Vallejo

Vallejo

Overview

Vallejo is located along the southern coast of Solano County. Vallejo is located at the junction of many of the major roadways in Solano County with the Interstate-80 (I-80) corridor providing connections south to the East Bay and north to Fairfield, CA-37 and CA-29 providing connections west to Napa, and Interstate-780 connecting east to I-680 and Vallejo. Interstates I-80 and I-780 along with CA-37 divide the city into several portions. Vallejo has a variety of environments, including a waterfront, historic maritime industry, and Mare Island. There is a dense grid of residential land use on the central and north portion of the city. Further to the south, the residential land use is lower density with cul-de-sacs. Commercial land use is located along Lincoln Highway/Broadway Street and east of the I-80/CA-37 interchange at the Gateway Plaza. Six Flags Discovery Kingdom is located south of CA-37. Across the Napa River lies Mare Island where the majority of industrial land use is located along with the Mare Island Golf Club and Shoreline Heritage Preserve. Additional industrial use is located on the mainland coast of the Napa River and at the interchange of I-80 and I-780 to the southwest. Vallejo is the largest city in Solano County, with a population of 122,105 people as of 2017.

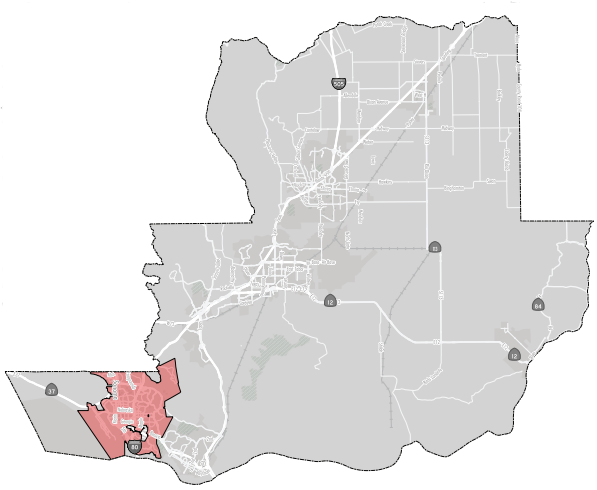


Figure VL-1: Vallejo

Existing Conditions

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

Demographic Characteristics

According to the United States Census American Community Survey, the population of Vallejo increased by five percent from 2010 to 2017. Vallejo is also one of the more racially and ethnically diverse cities in Solano County. The share of vulnerable populations (people under 18 and 65 or older), who may be more likely to rely on walking, bicycling, and transit, increased by three percent. Vallejo's population has slightly more women than men, but the American Community Survey data suggests that men may be more likely to walk, bicycle, or ride public transit to work than women.

Travel Characteristics

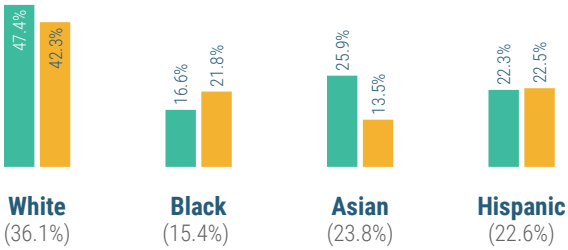
In 2017, the share of employed people ages 16 or older who walked, bicycled, or rode transit to work was nearly seven percent. Based on data from the California Household Travel Survey, a majority of all trips taken in Vallejo by any mode of transportation are less than three miles in length (58%), which is considered a reasonable bicycling distance. Almost a quarter of all trips (23%) are less than one mile, which is considered a reasonable walking distance for most trips. This indicates that almost two-thirds of all trips made within Vallejo could be converted to walking or bicycling trips. Additional travel patterns for Vallejo are depicted in Figure VL-2.

Vallejo Active Transportation Profile

Characteristics of residents who walk or bike to work:

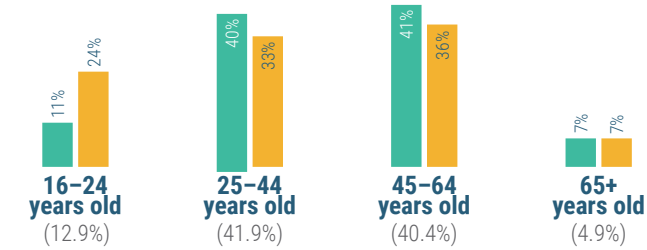
Source: US Census, ACS 5-Year Estimates 2016. Sample size = 764 people who walk and 239 people who bike

Race



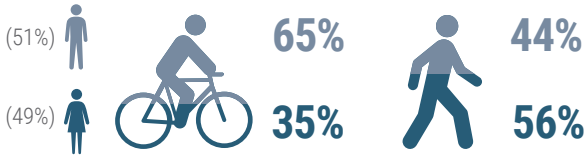
(%) Percentage of Total Population

Age



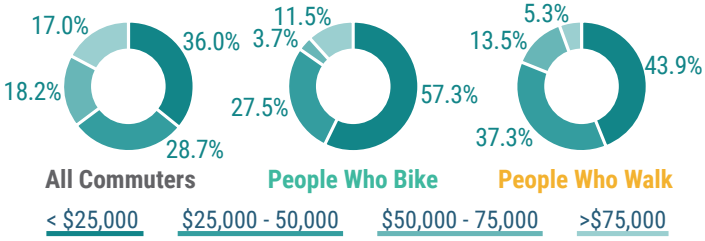
(%) Percentage of Total Population

Gender



(%) Percentage of Total Population

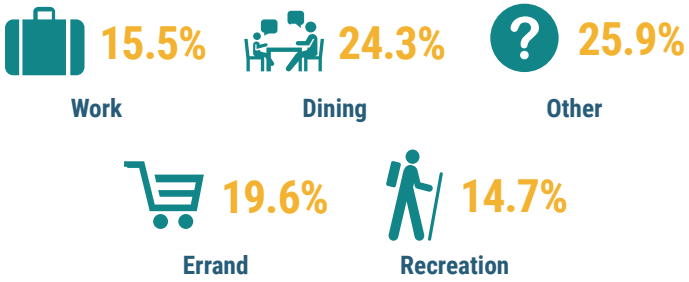
Income



General travel characteristics (all modes):

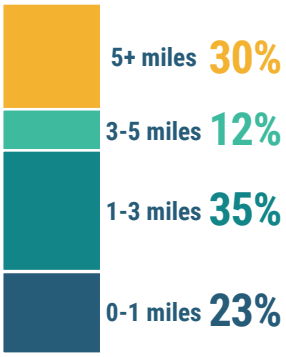
Trip Purposes

Sample size = 1,720 trips (all modes)



Trip Distances

Sample size = 969 trips (all modes)



Mode Share

Sample size = 51,585 people (commute trips)

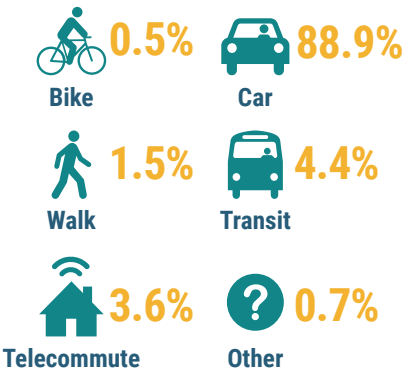


Figure VL-2: Vallejo Active Transportation Profile

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 Vallejo. Everyone in Vallejo 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 Vallejo consists largely of sidewalk infrastructure supported by crossing treatments, multi-use paved trails, and unpaved recreational trails. Vallejo currently has an overall Walk Score of 42 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 515 miles of sidewalks, which includes measurements of sidewalks on both sides of the street independently. There are approximately 727 miles of maximum potential sidewalk coverage (total roadway mileage multiplied by two to account for both sides of the street), as shown in Figures VL-4 and VL-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 the bicycle facilities in Vallejo'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. Vallejo has a 364-mile roadway network, 46 lane miles of which currently have bicycle facilities. This includes six lane miles of shared-use paths, 22 lane miles of bicycle lanes, and 18 lane miles of bicycle routes, as summarized in Figures VL-4 and VL-6. Figures VL-7 and VL-8 present the LTS and BNA results for Vallejo's existing bicycle network, respectively.

Figure VL-3: Class I Multi-use path on the Waterfront in Vallejo

Sidewalk Network Inventory

	Existing Sidewalk Lane Miles	Roadway Network Lane Miles*
Vallejo	515	727
Priority Development Areas	9	13
Communities of Concern	236	296
Disadvantaged Communities	65	136

*Maximum potential sidewalk coverage

Bicycle Network Inventory

Bicycle Facilities	Lane Miles
Multi-Use Paths (Class I)	6
Bicycle Lanes (Class II)	22
Bicycle Routes (Class III)	18
No Designated Facility	341
All Roadways	364

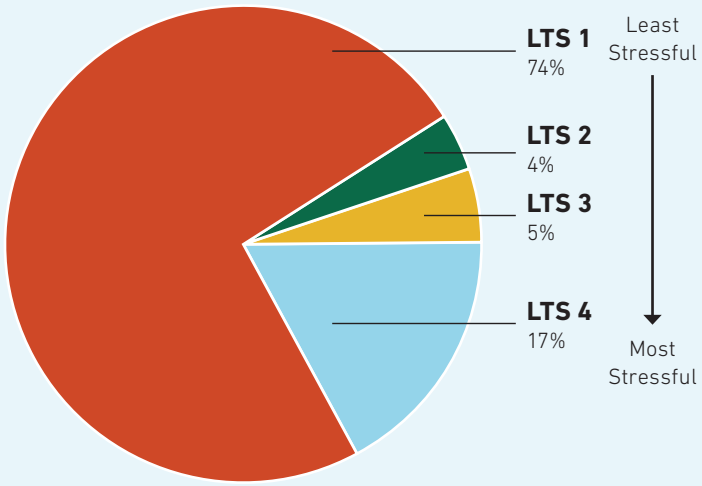
Citywide Bicycle Network Analysis (BNA) Score

26

Low Connectivity 0→100 High Connectivity

Percent of Roadway Mileage

Level of Traffic Stress (LTS)



