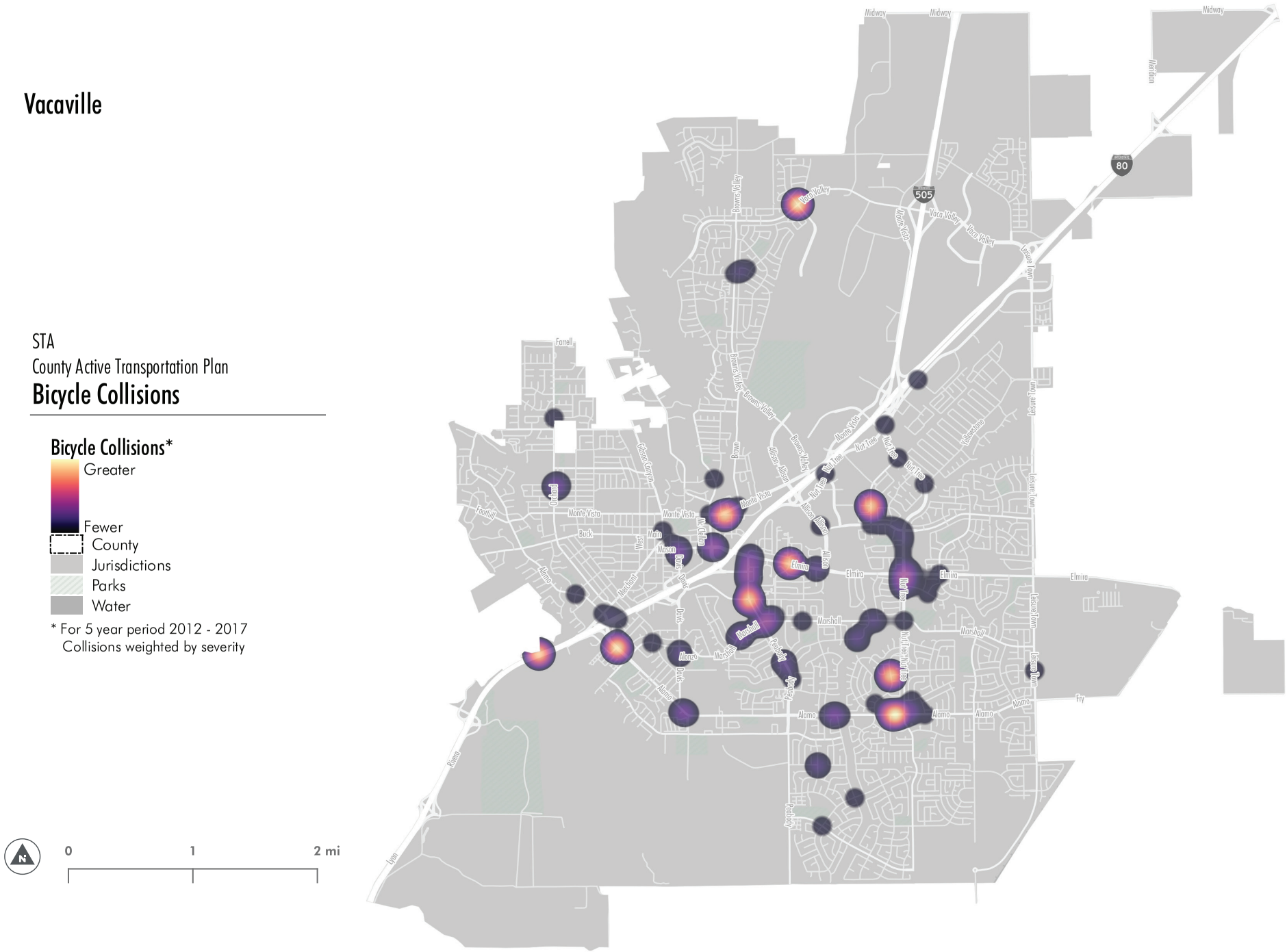


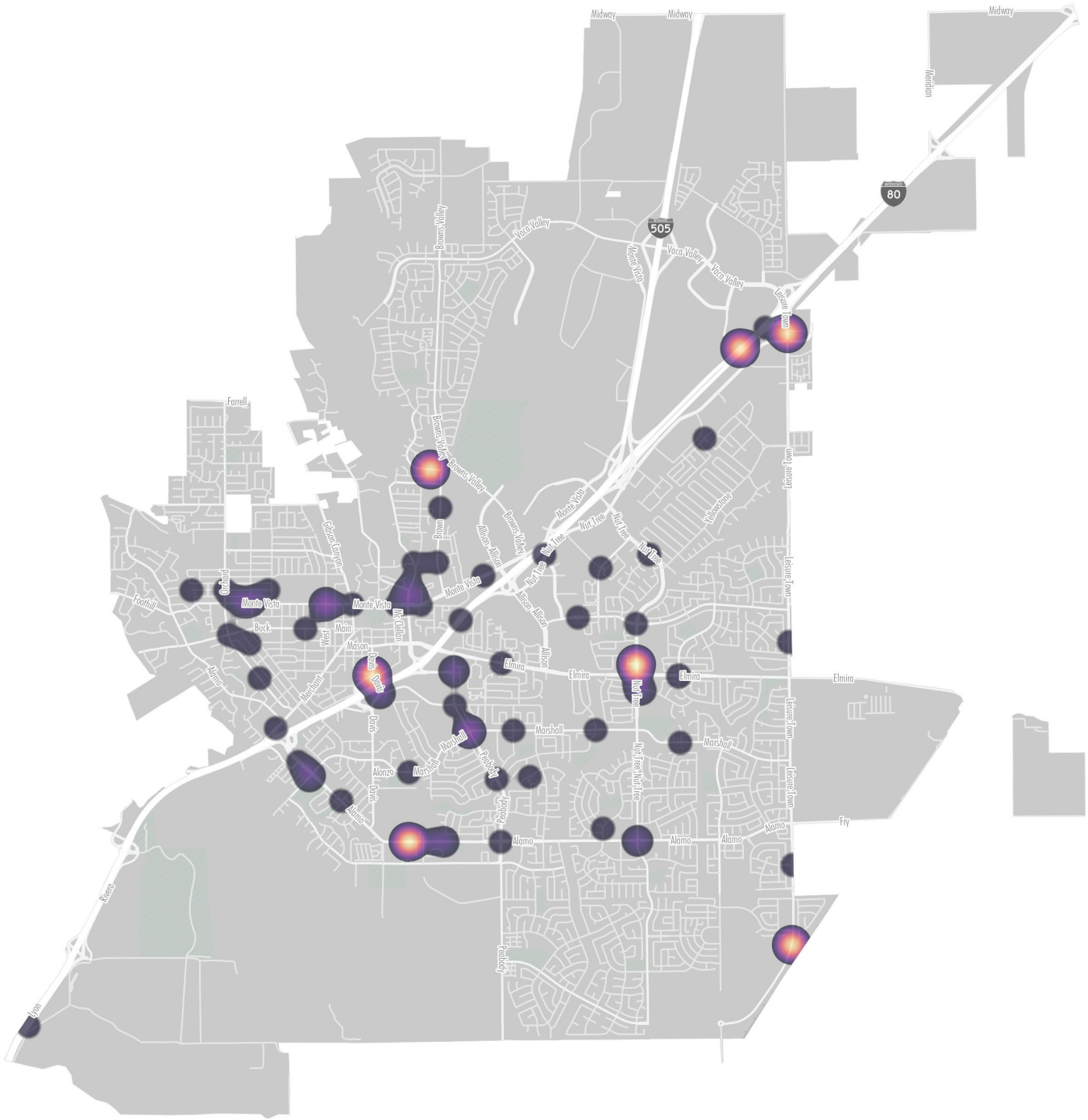
Figure VC-10: Vacaville Pedestrian Collision Hot Spot Analysis