Bicycle Inventory

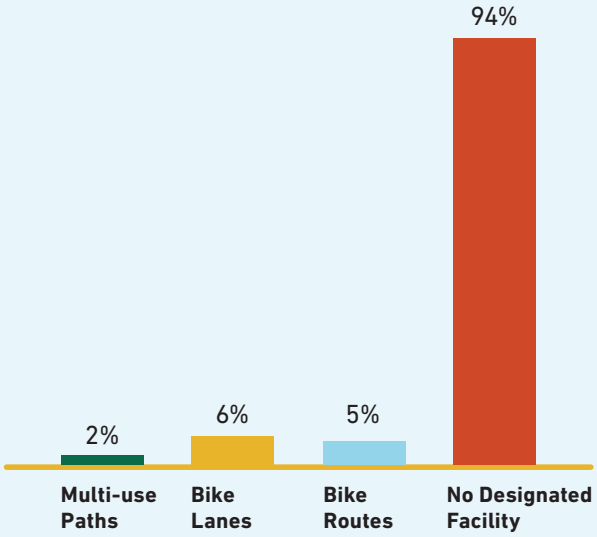


Figure VL-4: Vallejo Active Transportation Network Infographic

Figure VL-5: Vallejo Sidewalk Coverage Map

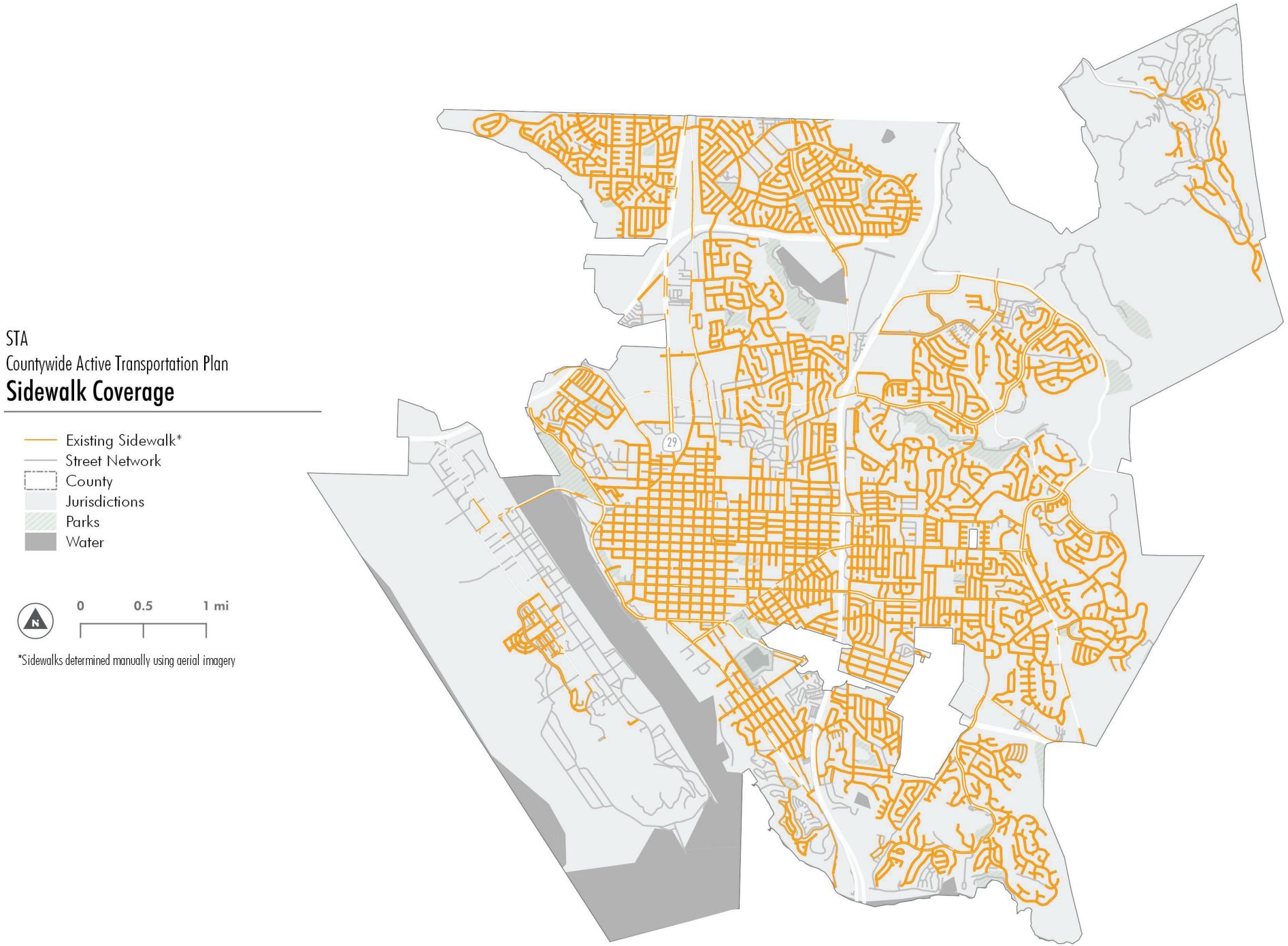


Figure VL-6: Vallejo Existing Bike Network Map

Vallejo

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

0 1 2 mi

Figure VL-7: Vallejo Bicycle LTS Map

Vallejo

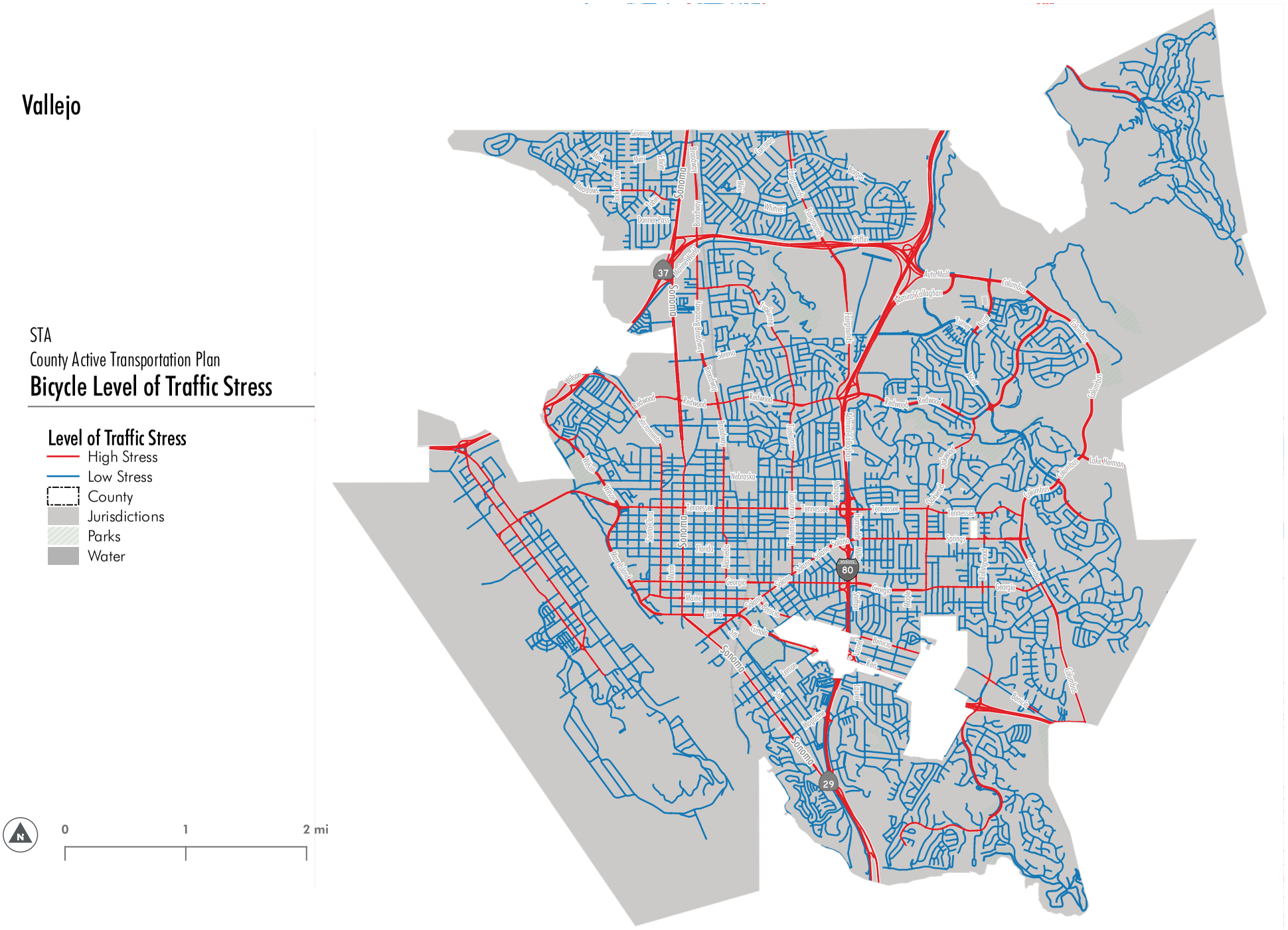


Figure VL-8: Vallejo Bicycle Network Connectivity Map

Vallejo

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 Vallejo. 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 3,452 traffic collisions in Vallejo. Of these collisions, six percent (215) were pedestrian collisions and three percent (92) were bicycle collisions. Vallejo has the highest number of pedestrian collisions and the third highest number of bicycle collisions among all of the incorporated jurisdictions in Solano County.

In Vallejo, the EPDO scores for segments and intersections are nearly equal for both pedestrian collisions and bicycle collisions. Among pedestrian collisions, the EPDO score is highest for collisions during dark hours on streets with lights, however, there is a notable EPDO score for collisions occurring in the daylight. The EPDO score for bicycle collisions was highest during daylight hours, with a notable score for dark 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 Vallejo (see Figures VL-9 and VL-10). The analysis identified the street segments below as warranting further investigation.

Pedestrian collision hotspots:

- Spring Road from Columbus Parkway to Amador Street
- Tennessee Street from Lassen Street to Marin Street
- Highway 29 from Highway 37 to Curtola Parkway

Bicycle collision hotspots:

- Highway 29 from Highway 37 to I-80 Interchange

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

Table VL-1: Identified Safety Projects in Vallejo

Location	Project
Springs and Tregaskis	Install HAWK
Springs and Heartwood	Install HAWK
Springs and Lassen/Hilton	Install HAWK
Springs Rd from Miller Ave to Rollingwood Dr	Install curb extensions; Provide school route improvements

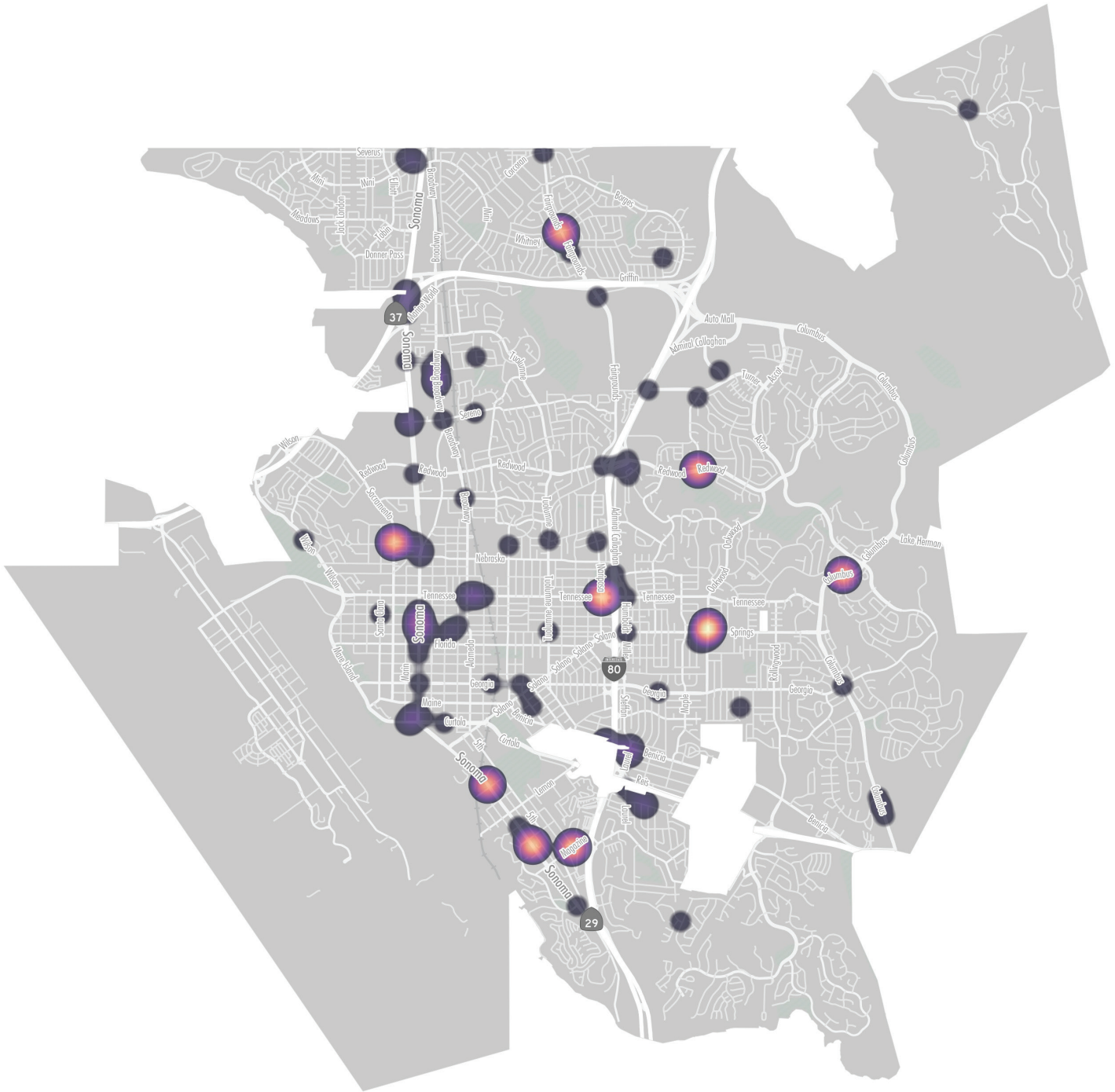
Figure VL-9: Vallejo Bicycle Collision Hot Spot Analysis

Vallejo

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 1 2 mi

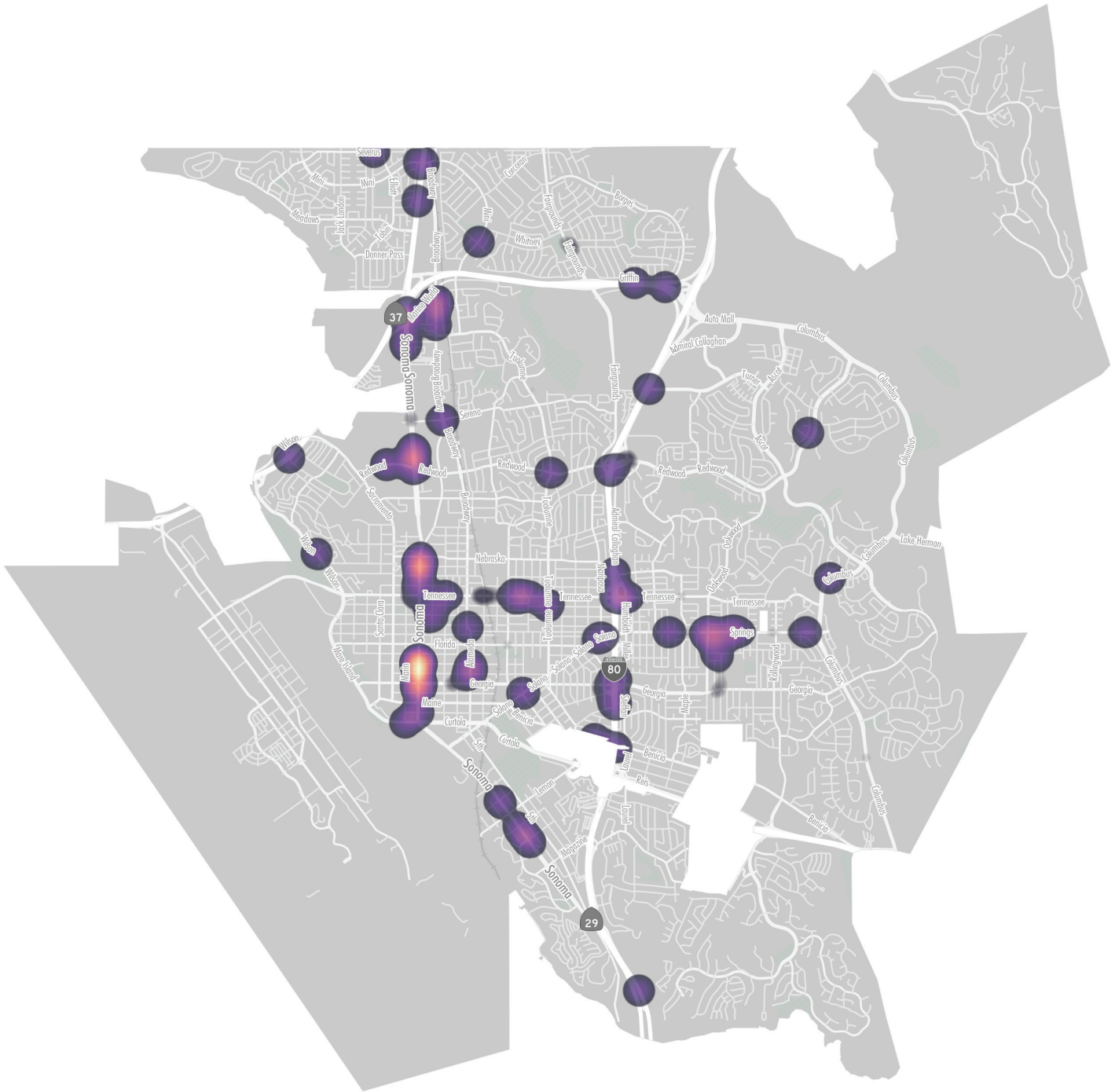
Figure VL-10: Vallejo Pedestrian Collision Hot Spot Analysis

Vallejo

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



Community Engagement

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

Phase I: Data Collection and Initial Outreach

The goal of the first phase of public outreach was to increase awareness about the Plan and find out where people feel comfortable and uncomfortable walking and bicycling in each jurisdiction. As part of the first phase of public outreach, the Plan Development Team (or PDT if you introduce the abbreviation earlier) held a pop-up event at the Vallejo Farmers' Market downtown and conducted online outreach through interactive Wikimaps. The online and in-person feedback was combined to highlight where all participants had positive or negative input about existing infrastructure throughout Vallejo. 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 VL-11 shows the positive and negative comments about walking and bicycling in Vallejo from the online map. For larger versions of the comment maps, refer to *Appendix B: Technical Analysis and Summary Memorandums.*

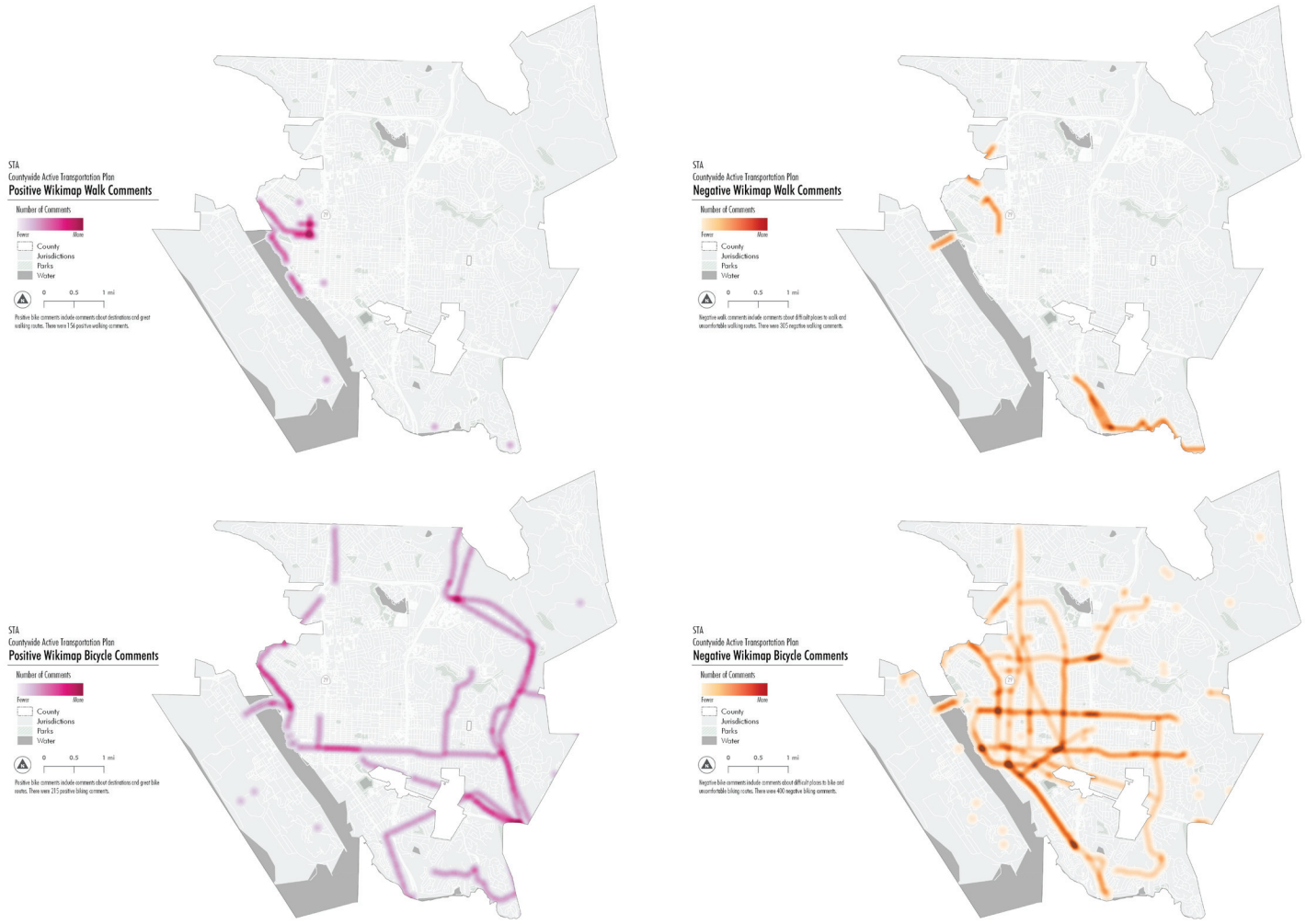


Figure VL-11: Online Map Positive and Negative Walking and Bicycling Comments for Vallejo

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

Phase III: Jurisdiction Needs and Recommendations

The third phase of outreach occurred in late Summer/ early Fall 2019. The Project Team met with each jurisdiction individually to hold a coordination meeting with internal jurisdiction staff. During these meetings, the Project Development Team shared what it learned during Phase 1 outreach and subsequent analyses in Phase II. Vallejo held a bicycling tour and coordination meeting on September 20, 2019 starting at the Vallejo City Hall to review initial proposed recommendations and visit key sites to refine or develop additional recommendations. The outcome of this meeting and walking tour resulted in updated project lists and maps that were presented to the public during Phase IV.

Figure VL-12: The bicycling and walking audit in Vallejo

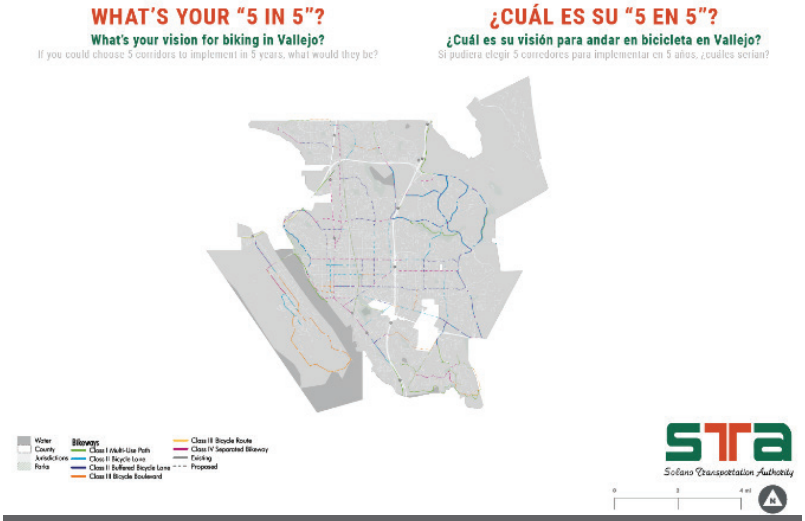


Figure VL-13: Vallejo Five in Five Activity

Phase IV: Implementation Strategy and Draft Plan

The fourth phase of outreach occurred in late Fall of 2019 and focused on educating the public about different types of bicycle and pedestrian infrastructure and obtaining input on how to best prioritize recommendations. The PDT invited the public and interested stakeholders to participate in a presentation and workshop at the Vallejo Active Transportation Plan Community meeting at the North Vallejo Community Center on November 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 VL-13. This activity is intended to help Vallejo focus on which facilities the public is most likely to use in the near-term to build out a connected network of all ages and abilities facilities. Based on public feedback, the PDT also reviewed pedestrian recommendations and revised them as necessary.

Network Development

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

The local backbone network was developed as an advisory tool. The final authority for all roadway operations, uses, and design lies with the City of Vallejo's City Council, as represented in the City's adopted General Plan.

Backbone Network Development

The PDT use an attractors and generators analysis to develop the backbone network. Two levels of backbone networks were developed:

- 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 Vallejo; 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 proposed recommendations that meet all ages and abilities facility criteria. 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 VL-14 below shows the network development steps and how analyses or public input was intregated into the process.

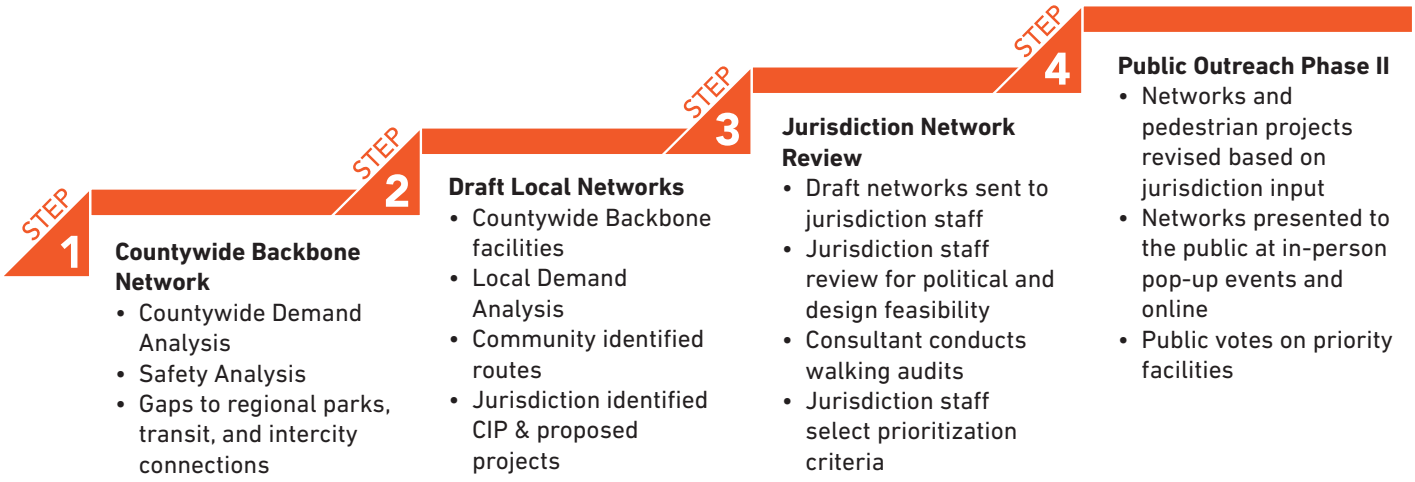


Figure VL-14: Active Transportation Network and Project Development Process

Rio Vista 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.

Factors

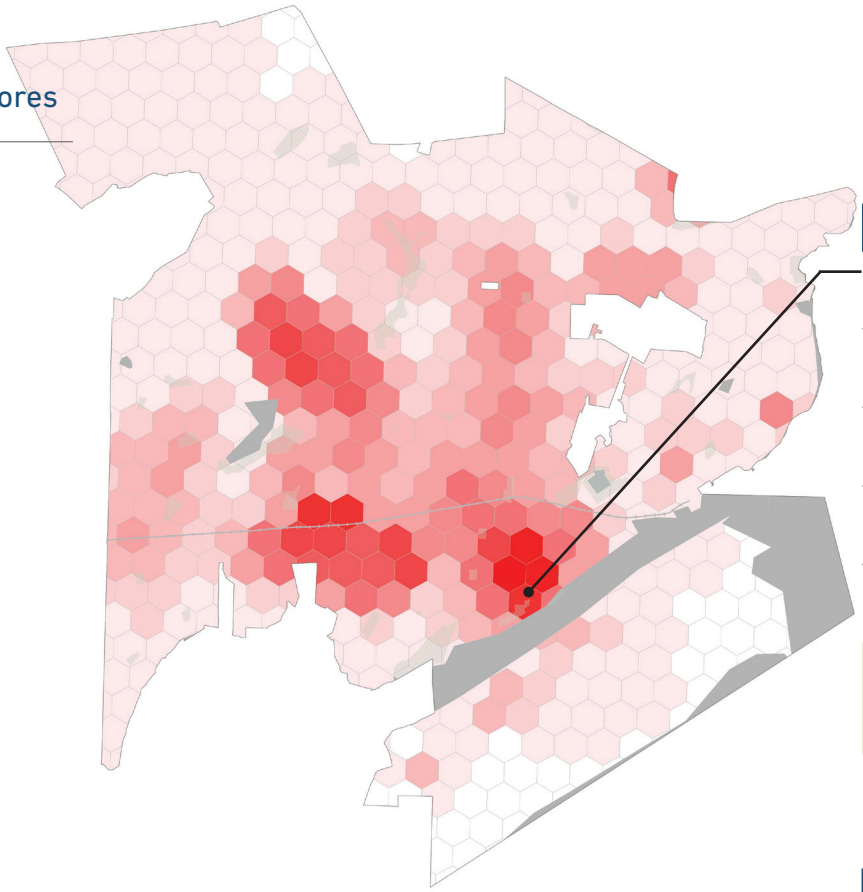
Only the Top 10 attractors and generators are listed in the table above but the Top 25 lines were used to generate Origin-Destination lines.