Vacaville

STA
County Active Transportation Plan
Pedestrian Collisions

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

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



0 1 2 mi

Community Engagement

Throughout each stage of the Plan development, residents and stakeholders from Vacaville were asked to provide insights on where improvements to walking, bicycling, and access to transit could be improved and prioritized. A City of Vacaville staff member was part of the Plan Development Team. In-person and online outreach efforts to Vacaville 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. As part of the first phase of public outreach both online and in-person events were held to try to reach people throughout the county. The in-person pop-up event in Vacaville was the Merriment on Main event on November 27, 2018. The online and in-person feedback was combined to highlight where all participants had positive or negative input about existing infrastructure throughout Vacaville. 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 VC-11 shows the positive and negative comments about walking and bicycling in Vacaville from the online map. For larger versions of the comment maps, refer to *Appendix B: Technical Analysis and Summary Memorandums.*

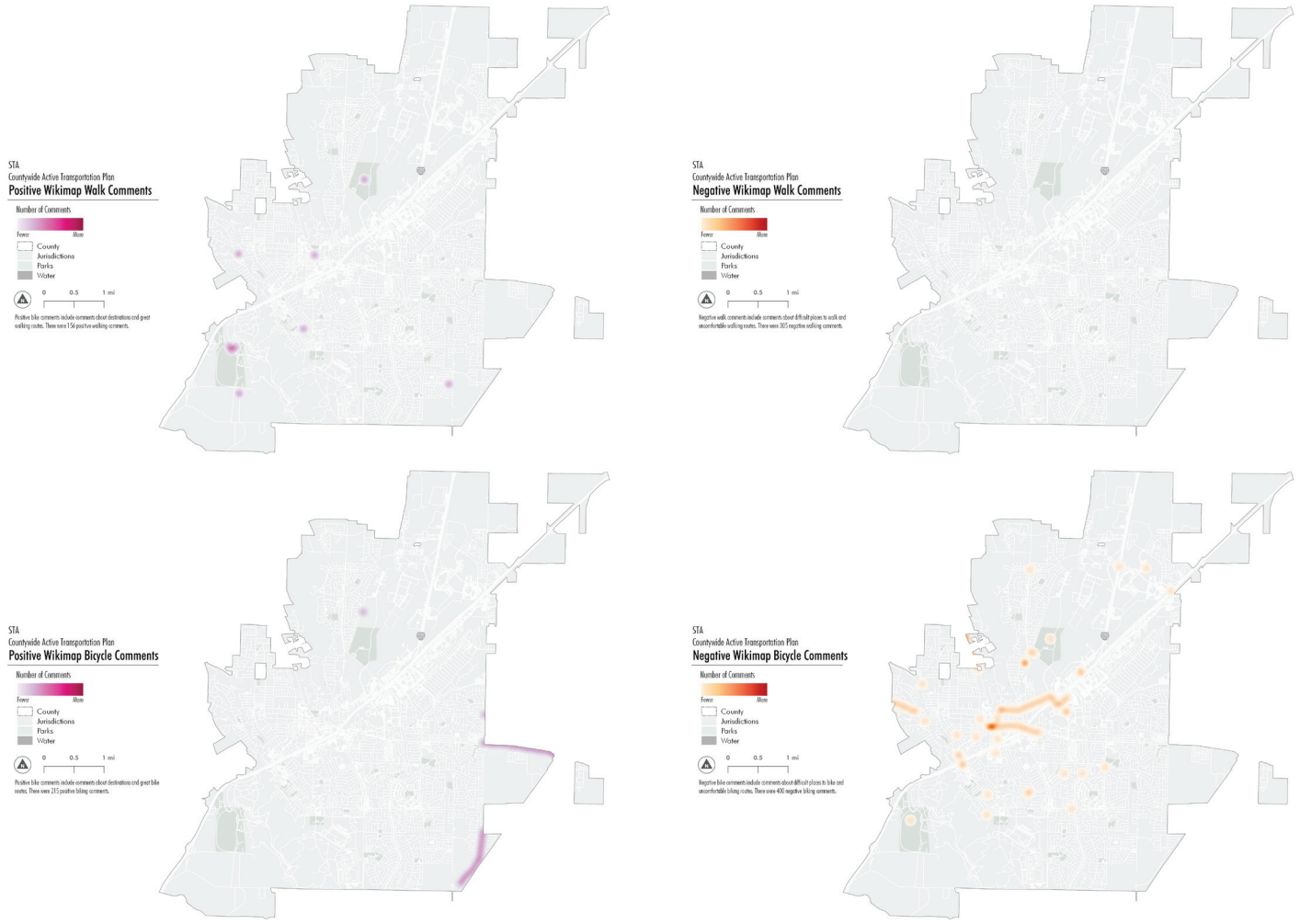


Figure VC-11: Online Map Positive and Negative Walking and Bicycling Comments for Vacaville

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 Vacaville. As a result, the PDT 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 shared it learned during Phase 1 outreach and subsequent analyses in Phase II. Vacaville held a bicycling tour and coordination meeting on August 5, 2019 starting at the Vacaville 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 VC-12: Walking Audit in Vacaville

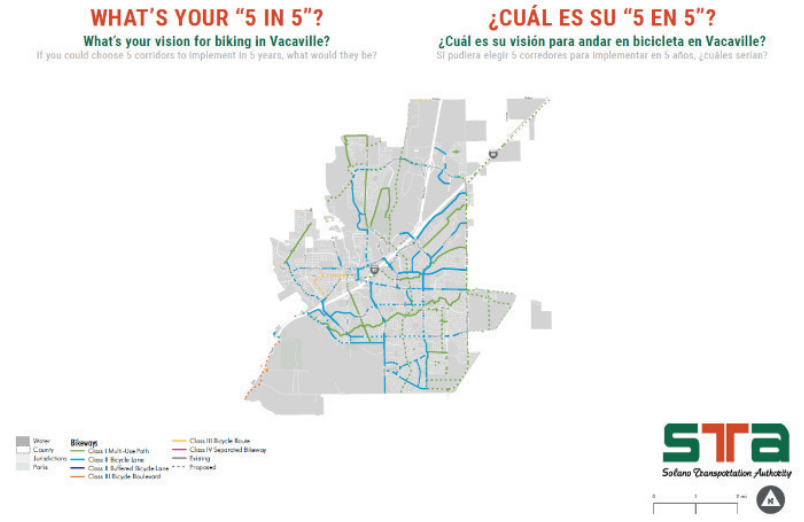


Figure VC-13: 5 in 5 activity in Vacaville

Phase IV: Implementation Strategy and Draft Plan

The fourth phase of outreach occurred in late Fall 2019 and focused on educating the public about different types of bicycle and pedestrian infrastructure and obtaining input on the best recommendations to prioritize. The PDT invited the public and interested stakeholders to participate in a presentation and workshop at the Vacaville City Staff Meeting at City Hall on November 13, 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 VC-13. This activity is intended to help Vacaville 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 and revised them as necessary.

Network Development

The Vacaville 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 which have the highest propensity to produce walking and bicycling trips, and assessing whether all ages and abilities pedestrian and bicycle facilities already exist along the network. The PDT used the results of these analyses to develop the countywide and local active transportation backbone networks. Vacaville's backbone network is shown in Figure VC-15.