Top 10 Composite Demand Areas

Ref	Activity Center 1	Activity Center 2	Composite Trip Demand	Description
1	Downtown	Downtown	43,437,544	Downtown near Carolina Street and Sacramento Street to downtown near York Street and Maine Street
2	Downtown/ residential	Downtown	34,546,758	Downtown near Carolina Street and Sacramento Street to Napa Street and Virginia Street
3	Downtown/ residential	Downtown	29,926,252	Downtown near York Street and Maine Street to Napa Street and Virginia Street
4	Downtown	Transportation	27,534,762	Downtown near Carolina Street and Sacramento Street to Marina Vista park
5	Downtown	Transportation	23,852,086	Downtown near York Street and Maine Street to Marina Vista Park
6	Downtown/ residential	Transportation	18,184,996	Napa Street and Virginia Street to Marina Vista Park
7	Residential	Downtown	15,613,775	Downtown near Carolina Street and Sacramento Street to Sacramento Street and Nebraska Street
8	Residential/ medical	Downtown	14,366,426	Downtown near Carolina Street and Sacramento Street to Serano Drive and North Camino Alto
9	Residential	Downtown	13,704,681	Downtown near Carolina Street and Sacramento Street to Redwood Street and North Camino Alto
10	Residential	Downtown	12,766,719	Downtown near York Street and Maine Street to Sacramento Street and Nebraska Street

1 Generator Scores

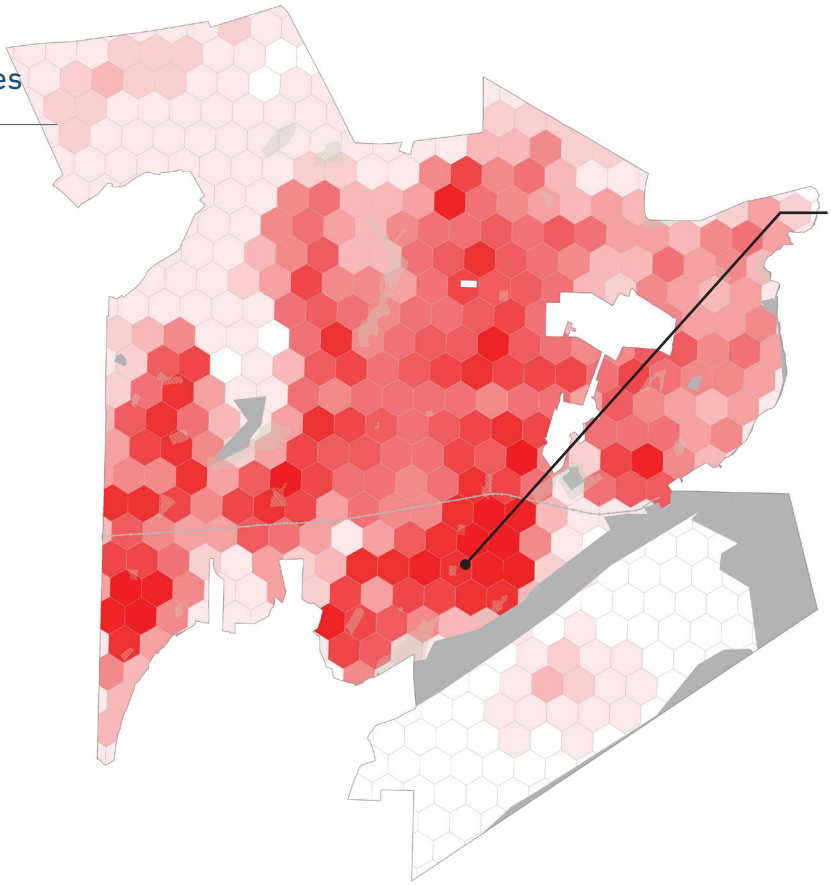
Low High



Generator	People
Total Population	754
Over 65 Population	36
Under 18 Population	94
Low Income Population	118
Zero Car Population	103
TOTAL GENERATORS TRIPS	**1,105**

2 Attractor Scores

Low High



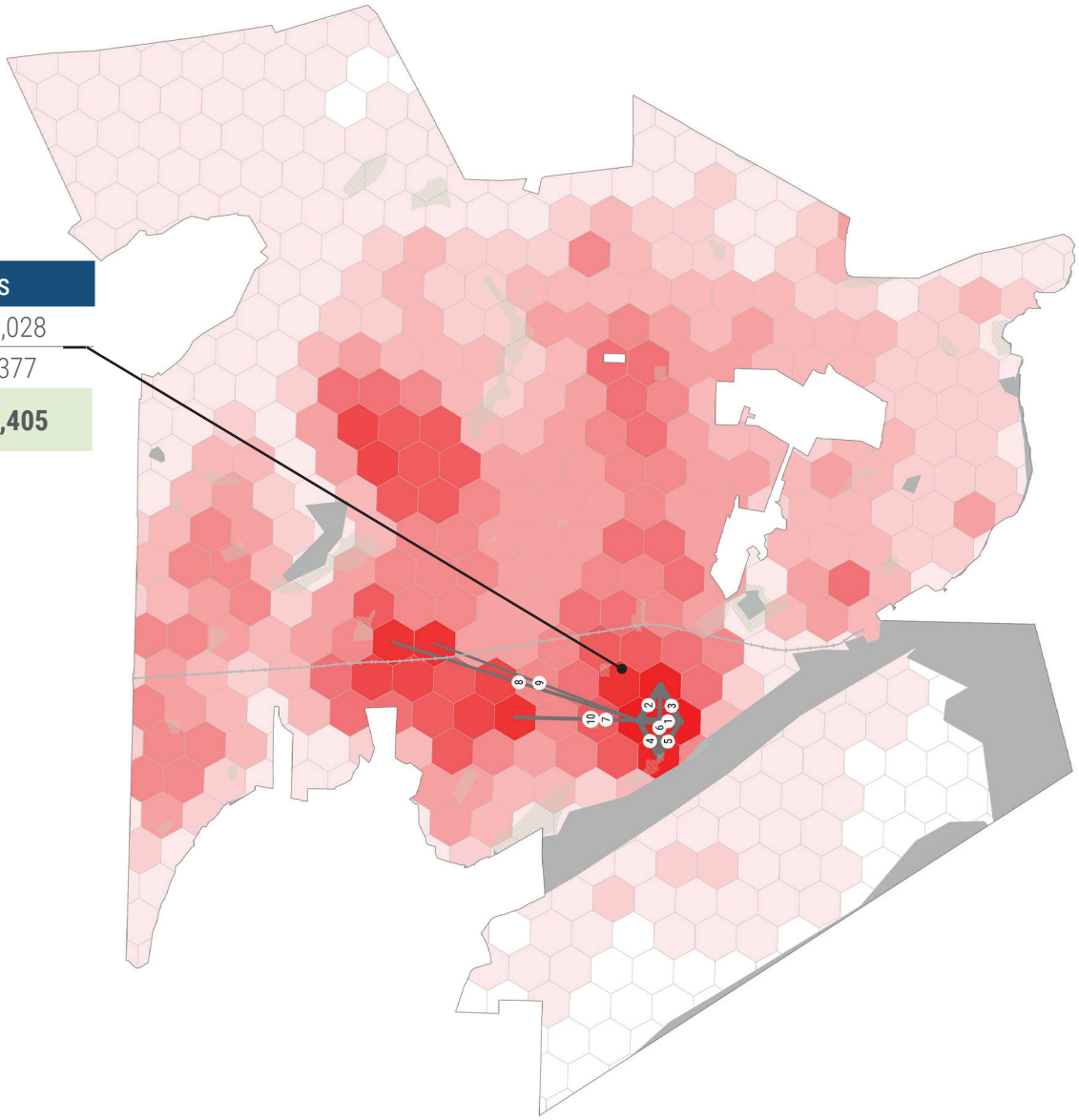
Attractor	Trips
Transit	61
Bus Stops	307
Employment Density	154
Higher Education	0
Schools	106
Parks	6
Neighborhood Commercial	1,256
Downtown	6,885
Major Retail	0
Services	22
Libraries	44
Entertainment	34
Public Input Destinations	1
TOTAL ATTRACTORS TRIPS	**8,876**

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*	6,028
Generators	377
TOTAL TRIPS	**6,405**



* 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

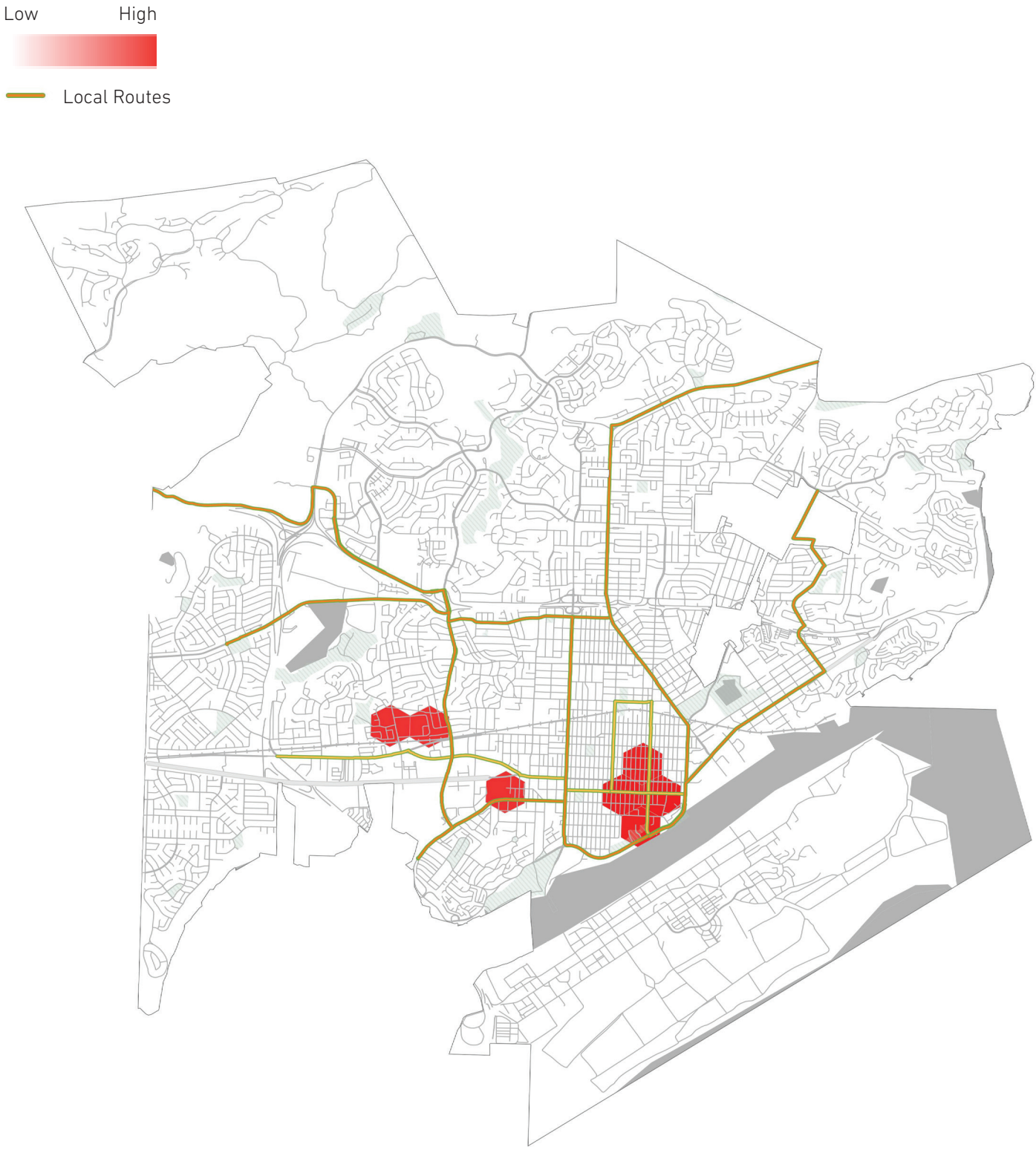


Figure VL-15: Analysis of attractors and generators of trips in Dixon

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 Vallejo'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 Vallejo to identify relevant funding sources for network build out. This Plan proposes adding or upgrading 84 miles of bikeways to Vallejo's existing bikeway network. Table VL-2 presents the existing and proposed bikeway mileage by facility type, along with the costs associated with installing each facility type. Facility installation costs vary depending on the materials used; for more information about the assumptions included in the cost estimates see *Appendix B: Technical Analyses and Summary Memorandums*. Figure VL-17 shows the recommended bicycle network, with existing and proposed projects shown with solid and dotted lines, respectively. Table VL-3 lists the details for all of the recommended bikeway projects in Vallejo. The projects presented represent an unconstrained list of projects that follow a strategic vision and were developed based on priorities set forth by STA; Table VL-3 is not a list of planned projects.

Figure VL-18 depicts the facilities which meet the AASHTO all ages and abilities bikeway selection criteria. Approximately 79 percent of recommended bikeways meet the all ages and abilties facility critieria.

Table VL-2: Existing and Proposed Bicycle Network Mileage

Facility Type	Existing Mileage (approximate)	Proposed Mileage (approximate)	Estimated Cost per mile	Total Estimated Cost
Class I Multi-use Path	5.8	18.3	$1,610,000	$29,463,000
Class II Bicycle Lane	21.6	8.4	$270,000	$2,268,000
Class II Buffered Bicycle Lane	-	11.4	$310,000	$3,534,000
Class III Bicycle Route	17.9	2.43	$1,390,000	$3,377,700
Class III Bicycle Boulevard	-	13.2	$220,000	$2,904,000
Class IV Separated Bikeway	-	30.7	$370,000	$11,359,000
Total	**45.3**	**84.4**	**-**	**$52,905,700**

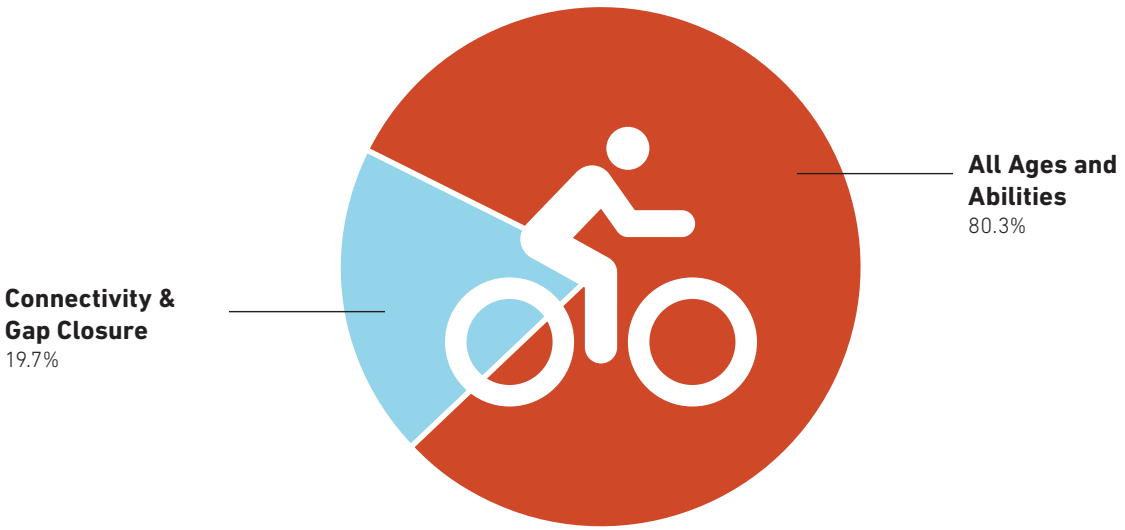


Figure VL-16: Share of Recommended Bikeways by Network Type

Figure VL-17: Proposed Bicycle Network for Vallejo

Vallejo

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

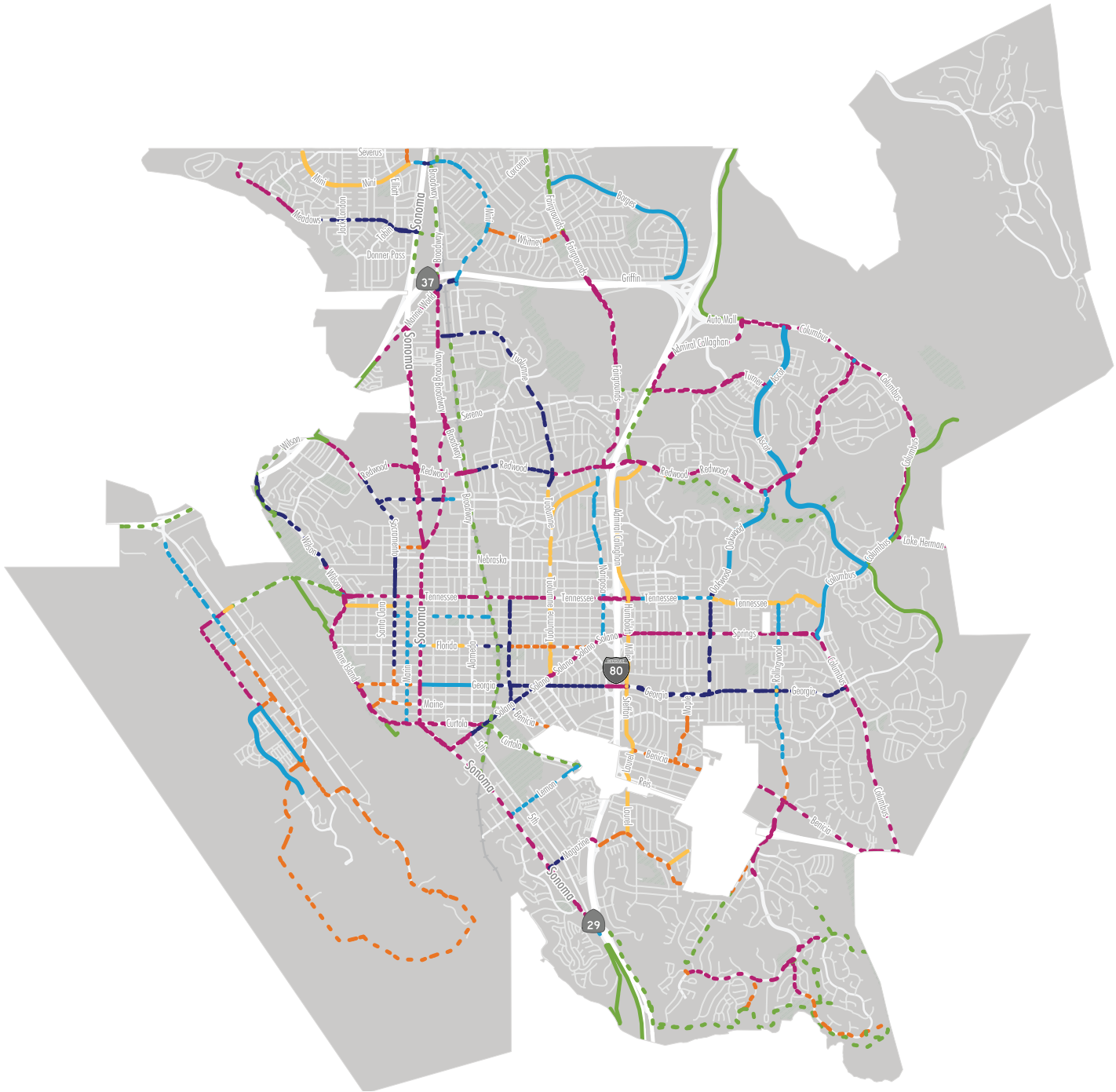


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Figure VL-18: Recommended All Ages and Abilities Bikeways in Vallejo

Vallejo

STA
County Active Transportation Plan

Bicycle Network - All Ages And Abilities

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

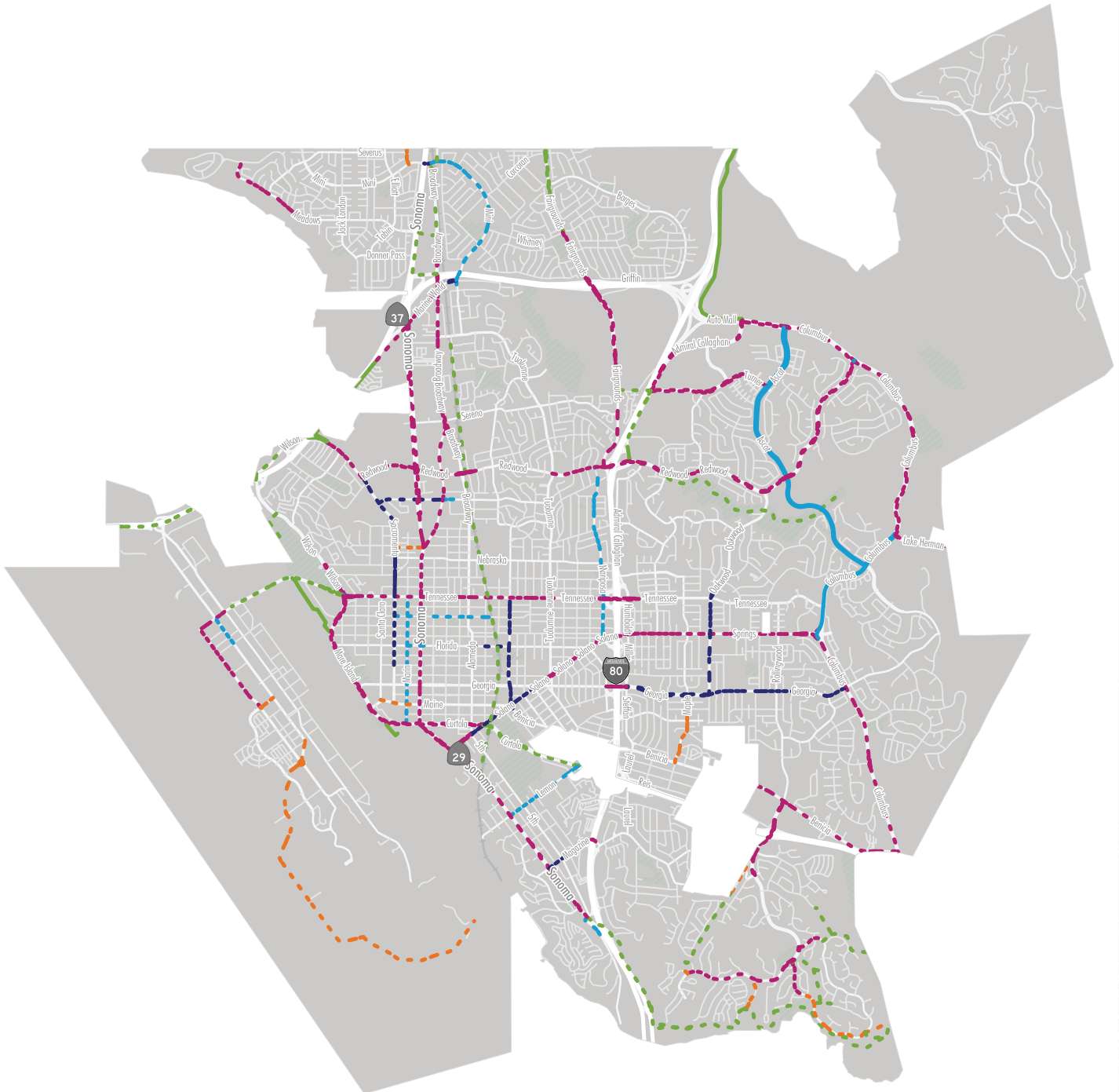

Table VL-3. Vallejo Recommended Bikeway Project List

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization
724A	Midtown Rails to Trails Project	Tuolumne St	Sonoma Blvd	Class I Multi-Use Path	All Ages & Abilities	3.10	$4,987,774	High
728A	Sonoma Blvd	Maritime Academy Dr	Magazine St	Class IV Separated Bikeway	All Ages & Abilities	0.43	$159,421	High
728B	Sonoma Blvd	Magazine ST	Curtola Pkwy	Class IV Separated Bikeway	All Ages & Abilities	1.36	$503,992	High
735A	Glen Cove Path	Glen Cove Pkwy	S Regatta Dr	Class I Multi-Use Path	All Ages & Abilities	0.60	$963,797	High
738A	N Regatta Dr	Glen Cove Pkwy	Proposed Trail	Class IV Separated Bikeway	All Ages & Abilities	0.19	$70,519	High
709A	Sacramento St	Georgia St	Capitol St	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.14	$30,132	High
709B	Sacramento St	Capitol St	Tennessee St	Class II Buffered Bicycle Lane	All Ages & Abilities	0.48	$147,845	High
709C	Sacramento St	Tennessee St	Frisbie St	Class II Buffered Bicycle Lane	All Ages & Abilities	0.49	$152,520	High
709D	Sacramento St	Frisbie St	Redwood St	Class II Buffered Bicycle Lane	All Ages & Abilities	0.41	$126,710	High
709E	Sacramento St	Redwood St	Baldwin St	Class IV Separated Bikeway	All Ages & Abilities	0.35	$131,314	High
719A	Whitney Ave	Mini Dr	Fairgrounds Dr	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.56	$122,717	High
757A	Amador St	Tennessee St	Solano Ave	Class II Buffered Bicycle Lane	All Ages & Abilities	0.75	$233,331	High
710A	Sonoma Blvd	Curtola Pkwy	Tennessee St	Class IV Separated Bikeway	All Ages & Abilities	0.88	$326,394	High
710B	Sonoma Blvd	Tennessee St	Mississippi St	Class IV Separated Bikeway	All Ages & Abilities	0.35	$128,204	High
710C	Sonoma Blvd	Mississippi St	Lewis Brown Dr	Class IV Separated Bikeway	All Ages & Abilities	1.56	$577,429	High
756A	Marin St	Curtola Pkwy	York St	Class II Bicycle Lane	All Ages & Abilities	0.20	$54,198	High
756B	Marin St	York St	Capitol St	Class II Bicycle Lane	All Ages & Abilities	0.20	$55,163	High
756C	Marin St	Capitol St	Tennessee St	Class II Bicycle Lane	All Ages & Abilities	0.48	$128,961	High
744B	Georgia St	Mare Island Way	Sonoma Blvd	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.43	$93,974	High
744C	Georgia St	Sonoma Blvd	Monterey St	Class II Bicycle Lane	Connectivity & Gap Closure	0.45	$122,314	High
744D	Georgia St	Monterey St	Solano Ave	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.36	$110,205	High
744E	Georgia St	Solano Ave	14th St	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.49	$152,305	High

Table VL-3. Vallejo Recommended Bikeway Project List

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization
744F	Georgia St	14th St	Steffan St	Class IV Separated Bikeway	All Ages & Abilities	0.14	$52,850	High
744G	Georgia St	Steffan St	Oakwood Ave	Class II Buffered Bicycle Lane	All Ages & Abilities	0.59	$181,623	High
744H	Georgia St	Oakwood Ave	Hazelwood St	Class II Buffered Bicycle Lane	All Ages & Abilities	0.23	$71,369	High
744I	Georgia St	Hazelwood St	Columbus Pkwy	Class II Buffered Bicycle Lane	All Ages & Abilities	0.75	$231,311	High
753A	Oakwood Ave	Georgia St	Bridge Ct	Class II Buffered Bicycle Lane	All Ages & Abilities	0.72	$222,529	High
753C	Oakwood Ave	Blue Rock Springs Creek	Redwood Pkwy	Class II Bicycle Lane	Connectivity & Gap Closure	0.13	$36,436	High
758A	Magazine St	Sonoma Blvd	I-80 Overpass	Class II Buffered Bicycle Lane	All Ages & Abilities	0.36	$110,963	High
758B	Magazine St	I-80 Overpass	Lincoln Rd East	Class IV Separated Bikeway	All Ages & Abilities	0.07	$27,654	High
758D	Magazine St	Lincoln Rd East	Old Glen Cove Rd	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.78	$171,522	High
717D	Broadway St	Couch St	Lewis Brown Dr	Class IV Separated Bikeway	All Ages & Abilities	0.99	$366,387	High
717E	Broadway St	Lewis Brown Dr	400' south of southern Meadows Plaza parking lot entrance	Class IV Separated Bikeway	All Ages & Abilities	0.38	$141,251	High
717F	Broadway St	700' north of northern Meadows Plaza parking lot entrance	Mini Dr	Class I Multi-Use Path	All Ages & Abilities	0.50	$805,000	High
745A	Tennessee St	Mare Island Way	Sonoma Blvd	Class IV Separated Bikeway	All Ages & Abilities	0.53	$197,179	High
745D	Tennessee St	Sonoma Blvd	Mariposa St	Class IV Separated Bikeway	All Ages & Abilities	1.27	$471,353	High
745E	Tennessee St	Mariposa St	Lassen St	Class IV Separated Bikeway	All Ages & Abilities	0.40	$146,734	High
745F	Tennessee St	Lassen St	Oakwood Ave	Class II Bicycle Lane	Connectivity & Gap Closure	0.49	$131,023	High
745G	Tennessee St	Oakwood Ave	Rollingwood Dr	Class III Bicycle Route	Connectivity & Gap Closure	0.48	$662,626	High
745H	Tennessee St	Rollingwood Dr	Columbus Pkwy	Class III Bicycle Route	Connectivity & Gap Closure	0.35	$483,410	High
706A	Mare Island Causeway	Nimitz Ave	Mare Island Way	Class I Multi-Use Path	All Ages & Abilities	1.00	$1,610,000	High