Backbone Network Development

The PDT used an attractors and generators analysis to develop the backbone network. This technique is explained in greater detail in the following section.

The PDT created to 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 Vacaville; and,
- A local backbone networks that link the top 10 highest composite demand areas within each City.

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

Complete Networks and Citywide Recommendations

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

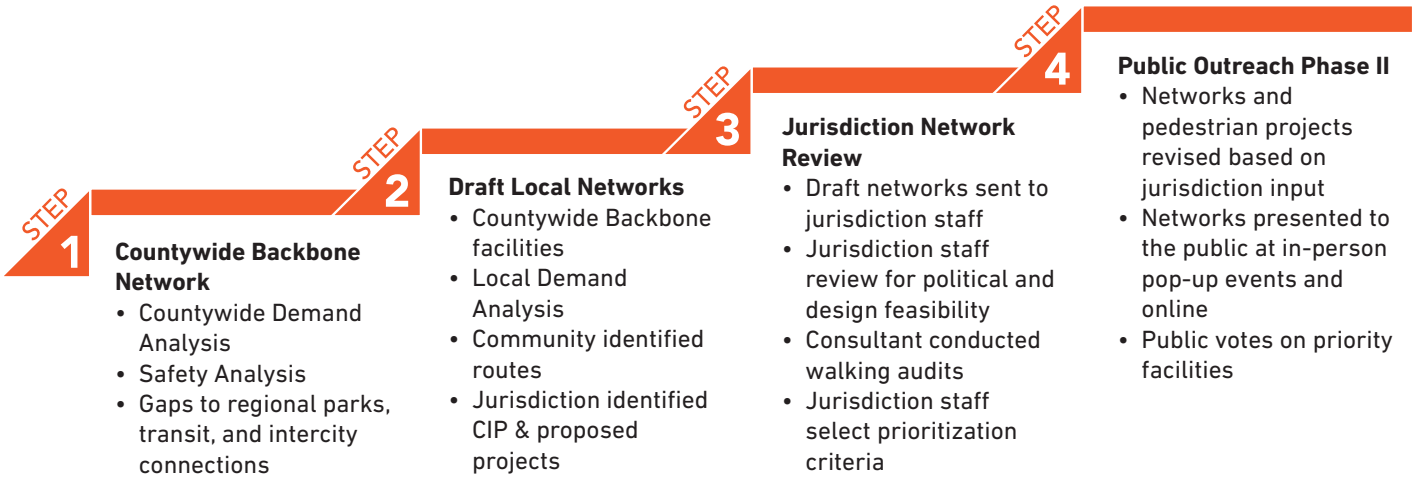


Figure VC-14: Active Transportation Network and Project Development Process

Vacaville 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.

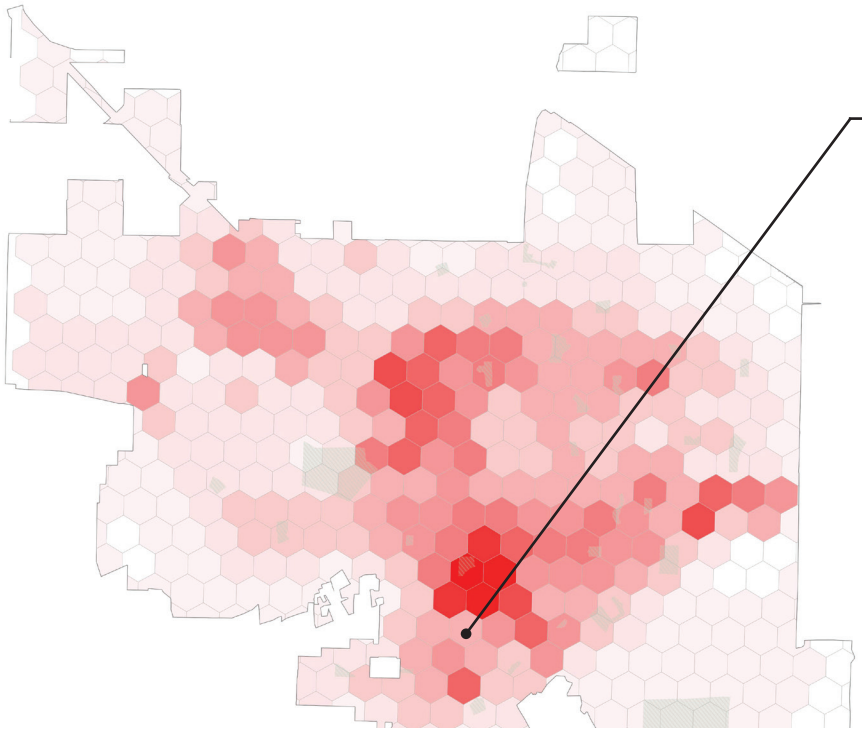
Only the Top 10 attractors and generators are listed in the table above but the Top 25 lines were used to generate Origin-Destination lines.

Top 10 Composite Demand Areas

Ref	Activity Center 1	Activity Center 2	Composite Trip Demand	Description
1	Downtown	Downtown/ residential	27,335,919	Downtown near Main Street and Dobbins Street to Cernon Street and Mason Street
2	Downtown	Downtown	22,679,326	Downtown near Main Street and Dobbins Street to Mason Street and Davis Street
3	Downtown	Downtown/ residential	17,834,958	Downtown near Mason Street and Davis Street to Cernon Street and Mason Street
4	Downtown	School	12,257,845	Downtown near Main Street and Dobbins Street to Vacaville High School
5	School	Downtown/ residential	9,639,535	Cernon Street and Mason Street to Vacaville High School
6	Downtown	School	7,666,499	Vacaville High School to Mason Street and Davis Street
7	School/ downtown	Downtown	7,555,749	Downtown near Main Street and Dobbins Street to Depot Street and Elmire Road
8	Residential	Downtown	6,425,332	Downtown near Main Street and Dobbins Street to Brown Street and Hazel Street
9	Medical	Downtown	6,330,863	Downtown near Main Street and Dobbins to California Medical Facility
10	Residential/ school	Downtown	6,063,105	Downtown near Main Street and Dobbins Street to Markham Avenue and Brown Street