Table VL-3. Vallejo Recommended Bikeway Project List

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization
711A	Maine St	Mare Island Way	Santa Clara St	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.09	$20,289	High
711B	Maine St	Santa Clara St	Sonoma Blvd	Class III Bicycle Boulevard	All Ages & Abilities	0.28	$60,862	High
708A	Mare Island Way	Mare Island Causeway	Hichborn St	Class IV Separated Bikeway	All Ages & Abilities	0.25	$91,650	High
708B	Wilson Ave	Hichborn St	Highway 37	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.83	$256,137	High
708C	Wilson Ave	Highway 37	Sacramento St	Class I Multi-Use Path	All Ages & Abilities	0.30	$483,000	High
708D	Sacramento St	Wilson Ave	Bay Trail	Class I Multi-Use Path	All Ages & Abilities	0.32	$515,200	High
740A	Benicia Rd	Solano Ave	Rice St	Class II Buffered Bicycle Lane	All Ages & Abilities	0.09	$27,980	High
740B	Benicia Rd	Rice St	C/L (Beach St)	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.22	$48,917	High
740C	Benicia Rd	C/L (Beach St)	Lincoln Rd West	Class II Buffered Bicycle Lane	All Ages & Abilities	0.43	$133,590	High
740D	Benicia Rd	Lincoln Rd West	Laurel St	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.18	$40,227	High
707A	Existing/ Proposed Bay/Vine Trail	Wilson Ave	Mare Island Causeway	Class I Multi-Use Path	All Ages & Abilities	0.52	$830,456	High
714A	Bay/Vine Trail	Meadows Dr	Meadow Bay Dr	Class I Multi-Use Path	All Ages & Abilities	0.80	$1,283,832	High
722A	Couch St	Sonoma Blvd	Broadway St	Class IV Separated Bikeway	All Ages & Abilities	0.89	$327,491	High
736A	Glen Cove Hills Path	Fairhaven Way	Dillon Point Rd	Class I Multi-Use Path	All Ages & Abilities	0.65	$1,053,574	High
734A	S Regatta Dr	Glen Cove Pkwy	Paddlewheel Ln	Class IV Separated Bikeway	All Ages & Abilities	0.29	$107,615	High
734B	S Regatta Dr	Paddlewheel Ln	Substation Access Rd	Class III Bicycle Boulevard	All Ages & Abilities	1.57	$345,194	High
746A	Florida St	Marin St	Sutter St	Class II Bicycle Lane	All Ages & Abilities	0.18	$48,960	High
746B	Florida St	Sutter St	Alameda St	Class III Bicycle Route	Connectivity & Gap Closure	0.27	$375,300	High
746C	Florida St	Alameda St	Amador St	Class II Buffered Bicycle Lane	All Ages & Abilities	0.26	$79,772	High
746D	Florida St	Amador St	Tuolumne St	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.28	$62,671	High
746F	Florida St	Tuolumne St	Solano Ave	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.28	$60,879	High

Table VL-3. Vallejo Recommended Bikeway Project List

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization
704A	Kansas St	Azuar Dr	Walnut Ave	Class III Bicycle Boulevard	All Ages & Abilities	0.11	$24,930	High
726A	Lemon St	Sonoma Blvd	Benicia Rd	Class II Bicycle Lane	All Ages & Abilities	0.59	$159,149	High
727A	Curtola Pkwy	Lemon St	Solano Ave	Class I Multi-Use Path	All Ages & Abilities	0.73	$1,181,080	High
727B	Curtola Pkwy	Solano Ave	Marin St	Class IV Separated Bikeway	All Ages & Abilities	0.54	$199,670	High
727C	Mare Island Way	Marin St	Georgia St	Class IV Separated Bikeway	All Ages & Abilities	0.46	$169,370	High
727D	Mare Island Way	Georgia St	Florida St	Class IV Separated Bikeway	All Ages & Abilities	0.33	$122,179	High
727E	Mare Island Way	Florida St	Tennessee St	Class IV Separated Bikeway	All Ages & Abilities	0.36	$133,271	High
718A	Fairgrounds Dr	Redwood St	Six Flags southern parking lot entrance	Class IV Separated Bikeway	All Ages & Abilities	0.57	$209,205	High
718C	Fairgrounds Dr	Six Flags southern parking lot entrance	Sage St	Class IV Separated Bikeway	All Ages & Abilities	0.68	$251,864	High
718D	Fairgrounds Dr	Sage St	Whitney Ave	Class IV Separated Bikeway	All Ages & Abilities	0.52	$192,697	High
718E	Fairgrounds Dr	Whitney Ave	C/L	Class I Multi-Use Path	All Ages & Abilities	0.59	$947,240	High
759A	Mariposa St	Springs Rd	Tennessee St	Class II Bicycle Lane	All Ages & Abilities	0.28	$74,284	High
759B	Mariposa St/ Moorland St	Tennessee St	Moorland St	Class II Bicycle Lane	All Ages & Abilities	0.94	$253,354	High
716A	Danrose Dr	Mini Dr	Meadow Bay Drive	Class III Bicycle Boulevard	All Ages & Abilities	0.56	$123,315	High
721A	Mississippi St	Sacramento St	Sonoma Blvd	Class III Bicycle Boulevard	All Ages & Abilities	0.20	$43,194	High
737A	Glen Cove Marina Rd	Glen Cove Pkwy	Glen Cove Marina Rd	Class III Bicycle Boulevard	All Ages & Abilities	0.25	$54,219	High
741A	Benicia Rd	Laurel St	West of Glove Cove Rd	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.51	$113,298	High
743A	Maple Ave	Benicia Rd	Georgia St	Class III Bicycle Boulevard	All Ages & Abilities	0.49	$107,677	High
715A	Mini Dr	Lewis Brown Dr	Broadway St	Class II Bicycle Lane	All Ages & Abilities	1.16	$314,305	High
715B	Mini Dr	Broadway St	Sonoma Blvd	Class II Buffered Bicycle Lane	All Ages & Abilities	0.05	$16,217	High
715C	Mini Dr	Sonoma Blvd	Danrose Dr	Class II Bicycle Lane	Connectivity & Gap Closure	0.11	$29,500	High
752A	Tuolumne St	Solano Ave	Illinois St	Class III Bicycle Route	Connectivity & Gap Closure	0.69	$961,335	High

Table VL-3. Vallejo Recommended Bikeway Project List

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization
752B	Tuolumne St	Illinois St	Los Santos Ct	Class III Bicycle Route	Connectivity & Gap Closure	0.65	$903,885	High
752C	Tuolumne St	Los Santos Ct	Broadway St	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	1.60	$494,522	High
761A	SF Bay Trail CA-29 Connector	Broadway	Meadows Dr	Class I Multi-Use Path	All Ages & Abilities	1.0	$1,610,000	High
730A	Vallejo Bluff Trail	Sonoma Blvd	Old Glen Cove Rd Path	Class I Multi-Use Path	All Ages & Abilities	1.97	$3,171,700	High
732B	Bay Trail	Old Glen Cove Rd Path	Glen Cove Marina Rd	Class I Multi-Use Path	All Ages & Abilities	0.72	$1,154,654	High
732C	Bay Trail	Glen Cove Marina Rd	Glen Cove Waterfront Park	Class I Multi-Use Path	All Ages & Abilities	0.40	$645,595	High
732D	Bay Trail	Glen Cove Waterfront Park	Dillon Point Rd	Class I Multi-Use Path	All Ages & Abilities	2.50	$4,028,661	High
702A	Azuar Dr	Sundance Ave	Tyler Rd	Class III Bicycle Boulevard	Connectivity & Gap Closure	1.82	$399,414	Medium
702B	Azuar Dr	G St	Kansas St	Class IV Separated Bikeway	All Ages & Abilities	0.69	$254,684	Medium
725A	Solano Ave	Sonoma Blvd	Alameda St	Class IV Separated Bikeway	All Ages & Abilities	0.19	$69,043	Medium
725B	Solano Ave	Alameda St	Curtola Pkwy	Class II Buffered Bicycle Lane	All Ages & Abilities	0.11	$35,029	Medium
725C	Solano Ave	Curtola Pkwy	Georgia St	Class II Buffered Bicycle Lane	All Ages & Abilities	0.45	$140,615	Medium
725D	Solano Ave	Georgia St	Tuolumne St	Class IV Separated Bikeway	All Ages & Abilities	0.12	$46,191	Medium
725E	Solano Ave	Tuolumne St	Florida St	Class IV Separated Bikeway	All Ages & Abilities	0.33	$123,128	Medium
725F	Solano Ave	Florida St	Miller Ave	Class IV Separated Bikeway	All Ages & Abilities	0.29	$108,020	Medium
725G	Springs Rd	Miller Ave	Columbus Pkwy	Class IV Separated Bikeway	All Ages & Abilities	1.41	$520,485	Medium
712A	Meadows Dr	Broadway St	Sonoma Blvd	Class III Bicycle Boulevard	All Ages & Abilities	0.16	$34,782	Medium
712B	Meadows Dr	Sonoma Blvd	Sandpiper Dr	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.76	$235,673	Medium
712C	Meadows Dr	Sandpiper Dr	Catalina Way	Class IV Separated Bikeway	All Ages & Abilities	0.71	$264,509	Medium
723A	Valle Vista Ave	Sacramento St	Couch St	Class II Buffered Bicycle Lane	All Ages & Abilities	0.44	$135,752	Medium
723C	Valle Vista Ave	Couch St	Broadway St	Class II Bicycle Lane	All Ages & Abilities	0.16	$44,294	Medium
754A	Redwood St	Sacramento St	Couch St	Class IV Separated Bikeway	All Ages & Abilities	0.58	$216,291	Medium

Table VL-3. Vallejo Recommended Bikeway Project List

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization
754B	Redwood St	Couch St	Hermosa Ave	Class IV Separated Bikeway	All Ages & Abilities	0.24	$90,059	Medium
754C	Redwood St	Hermosa Ave	Tuolumne St	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	0.54	$166,978	Medium
754D	Redwood St	Tuolumne St	Fairgrounds Dr	Class IV Separated Bikeway	All Ages & Abilities	0.38	$139,772	Medium
754E	Redwood St	Fairgrounds Dr	Admiral Callaghan Ln	Class IV Separated Bikeway	All Ages & Abilities	0.18	$66,112	Medium
754F	Redwood Pkwy	Admiral Callaghan Ln	Columbus Pkwy	Class IV Separated Bikeway	All Ages & Abilities	2.17	$802,192	Medium
739A	Lookout Dr	Old Glen Cove Road	Glen Cove Pkwy	Class III Bicycle Boulevard	All Ages & Abilities	0.05	$11,876	Medium
739B	Glen Cove Pkwy	Lookout Dr	Clearview Dr	Class IV Separated Bikeway	All Ages & Abilities	0.22	$80,660	Medium
739C	Glen Cove Pkwy	Clearview Dr	Drake Ct	Class IV Separated Bikeway	All Ages & Abilities	0.60	$221,849	Medium
739D	Glen Cove Pkwy	Drake Ct	S Regatta Dr	Class IV Separated Bikeway	All Ages & Abilities	0.12	$43,859	Medium
739F	Glen Cove Pkwy	New Bedford Dr	Benicia Rd	Class IV Separated Bikeway	All Ages & Abilities	0.60	$223,519	Medium
739G	Rollingwood Dr	Benicia Rd	Pope Dr	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.31	$68,731	Medium
739H	Rollingwood Dr	Pope Dr	Tennessee St	Class II Bicycle Lane	Connectivity & Gap Closure	1.08	$291,057	Medium
749A	Skyline Dr	Redwood Pkwy	Hanns Park Trail	Class III Bicycle Boulevard	All Ages & Abilities	0.03	$5,829	Medium
749B	Blue Rock Springs Creek Path	Skyline Dr	Ascot Pkwy	Class I Multi-Use Path	All Ages & Abilities	1.29	$2,069,775	Medium
713A	Louisiana St	Sacramento St	Midtown Rails to Trails Project	Class II Bicycle Lane	All Ages & Abilities	0.68	$182,770	Medium
729B	Maritime Academy Dr	Bay Trail (Carquinez Bridge)	Sonoma Blvd	Class II Bicycle Lane	All Ages & Abilities	0.22	$58,878	Medium
701A	Walnut Ave/ Railroad Ave	Q St	G St	Class II Bicycle Lane	Connectivity & Gap Closure	0.85	$229,508	Medium
701B	Walnut Ave	G St	Pintado St	Class II Bicycle Lane	All Ages & Abilities	0.21	$57,208	Medium
701C	Walnut Ave	Pintado St	10th St	Class III Bicycle Boulevard	Connectivity & Gap Closure	0.84	$185,891	Medium
701D	Walnut Ave	10th St	Sundance Ave	Class III Bicycle Boulevard	All Ages & Abilities	0.23	$51,447	Medium
700A	Sundance Ave	Flagship Dr	Azuar Dr	Class III Bicycle Boulevard	All Ages & Abilities	0.08	$18,659	Medium

Table VL-3. Vallejo Recommended Bikeway Project List

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization
720B	SF Bay/Vine Trail	SF Bay Trail	Sonoma Blvd	Class IV Separated Bikeway	All Ages & Abilities	0.36	$133,200	Medium
720C	Lewis Brown Dr	Sonoma Blvd	Broadway St	Class IV Separated Bikeway	All Ages & Abilities	0.33	$122,206	Medium
720D	Lewis Brown Dr	Broadway St	Mini Dr	Class II Buffered Bicycle Lane	All Ages & Abilities	0.16	$50,204	Medium
730A	Vallejo Bluff Trail	Porter St	Bay Trail	Class I Multi-Use Path	All Ages & Abilities	1.09	$1,755,211	Low
742A	Benicia Rd	C/L	Lands End Ct	Class IV Separated Bikeway	All Ages & Abilities	0.85	$315,625	Low
742B	Benicia Rd	Lands End Ct	Columbus Pkwy	Class IV Separated Bikeway	All Ages & Abilities	0.26	$95,063	Low
748A	Columbus Pkwy	Benicia Rd	Springs Rd	Class IV Separated Bikeway	All Ages & Abilities	1.63	$602,968	Low
748C	Columbus Pkwy	Lake Herman Rd	Admiral Callaghan Ln	Class IV Separated Bikeway	All Ages & Abilities	2.28	$842,003	Low
751B	I-80 Overcrossing	Fairgrounds Dr	Admiral Callaghan Ln	Class I Multi-Use Path	All Ages & Abilities	0.23	$368,794	Low
751C	Turner Pkwy	Admiral Callaghan Ln	Ascot Pkwy	Class IV Separated Bikeway	All Ages & Abilities	0.86	$318,625	Low
760A	Admiral Callaghan Ln	Redwood St	Blue Rock Springs Creek	Class I Multi-Use Path	All Ages & Abilities	0.24	$384,600	Low
760B	Admiral Callaghan Ln	Blue Rock Springs Creek	Turner Pkwy	Class I Multi-Use Path	All Ages & Abilities	0.29	$463,219	Low
760C	Admiral Callaghan Ln	Turner Pkwy	Columbus Pkwy	Class IV Separated Bikeway	All Ages & Abilities	0.90	$333,143	Low
731A	Old Glen Cove Rd	Glen Cove Pkwy	Magazine St	Class III Bicycle Boulevard	All Ages & Abilities	0.29	$63,889	Low
703A	Tyler Rd	Azuar Dr	Ribeiro Rd	Class III Bicycle Boulevard	All Ages & Abilities	0.94	$206,622	Low
703B	Ribeiro Rd	Tyler Rd	Mesa Rd	Class III Bicycle Boulevard	All Ages & Abilities	1.15	$254,038	Low
703C	Mesa Rd	Ribeiro Rd	Flagship Dr	Class III Bicycle Boulevard	All Ages & Abilities	0.32	$71,139	Low
705A	G St	Azuar Dr	Railroad Ave	Class IV Separated Bikeway	All Ages & Abilities	0.21	$77,486	Low
750A	Lake Herman Rd	Columbus Pkwy	C/L	Class IV Separated Bikeway	All Ages & Abilities	0.37	$137,516	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 Vallejo should prioritize in the next five years. This activity is intended to help shed light on which recommended bikeway facilities would be well-used in as 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 Vallejo 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 VL-19 shows the results from the 5 in 5 outreach activity. Figure VL-20 and Table VL-4 identify the top corridors from the "5 in 5" activity with their associated prioritization rankings; these scores should be considered for near-term implementation to build out a connected network.

The Vallejo Bluff Trail is an additional near-term bikeway project that was identified as a high priority for implementation outside of the 5 in 5 activity. The trail will be part of three regional trails that connect Vallejo to the rest of the Bay Area and ultimately Sacramento: the S.F. Bay Trail, the Bay Area Ridge Trail, the California Delta Trail, and the Napa Valley Vine Trail. It will connect from the existing unpaved Bay/Ridge Trail on the bluff north of the Carquinez Strait to the existing path on the west side of the Carquinez Bridge.

Table VL-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
Sonoma Boulevard/Highway 29 Separated Bikeway	728A, 728B, 710A, 710B, 710C	$1,695,440	√	√	√
East Vallejo Cross-town Connectivity Network	745A, 745D, 745E, 745F, 745F, 745G, 745H, 744E, 744F, 744G, 744H, 744I, 753A	$3,004,312	√	√	√
Mare Island Way/ Curtola Parkway Separated Bikeway	727B, 727C, 727D, 727E	$624,490	√		√
Solano Avenue Corridor Connectivity	725A, 725B, 725C, 725D, 725E, 759A	$488,290	√	√	√
North Vallejo Cross-town Separated Bikeway	722A, 717D, 717E, 717F	$1,020,592	√	√	√
Total Near-Term Cost		**$6,833,123**			

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. A concurrent planning effort for Mare Island will further evaluate bikeway opportunities and prioritize near-term investments. Some of the identified projects include multiple corridors that should be implemented concurrently.

1. **Sonoma Boulevard/Highway 29 Separated Bikeway (728A, 728B, 710A, 710B, 710C)** – In collaboration with Caltrans, implement Class IV Separated Bikeways along the entire length of Sonoma Boulevard. This route closes gaps between north, central, and south Vallejo. This project connects multiple neighborhoods, high-density residential areas, major retail and employment centers, and key destinations in Vallejo together with a continuous all ages and abilities bikeway. It establishes safe routes to John W. Finney High School, Caliber: ChangeMakers Academy, Vallejo High School, Lincoln Elementary School, Grant Elementary School, Grace Patterson Elementary, and California State University Maritime Academy. This route closes a gap to transit for SolTrans Transit local routes 1, 2, 3, 4, 5, 7A, 7B, and 8 and regional route R to connect with Richmond and Fairfield. It extends through four SB 535 Disadvantaged Communities, five MTC Communities of Concern, and two MTC Priority Development Areas.

2. **East Vallejo Cross-town Connectivity Network** – Vallejo communities on the east side of Interstate-80 lack bikeways that provide connections within local communities and outside to other city destinations. To enhance connectivity and improve safety, land reconfiguration studies should be conducted for Tennessee Street, Georgia Street, and Oakwood Avenue to implement low-cost bikeway facilities. Improvements to the Interstate 80 overcrossings should also be evaluated to link east Vallejo residents to downtown, Vallejo Transit Center, and SF Bay Ferry Terminal. All included corridors would have pedestrian co-benefits by reducing the number of conflict points with vehicles at crossings.

    a. **Tennessee Street (745A, 745D, 745E, 745F, 745F, 745G, 745H)** – This route consists of low-cost Class IV Separated Bikeways in the western portions of the corridor and low-cost Class II Bicycle Lanes or Class III Bicycle Boulevard segments in the eastern portion. This corridor establishs safe routes to Vallejo Charter School, Elmer Cave Language Academy, Independent Study Academy, Vallejo High School Annex Campus, and Vallejo Educational Academy. It closes a gap to transit for SolTrans Transit routes 1, 4, 6, 7B, and 38. Recreational opportunities are promoted by connecting near Vallejo City Park and providing direct access to River Park, Dolores Huerta Park, and the Vallejo waterfront. This route connects through three MTC Communities of Concern and through two MTC Priority Development Areas.

    b. **Georgia Street (744E, 744F, 744G, 744H, 744I)** – This route primarily includes the implementation of low-cost Class II Buffered Bicycle Lanes with a short segment of Class IV Separated Bikeways. It would provide safe routes to Hogan Middle School, Annie Pennycook Elementary School, Steffan Manor Elementary School, and Franklin Jr. High School. Recreational opportunities would be promoted by connecting to Castlewood Park and the John F Cunningham Aquatic Complex. This route closes a gap to transit for SolTrans Transit routes 6, 8, and 38. It route connects through three MTC Communities of Concern.

    c. **Oakwood Avenue (753A)** – This route would implement low-cost Class II Buffered Bicycle Lanes. This corridor would provide safe routes to Hogan Middle School and Vallejo Charter School. Additionally, this facility provides access from the surrounding neighborhoods to local businesses on the active Springs Road, Solano County – Springstowne Library, and a senior living home. This route closes a gap to transit for SolTrans Transit routes 6, 8, and 38. This short corridor would provide a critical north/south route between the other two proposed east/west corridors in eastern Vallejo where no dedicated connection currently exists.

3. **Mare Island Way and Curtola Parkway Separated Bikeway (727B, 727C, 727D, 727E)** – Implement a low-cost, two-way Class IV Separated Bikeway along the western side of the street. A parking study and traffic operations study could be conducted to determine if either a travel lane or parking lane could be removed in the southbound direction. This corridor would close a high-priority gap to regional transit access for the SF Bay Ferry and to the Vallejo Transit Center which is serviced by Napa Vine Transit (routes 11 and 11X) and SolTrans Transit (routes 1, 2, 3, 4, 5, 6, 7A, 7B, 8, 11, 82, R, and Y). These transit facilities connect with San Francisco, Richmond BART, Fairfield, Napa, American Canyon, Benicia, and Walnut Creek BART. Recreational opportunities are promoted by connecting to River Park, Dolores Huerta Park, the Vallejo Waterfront, SF Bay Trail, Independence Park, Marina Vista Memorial Park and Wilson Park. This route connects through an SB 535 Disadvantaged Community, three MTC Communities of Concern, and two MTC Priority Development Areas.

4. **Solano Avenue Corridor Connectivity (725A, 725B, 725C, 725D, 725E, 759A** – Implement a low-cost Class IV separated bikeway with striped buffers and soft-tipped posts and Class II Buffered Bicycle Lanes in limited segments where necessary due to driveway conflicts. This route connects with three near-term bikeways and is part of the countywide backbone network. This corridor provides access to industrial employment centers and local dining or retail businesses while connecting east Vallejo with downtown. It establishes safe routes for Franklin Jr. High School and recreational opportunities are promoted by connections to Wilson Park. The route closes gaps to transit for SolTrans Transit routes 3, 4, 8, and 7A. This route connects an SB 535 Disadvantaged Community, four MTC Communities of Concern, and one MTC Priority Development Area.

5. **North Vallejo Cross-town Separated Bikeway (722A, 717D, 717E, 717F)** – Implement a low-cost Class IV Separated Bikeway with striped buffers and soft-tipped posts or another vertical barrier treatment on both Couch Street and Broadway. Assess the potential for either one-way bikeways on each side of the roadway or a two-way facility on one-side. Protected intersection

Figure VL-19: 5 in 5 Public Input Activity Results for Vallejo

Vallejo

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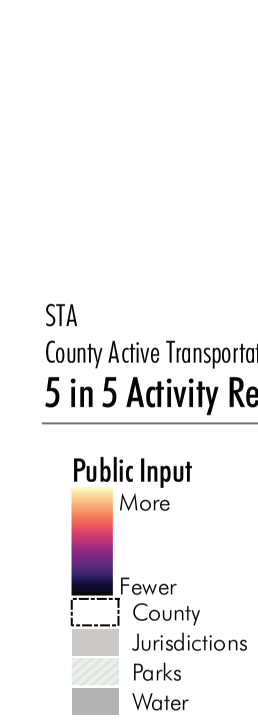
County Active Transportation Plan
5 in 5 Activity Results