1 Generator Scores

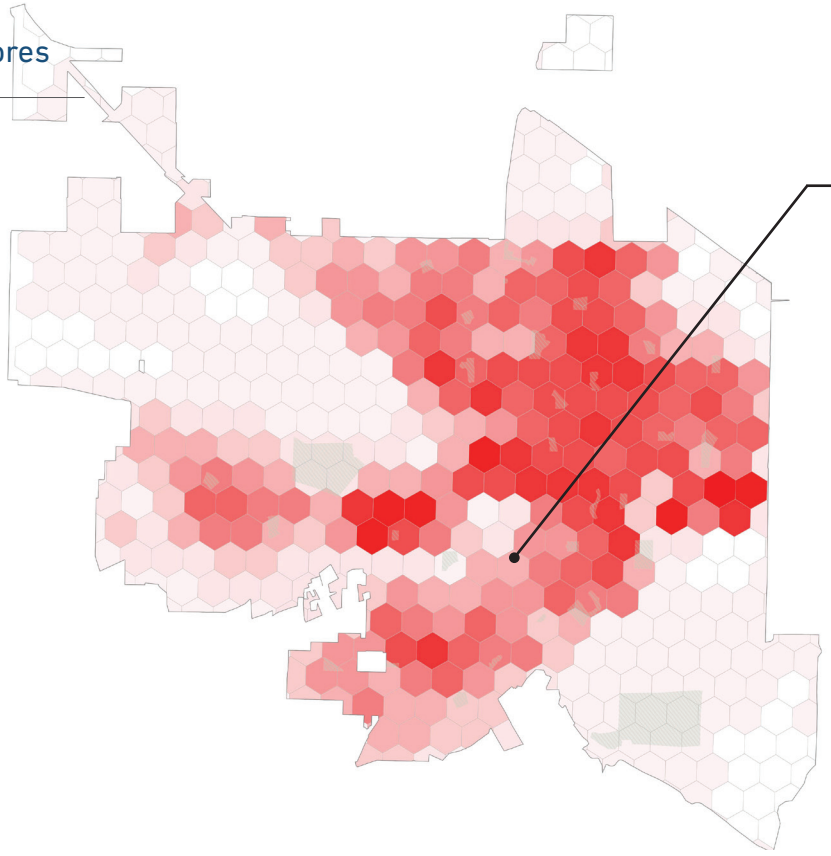
Low High



Generator	People
Total Population	27
Over 65 Population	2
Under 18 Population	8
Low Income Population	6
Zero Car Population	3
TOTAL GENERATORS TRIPS	**45**

2 Attractor Scores

Low High

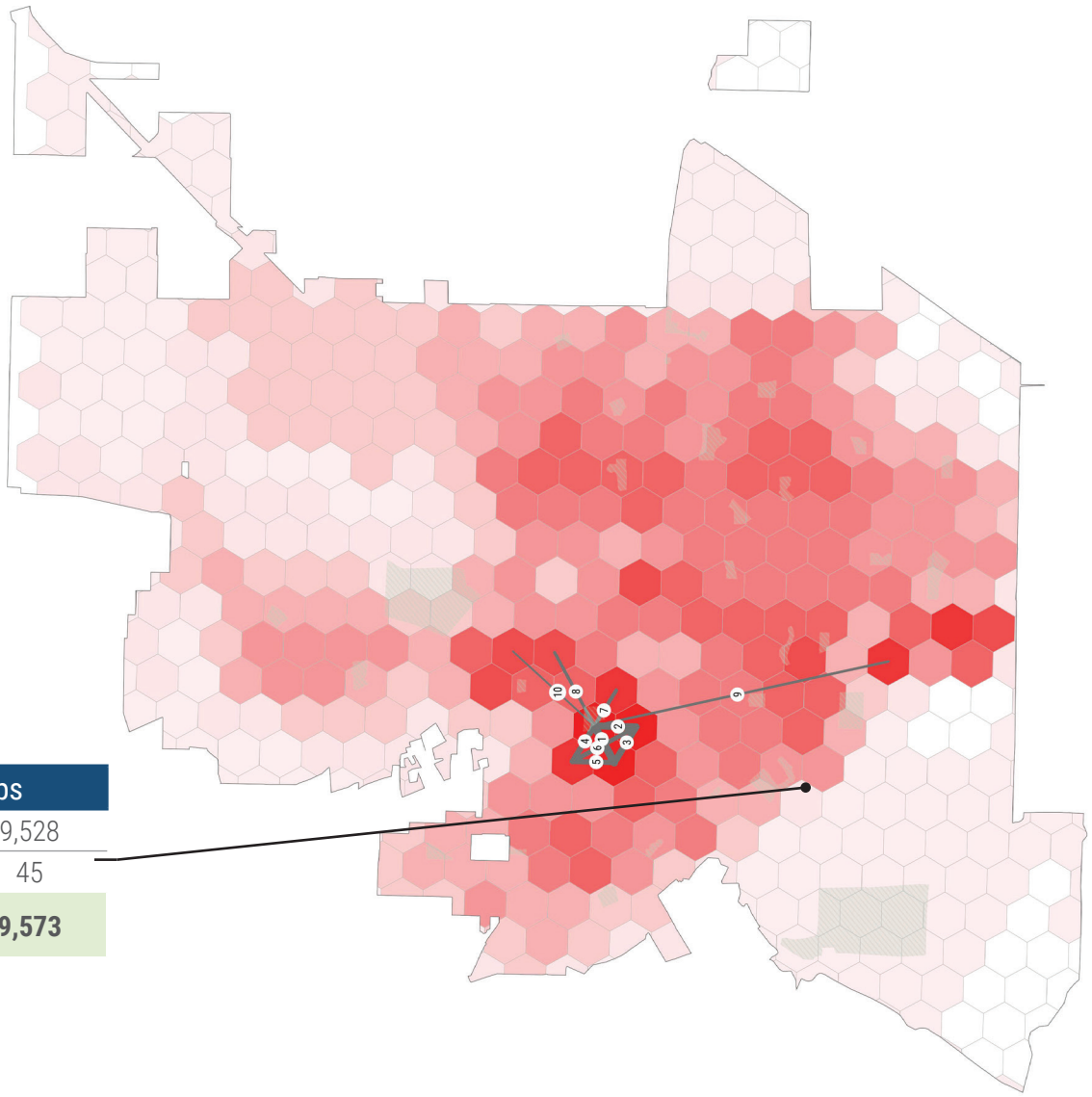


Attractor	Trips
Transit	2
Bus Stops	149
Employment Density	510
Higher Education	0
Schools	180
Parks	7
Neighborhood Commercial	0
Downtown	7,140
Major Retail	0
Services	0
Libraries	104
Entertainment	88
Public Input Destinations	5
TOTAL ATTRACTORS TRIPS	**8,185**

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*	9,528
Generators	45
TOTAL TRIPS	**9,573**

* 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

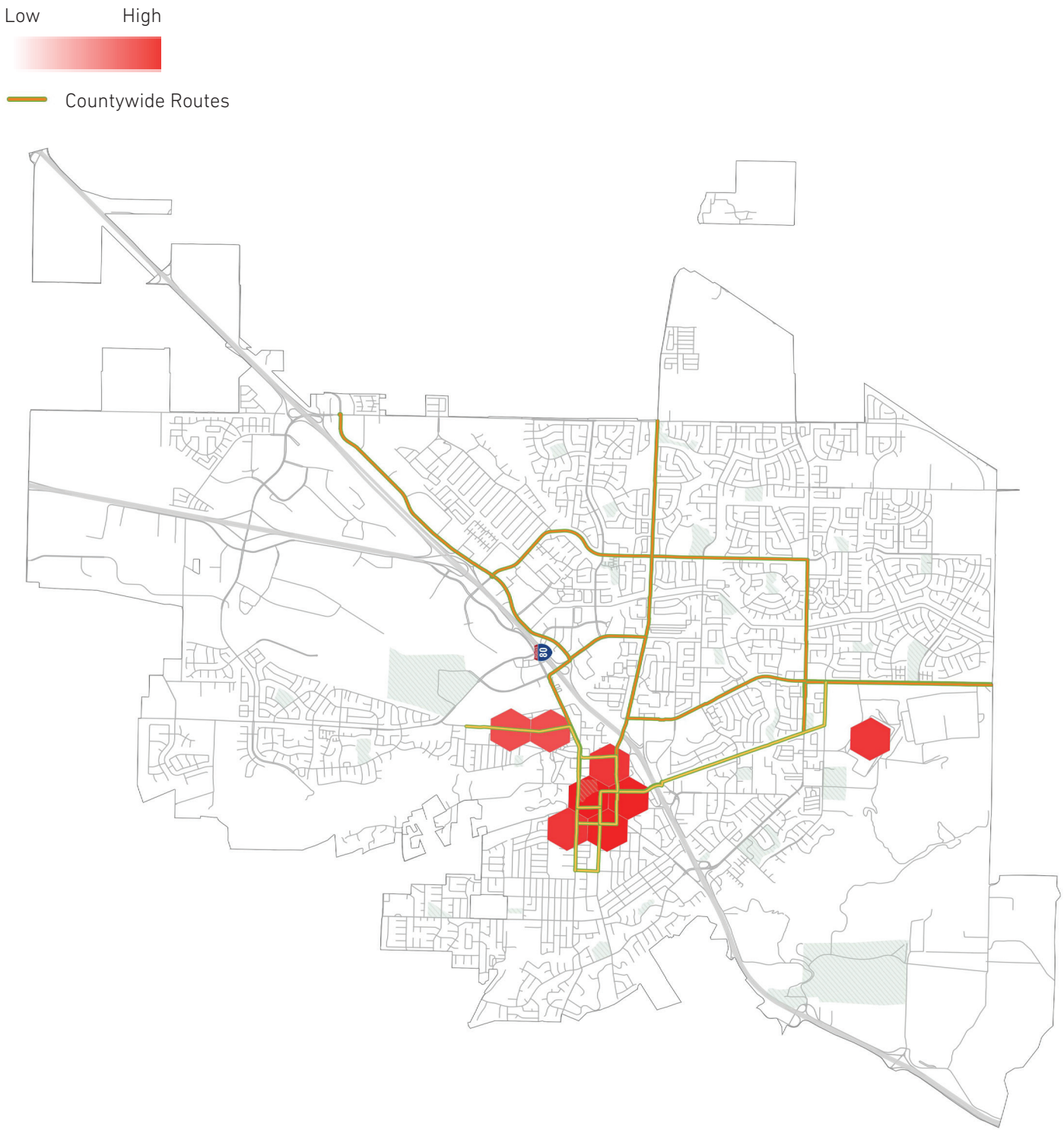


Figure VC-15: Active Transportation Backbone Network in Vacaville

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 Vacaville'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 Vacaville to identify relevant funding sources for network build out. This Plan proposes adding or upgrading a total of 57 miles of bikeways to Vacaville's existing bikeway network. Table VC-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 VC-17 shows the recommended bicycle network, with existing and proposed projects shown with solid and dotted lines, respectively. able VC-2 lists the details for all of the recommended bikeway projects in Vacaville. Figure VC-18 depicts which facilities meet the AASHTO all ages and abilities bikeway selection criteria. Approximately 55 percent of recommended facilities meet the AASHTO criteria (see Figure VC-16).

Table VC-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	19.4	21.6	$1,610,000	$34,776,000
Class II Bicycle Lane	30.3	12.5	$270,000	$3,375,000
Class II Buffered Bicycle Lane	-	-	$310,000	-
Class III Bicycle Route	0.35	2.5	$1,390,000	$3,475,000
Class III Bicycle Boulevard	0.89	1.8	$220,000	$396,000
Class IV Separated Bikeway	-	-	$370,000	-
Feasibility Study Needed	-	18.2	-	-
Total	**51.0**	**56.6**	**-**	**$42,022,000**

*Costs presented in 2020 dollars

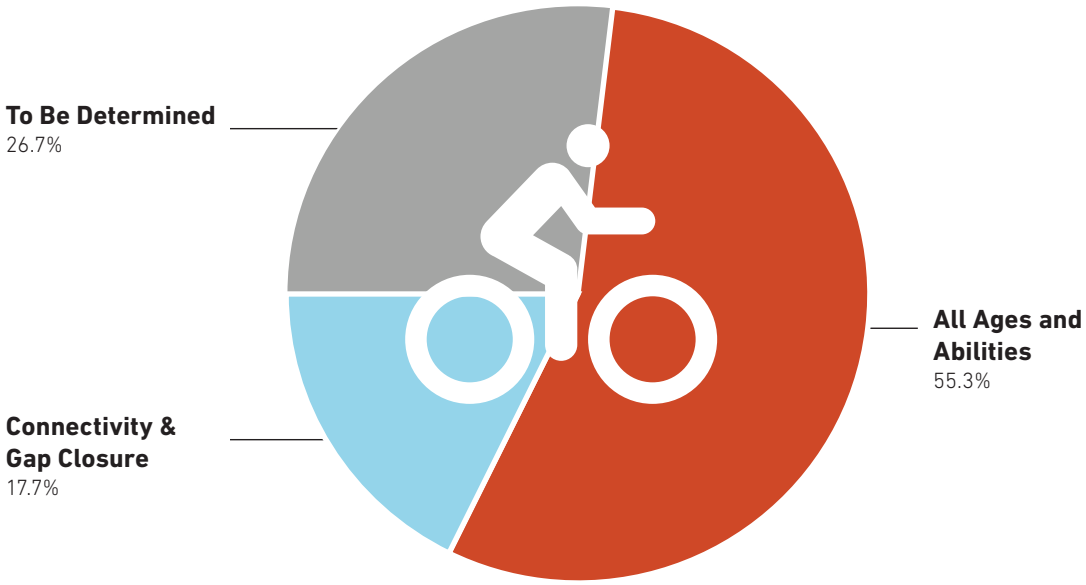


Figure VC-16: Share of Recommended Bikeways by Network Type

Figure VC-17: Proposed Bicycle Network for Vacaville

Vacaville

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

0 1 2 mi

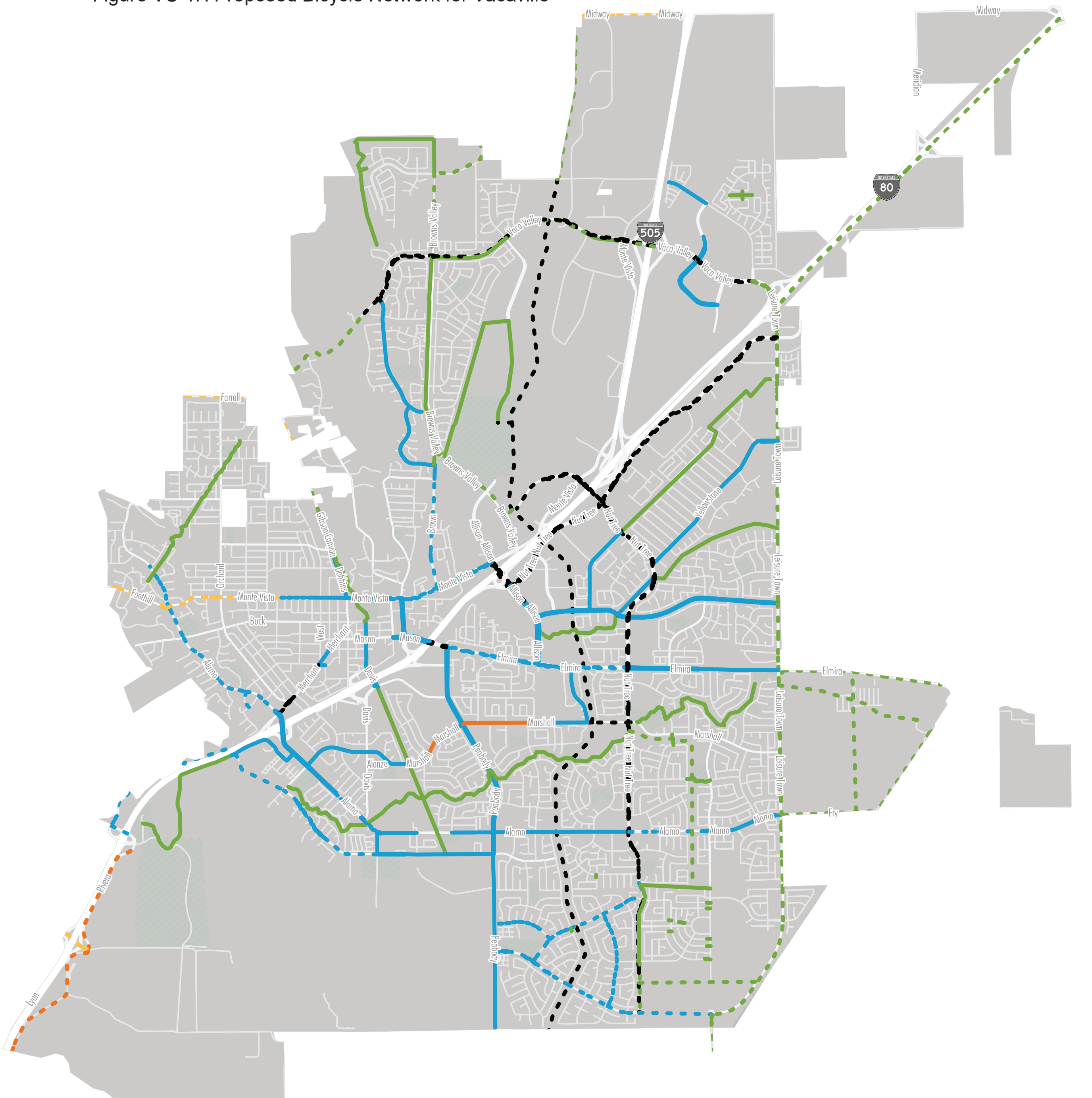


Figure VC-18: Recommended All Ages and Abilities Bikeway Network in Vacaville

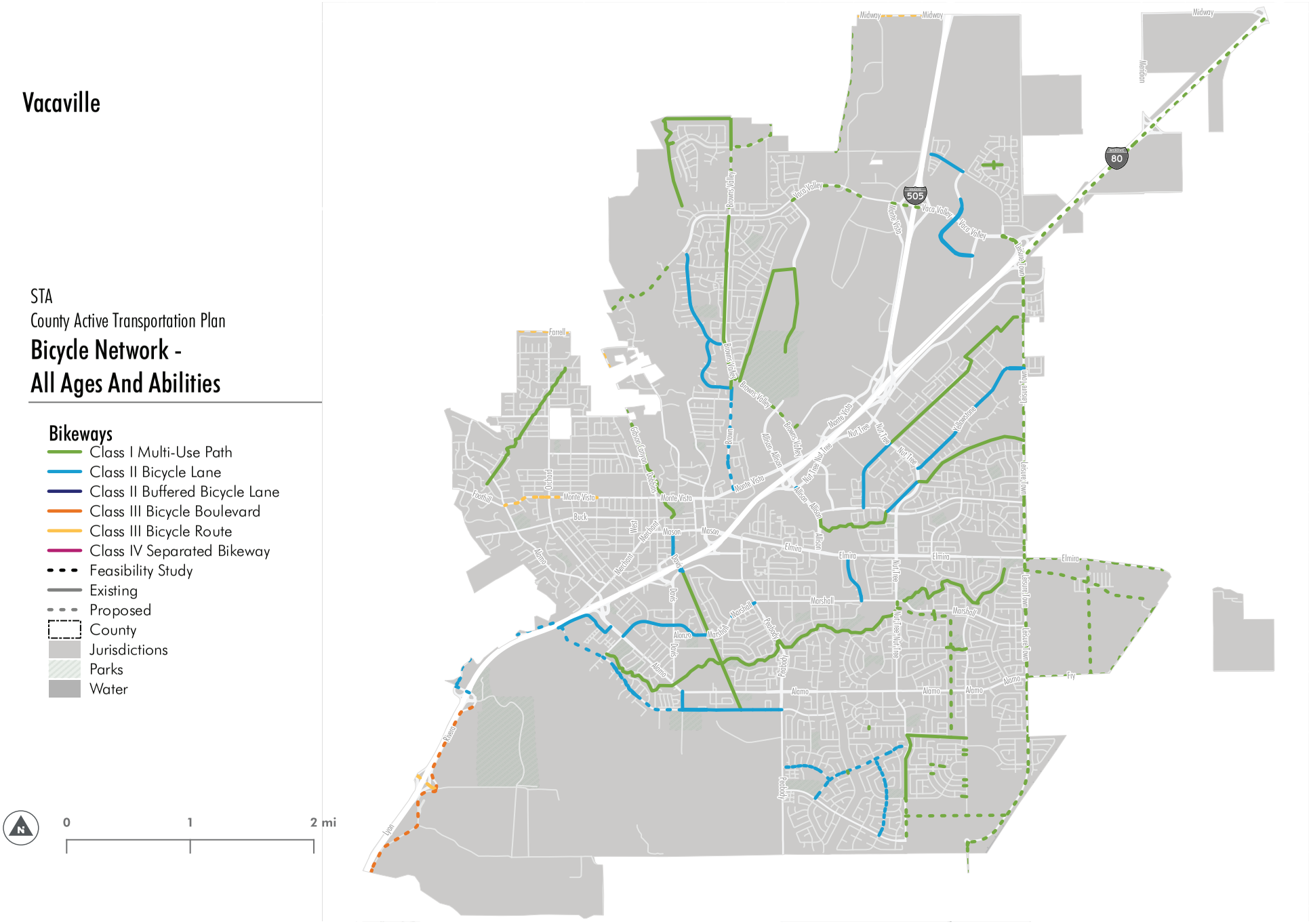


Table VC-2: Vacaville Recommended Bikeway Project List

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization Rank
613C	Mason St/ Elmira Rd	I-80	Peabody Rd	Feasibility Study	To Be Determined	0.38	N/A	High
613D	Mason St/ Elmira Rd	Peabody Rd	Allison Dr	Class II Bicycle Lane	Connectivity & Gap Closure	0.61	$164,700	High
613E	Mason St/ Elmira Rd	Allison Dr	Nut Tree Rd	Class II Bicycle Lane	Connectivity & Gap Closure	0.61	$164,700	High
610A	E Monte Vista Ave	Dobbins St	Allison Dr	Class II Bicycle Lane	Connectivity & Gap Closure	1.06	$286,200	High
624A	Nut Tree Rd	Foxboro Pkwy	Newcastle Dr	Feasibility Study	To Be Determined	0.78	N/A	High
624B	Nut Tree Rd	Somerville Dr	Alamo Dr	Feasibility Study	To Be Determined	0.37	N/A	High
624C	Nut Tree Rd	Alamo Dr	End of road	Feasibility Study	To Be Determined	3.11	N/A	High
603C	Marshall Rd	Will C Wood High School Driveway	Peabody Rd	Class III Bicycle Route (North Side)	Connectivity & Gap Closure	0.22	$58,604	High
603F	Marshall Rd	Beelard Dr	Royal Oaks Dr	Feasibility Study	To Be Determined	0.07	N/A	High
603G	Marshall Rd	Royal Oaks Dr	Nut Tree Rd	Feasibility Study	To Be Determined	0.23	N/A	High
641A	Youngsdale Dr	Foxboro Pkwy	Nut Tree Rd	Class II Bicycle Lane	All Ages & Abilities	0.91	$244,679	High
615A	Brown St	E Monte Vista Ave	Markham Ave	Class II Bicycle Lane	All Ages & Abilities	0.75	$203,836	High
601A	Alamo Dr	Path North of Cheyenne Dr	Merchant St	Class II Bicycle Lane	Connectivity & Gap Closure	1.43	$385,432	High
601D	Alamo Dr	La Cruz Ln (South)	Alamo Ln	Class II Bicycle Lane	Connectivity & Gap Closure	0.43	$116,100	High
601I	Alamo Dr	Nut Tree Rd	Snowy Owl Dr	Class III Bicycle Route	Connectivity & Gap Closure	0.75	$202,534	High
626A	Meadowlands Bike Path (along Putah South Canal)	Nut Tree Rd	Casa Verde Ct	Feasibility Study	To Be Determined	1.46	N/A	High
632A	Alamo Creek Trail Connector	Alamo Creek Bike Trail	Marshall Rd	Feasibility Study	To Be Determined	0.22	N/A	High
634A	Leisure Town Rd/Foxboro Pkwy	I-80	Vanden Rd / Foxboro Pkwy	Class I Multi-Use Path	All Ages & Abilities	5.37	$8,646,105	High
630A	Browns Valley Pkwy Path	Browns Valley Rd Path	Putah South Canal Path (Proposed)	Class I Multi-Use Path	All Ages & Abilities	0.73	$1,181,499	Medium

Table VC-2: Vacaville Recommended Bikeway Project List

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization Rank
642A	Morning Glory Dr	Peabody Rd	Youngsdale Dr	Class II Bicycle Lane	All Ages & Abilities	0.42	$114,454	Medium
600A	Vacaville Bike Path Extension	Dennis Dr	Farrell Rd	Class I Multi-Use Path	All Ages & Abilities	0.36	$571,568	Medium
600B	Vacaville Bike Path Extension	Farrell Rd	1000' wesst of Wrentham	Class I Multi-Use Path	All Ages & Abilities	0.92	$1,484,370	Medium
604A	Foothill Dr	West of Wykoff Dr	Alamo Dr	Class III Bicycle Route	Connectivity & Gap Closure	0.44	$616,771	Medium
604B	W Monte Vista Dr	Alamo Dr	Chestnut St	Class III Bicycle Route	Connectivity & Gap Closure	0.76	$1,061,664	Medium
604C	W Monte Vista Dr	Chestnut St	Chandler St	Class II Bicycle Lane	Connectivity & Gap Closure	0.24	$65,491	Medium
643A	Ruby Dr	Youngsdale Dr	Foxboro Pkwy	Class II Bicycle Lane	All Ages & Abilities	0.66	$179,050	Medium
644A	California Dr	Alamo Ln	Rivera Rd	Class II Bicycle Lane	All Ages & Abilities	2.59	$699,911	Medium
635A	Foxboro Pkwy	Peabody Rd	Leisure Town Rd / Vanden Rd	Class II Bicycle Lane	Connectivity & Gap Closure	1.58	$425,438	Medium
635B	Foxboro Pkwy	Nut Tree Rd	-	Class II Bicycle Lane	Connectivity & Gap Closure	0.50	$134,811	Medium
605A	Gibson Canyon Dr/ Dobbins St	E Hemlock St	Farrell Rd	Class I Multi-Use Path	All Ages & Abilities	0.45	$722,945	Low
629A	Browns Valley Road Path	Vaca Valley Pkwy	Whispering Ridge Dr	Class I Multi-Use Path	All Ages & Abilities	0.58	$930,199	Low
629B	Browns Valley Road Path	Shelton Ln	Craig Ln	Class I Multi-Use Path	All Ages & Abilities	0.47	$764,426	Low
637A	Vaca Valley Pkwy Side Path	Allison Pkwy	Cessna Dr	Class I Multi-Use Path	All Ages & Abilities	0.62	$1,001,336	Low
637B	Vaca Valley Pkwy Side Path	E Monte Vista Ave	I-505 NB Off-Ramp	Class I Multi-Use Path	All Ages & Abilities	0.31	$500,118	Low
639A	Nut Tree Rd Side Path	Opal Way	Foxboro Pkwy	Class I Multi-Use Path	All Ages & Abilities	0.36	$574,098	Low
640A	New Development Trails (East of Leisure Town Rd)	-	-	Class I Multi-Use Path	All Ages & Abilities	10.17	$16,373,506	Low
625A	Vanden Rd	Leisure Town Rd	1372' South of Leisure Town RD	Class I Multi-Use Path	All Ages & Abilities	0.27	$433,324	Low

Table VC-2: Vacaville Recommended Bikeway Project List

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization Rank
621A	Putah South Canal Path			Feasibility Study	To Be Determined	6.32	N/A	Low
623A	Allison Dr	E Monte Vista Ave	Travis Way	Feasibility Study	To Be Determined	0.34	N/A	Low
618B	Ulatis Creek Trail Extension	I-80 Underpass	Approx. Camden Apartments	Class I Multi-Use Path	All Ages & Abilities	0.81	$1,299,270	Low
618C	Ulatis Creek Trail Extension	Ulatis Dr	Nut Tree Rd	Feasibility Study	To Be Determined	0.07	N/A	Low
606B	Merchant St	Alamo Dr	E Walnut Ave	Feasibility Study	To Be Determined	0.43	N/A	Low
627A	Orange Dr / Nut Tree Pkwy	Leisure Town Rd	Allison Dr	Feasibility Study	To Be Determined	2.59	N/A	Low
620A	Vaca Valley Pkwy	1000' west Wrentham	Crocker Dr	Feasibility Study	To Be Determined	2.00	N/A	Low
620B	Vaca Valley Pkwy	Crocker Dr	New Horizons Wy	Feasibility Study	To Be Determined	0.54	N/A	Low
620C	Vaca Valley Pkwy	New Horizons Wy	Crescent Dr	Feasibility Study	To Be Determined	0.42	N/A	Low
622A	Putah South Canal Connection	Putah South Canal	Horse Creek Soccer Complex	Feasibility Study	To Be Determined	0.10	N/A	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, the City of Vacaville decided to host an internal staff meeting and did not participate in the 5 in 5 activity. Therefore, no near-term action plan is presented and Vacaville should use the prioritization results to guide near-term investments accordingly.

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 four miles of sidewalk gaps in Vacaville along the backbone networks. Table VC-3 presents the sidewalk gaps along the backbone networks along with a cost estimate for filling each gap. Figure VC-19 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 VC-4). Note that there is some overlap in projects identified in each process for sidewalk gap closure projects as local priorities were evaluated. Figure VC-20 shows the list of pedestrian projects identified using this second assessment. All of the projects identified through these two analyses will help improve Vacaville's pedestrian network so that it is more comfortable for people of all ages and abilities.

Table VC-3: Vacaville 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
Peabody Rd	City Limit to Alamo Dr	1.2	0	1.2	$1,188,000
California Dr	South Side Bikeway to Peabody Rd	0	0.17	0.17	$168,300
Nut Tree Pkwy	Allison Dr to Nut Tree Rd	0.25	0	0.25	$247,500
Orange Dr	Nut Tree Rd to Leisure Town Rd	0.67	0.35	1.01	$999,900
Allison Dr	E Monte Vista Ave to Nut Tree Pkwy	0.2	0	0.2	$198,000
Allison Dr	Nut Tree Pkwy to Elmira Rd	0	0.1	0.1	$99,000
Elmira Rd	Leisure Town Rd to Edwin Dr	0.46	0	0.46	$455,400
Buck Ave	Chestnut St to Kentucky St	0	0.13	0.13	$128,700
Chestnut St	Buck Ave to Neil St	0.06	0	0.06	$59,400
Brown St	Bennett Hill Dr to Markham Ave	0	0.08	0.08	$79,200
Total	-	**2.84**	**0.83**	**3.67**	**$3,633,300**

Figure VC-19: Vacaville Sidewalk Gaps Along the Backbone Network

Vacaville

STA
County Active Transportation Plan

Sidewalk Gaps along the Backbone Network

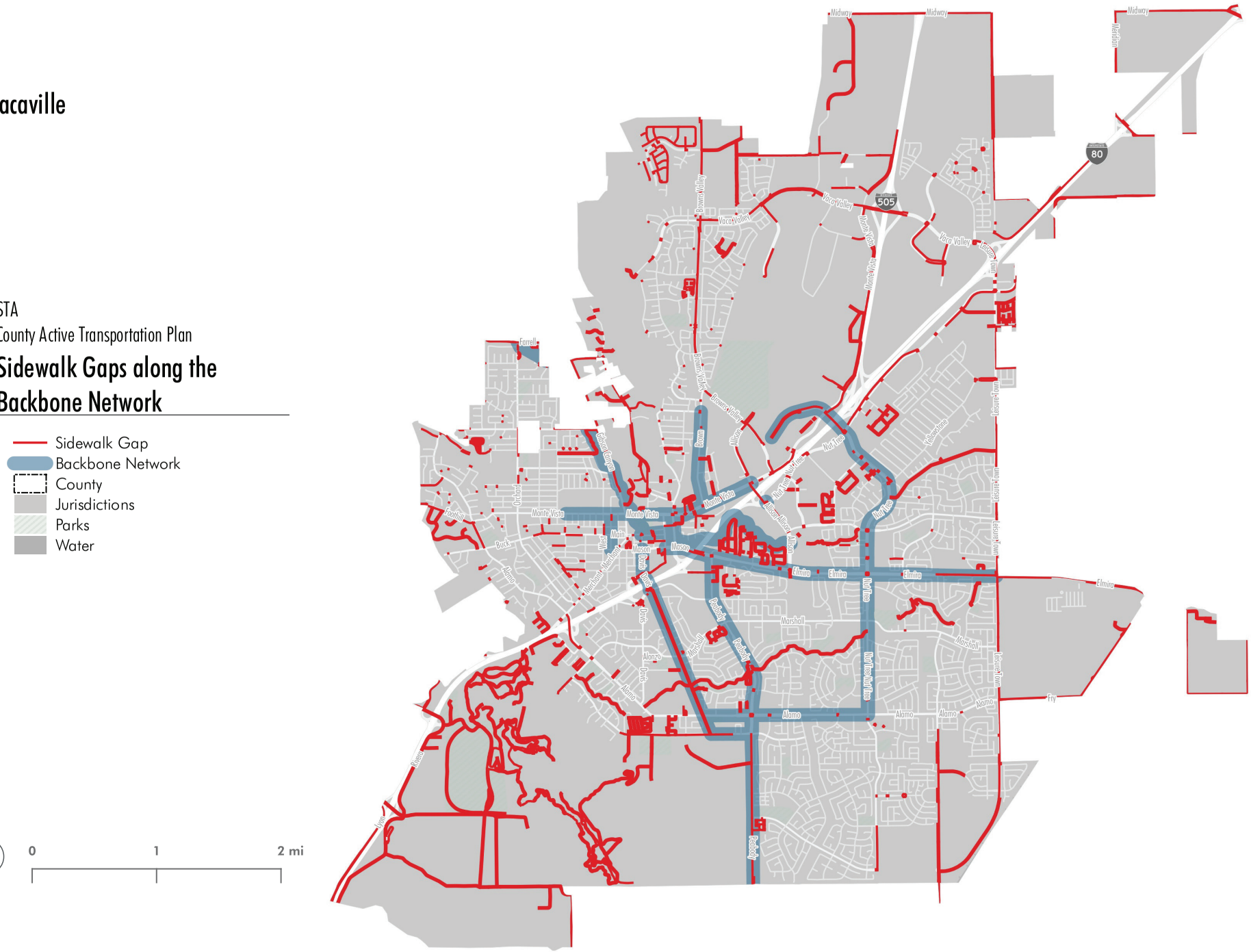


Table VC-4: Proposed Pedestrian Projects

Project ID	Location	Description	Project Type	Length (mi)	Estimated Cost*
VC.SG.5	Peabody Rd, Vanden Rd, Elmira Rd, Leisure Town Rd	School Access	Sidewalk Gap Closure	2.10	$2,076,563
VC.SG.4	Elmira Rd, Alamo Dr, Butcher Rd, California Dr, Peabody Rd, Nut Tree Rd	School Access and Transit Access	Sidewalk Gap Closure	3.36	$3,322,125
VC.SG.6	Leisure Town Rd, Elmira Rd, Fry Rd	School Access	Sidewalk Gap Closure	3.54	$3,500,438
VC.SG.1	Vaca Valley Pkwy, E Monte Vista Ave, Leisure Town Rd, Orange Dr	School Access and Transit Access	Sidewalk Gap Closure	6.25	$6,184,875
VC.SG.2	Vaca Valley Pkwy, Browns Valley Rd, Allison Dr, Dobbins St	School Access and Transit Access	Sidewalk Gap Closure	6.27	$6,209,438
VC.SG.3	Buck Ave, Foothill Dr, N Orchard Ave, Gibson Canyon Rd, Farrell Rd, Fruitvale Rd	School Access and Transit Access	Sidewalk Gap Closure	6.41	$6,350,438
VC.SA.1	Monte Vista Ave and Eldridge Ave	Third Pedestrian Crossing	Safety	-	-
VC.SA.2	Monte Vista Ave and N Orchard Ave	ADA Ramps	Safety	-	-
VC.SR2S.1	Bel Air Dr	Improved Crossing	Safe Routes to School	-	-
VC.SR2S.2	Bel Air Dr	Improved Crossing	Safe Routes to School	-	-
VC.SR2S.3	Bel Air Dr	Improved Crossing	Safe Routes to School	-	-
VC.SR2S.4	Morning Glory Dr	Improved Crossing	Safe Routes to School	-	-
VC.SR2S.5	Morning Glory Dr	Improved Crossing	Safe Routes to School	-	-
VC.SR2S.6	Morning Glory Dr	Improved Crossing	Safe Routes to School	-	-
VC.SRTS.1	Markham Ave	Improved Crossing	Safe Routes to Transit	-	-
VC.SRTS.2	Markham Ave	Improved Crossing	Safe Routes to Transit	-	-
VC.SRTS.3	Buck Ave and Eldridge Ave	Improved Crossing	Safe Routes to Transit	-	-
VC.SRTS.4	Anita Ct and S Orchard Ave	Improved Crossing	Safe Routes to Transit	-	-
VC.WA.1	Solano County Library	Pedestrian Comfort and Accessibility	Walk Audit	-	-
VC.SA.3	I-80/Alamo Dr Interchange Ramp Ped Safety Improvements	Improved Crossings & ADA Enhancements	Safety	-	-
VC.SA.4	I-80 Depot Rd Intersection Ped Safety Improvements	Improved Crossings & ADA Enhancements	Safety	-	-
VC.SA.5	I-80/Leisure Town Rd Interchange Ramp Ped Safety Improvements	Improved Crossings & ADA Enhancements	Safety	-	-
VC.SA.6	I-505/Vacavalley Pkwy Interchange Ramp Ped Safety Improvements	Improved Crossings & ADA Enhancements	Safety	-	-

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

Figure VC-20: Proposed Pedestrian Projects in Vacaville