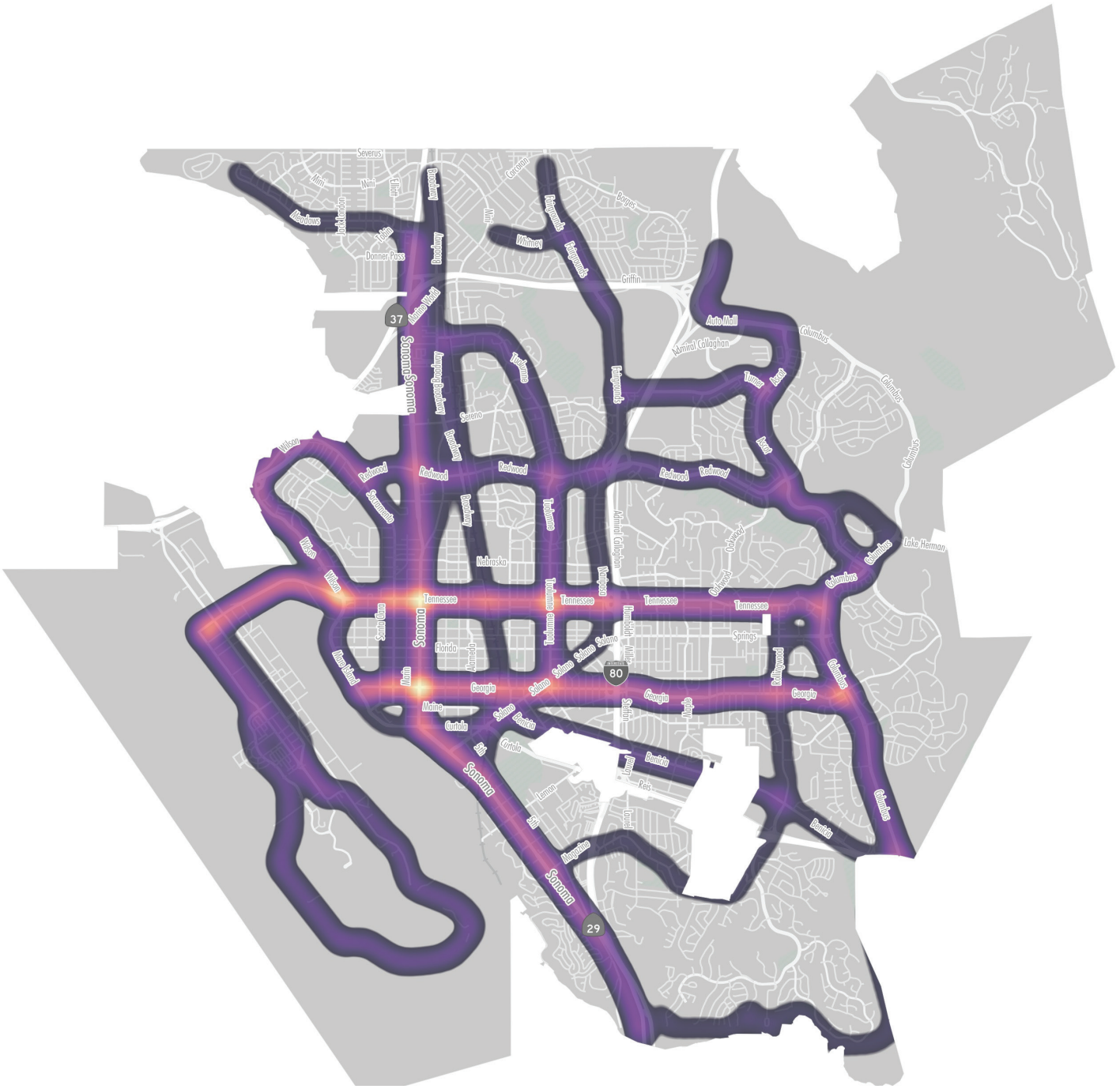


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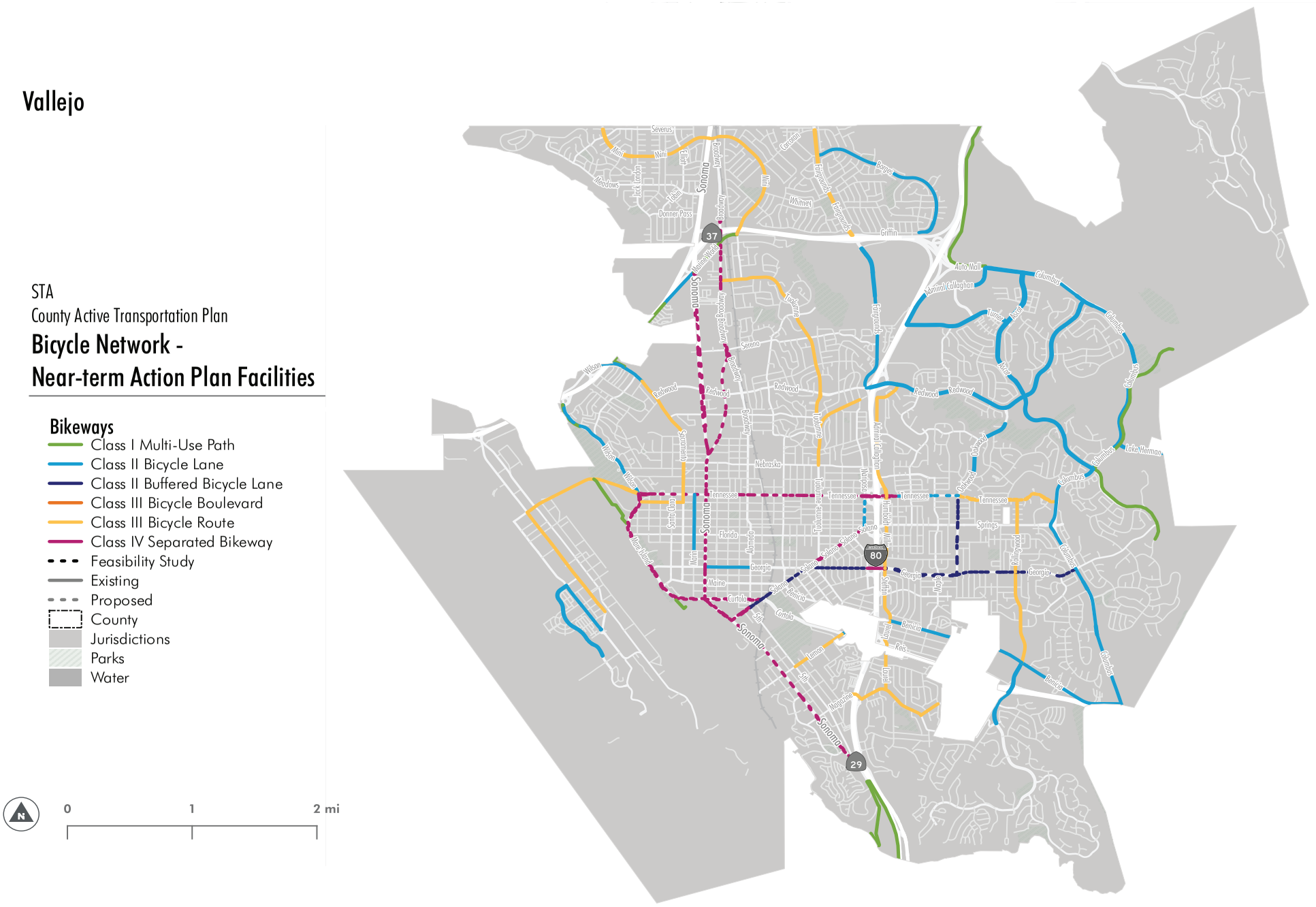
Figure VL-20: Vallejo Near-term Action Plan Bikeway Network



treatments should be included at the intersection of Coach Street/Broadway and Sonoma Boulevard/ Coach Street. This route extends north of Highway 37 to connect North Vallejo into downtown and to major transit facilities. This corridor establishes safe routes to Vallejo High School, Caliber: ChangeMakers Academy, Griffin Academy Middle School, and Dan Mini Elementary School. The route closes gaps to transit for SolTrans Transit routes 1, 2, 4, and 7A and Napa Vine Transit route 11. It route connects through one SB 535 Disadvantaged Community, four MTC Communities of Concern, and one MTC Priority Development Area.

Recommended Pedestrian Projects

The PDT completed two types of analyses to identify pedestrian network recommendations. The first assessment identified sidewalk gaps along the local and countywide backbone networks that play a regionally significant role in the pedestrian realm. This analysis identified 7.5 miles of sidewalk gaps in Vallejo along the backbone networks. Table VL-5 presents the sidewalk gaps along the backbone networks along with a cost estimate for filling each gap. Figure VL-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 VL-6). Note that there is some overlap in projects identified in each process for sidewalk gap closure projects as local priorities were evaluated. Figure VL-22 shows the list of pedestrian projects identified using this second assessment. All of the projects identified through these two analyses will help improve Vallejo's pedestrian network so that it is more comfortable for people of all ages and abilities.

Table VL-4: Benicia Sidewalk Gaps along the Active Transportation Backbone Network

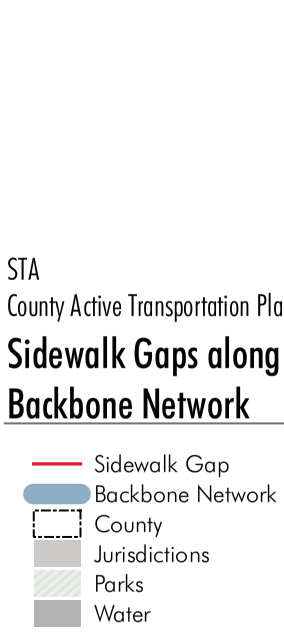
Street / Facility Name	Extents	North or West Side of Street Distance (mi)	South or East Side of Street Distance (mi)	Total Distance (mi)	Cost
Magazine St	Lincoln Rd to Pin St	0.00	0.15	0.15	$148,500
Sonoma Blvd	Magazine St to Cherry St	0.00	0.13	0.13	$128,700
Solano Ave	Curtola Pkwy to Maine St	0.20	0.15	0.35	$346,500
Solano Ave	Amador St to Georgia St	0.09	0.11	0.19	$188,100
Solano Ave	Georgia St to Virginia St	0.03	0.00	0.03	$29,700
Springs Rd	Avian Dr to Columbus Pkwy	0.14	0.00	0.14	$138,600
Columbus Pkwy	Springs Rd to Benicia Rd	1.45	1.29	2.74	$2,712,600
Sacramento St	Denio St to SF Bay Trail	0.00	0.62	0.62	$613,800
Couch St	Broadway St to Redwood St	0.22	0.08	0.30	$297,000
Broadway St	Couch St to Sereno Dr	0.02	0.00	0.02	$19,800
Broadway St	Sereno Dr to Lewis Brown Dr	0.24	0.51	0.75	$742,500
Mariposa St	Arkansas St to Nebraska St	0.00	0.04	0.04	$39,600
Mariposa St	Greenfield Ave to Claremont Ave	0.00	0.06	0.06	$59,400
Mariposa St	Redwood St to Greenfield Ave	0.09	0.09	0.19	$188,100
Fairgrounds Dr	Sereno Dr to Sage St	0.43	0.00	0.43	$425,700
Admiral Callaghan Ln	Redwood Pkwy to Plaza Dr	0.89	0.26	1.15	$1,138,500
Redwood St	Admiral Callaghan Ln to Fairgrounds Dr	0.00	0.16	0.16	$158,400
Redwood St	Fairgrounds Dr to Moorland St	0.00	0.06	0.06	$59,400
Total		**3.80**	**3.72**	**7.52**	**$7,444,800**

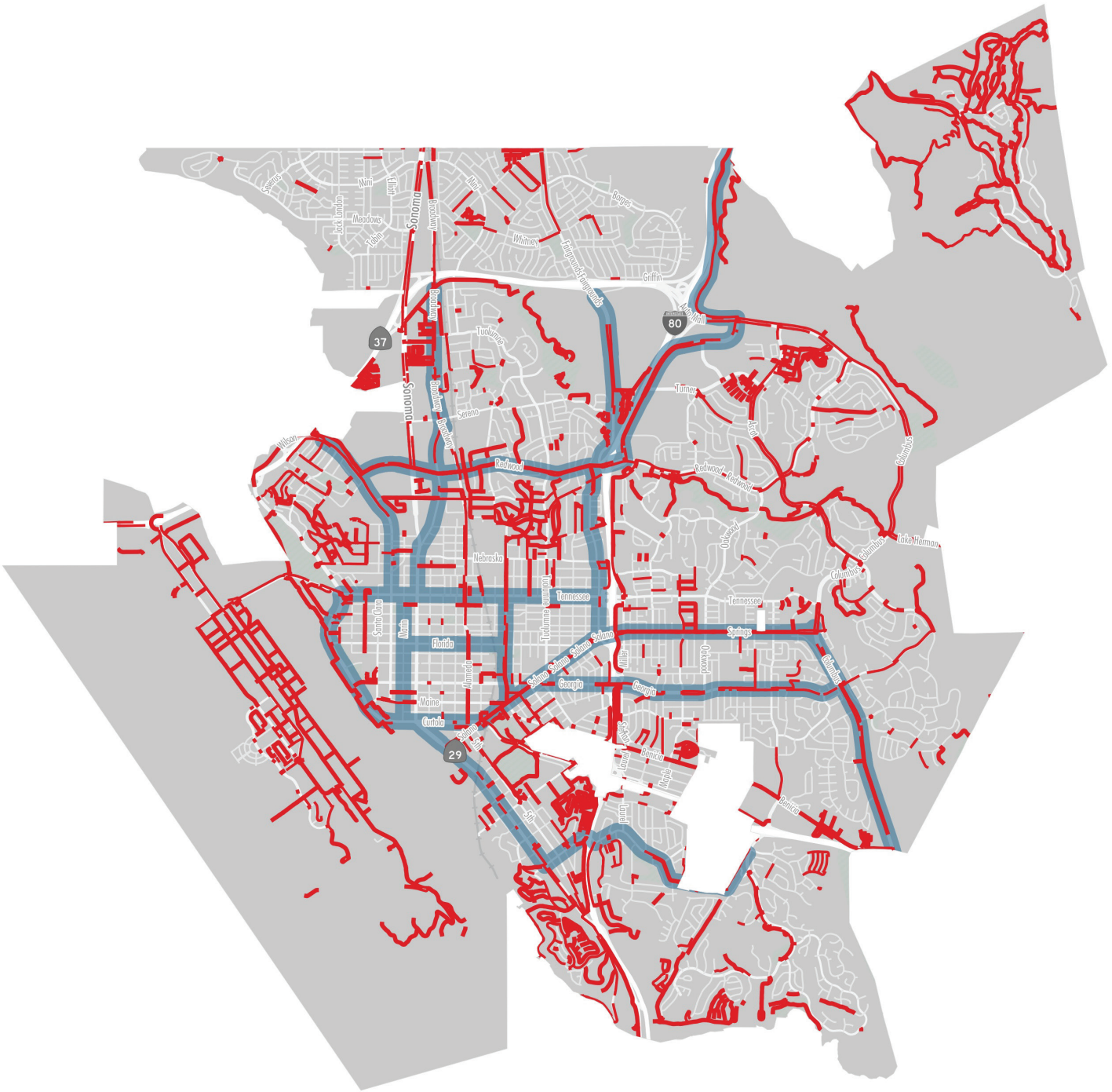
Figure VL-21: Vallejo Sidewalk Gaps Along the Active Transportation Backbone Network

Vallejo

STA
County Active Transportation Plan

Sidewalk Gaps along the Backbone Network





0 1 2 mi

Table VL-5: Proposed Priority Pedestrian Projects in Vallejo

Project ID	Location	Description	Project Type	Length	Estimated Cost*
VL.SA.1	Springs and Tregaskis	Install HAWK	Safety	-	-
VL.SA.2	Springs and Heartwood	Install HAWK	Safety	-	-
VL.SA.3	Springs and Lassen/Hilton	Install HAWK	Safety	-	-
VL.SR2S.1	Georgia St and Mayo Ave	Improve Crossing	Safe Routes to School	-	-
VL.SR2S.2	Georgia St and 12th St	Improve Crossing	Safe Routes to School	-	-
VL.SR2S.3	Georgia St and Gleason Ave	Improve Crossing	Safe Routes to School	-	-
VL.SR2S.4	Georgia St and Wallace Ave	Improve Crossing	Safe Routes to School	-	-
VL.SR2S.5	Amador St and Indiana St	Improve Crossing	Safe Routes to School	-	-
VL.SR2S.6	Nebraska St and El Dorado St	Improve Crossing	Safe Routes to School	-	-
VL.SR2S.7	Nebraska St and Napa St	Improve Crossing	Safe Routes to School	-	-
VL.SR2S.8	Tuolumne St and Panorama Dr	Improve Crossing	Safe Routes to School	-	-
VL.SR2S.9	Florida @ St. Vincent	Improve Crossing	Safe Routes to School	-	-
VL.SRTS.1	Maine Street	Improve Crossing	Safe Routes to Transit	-	-
VL.SRTS.2	Maine Street	Improve Crossing	Safe Routes to Transit	-	-
VL.SRTS.3	Alameda Street	Improve Crossing	Safe Routes to Transit	-	-
VL.SRTS.4	Alameda Street and Carolina St	Improve Crossing	Safe Routes to Transit	-	-
VL.SRTS.5	Tuolumne St and La Cadena St	Improve Crossing	Safe Routes to Transit	-	-
VL.SRTS.6	Tuolumne St and Illinois St	Improve Crossing	Safe Routes to Transit	-	-
VL.SRTS.7	Georgia St and Delwood St	Improve Crossing	Safe Routes to Transit	-	-
VL.SG.1	Azuar Dr, Railroad Ave, Walnut Ave	School Access	Sidewalk Gap Closure	7.22	$7,144,500
VL.SG.10	Benicia Rd, Rollingwood Dr	School Access and Transit Access	Sidewalk Gap Closure	4.21	$4,168,688
VL.SG.11	Admiral Callaghan Ln, Fairgrounds Dr	Transit Access	Sidewalk Gap Closure	0.62	$618,375
VL.SG.12	Mare Island Dr, Maine St, Georgia St	School Access and Transit Access	Sidewalk Gap Closure	0.81	$800,063
VL.SG.2	Broadway St north of HWY 37, and Fairgrounds Dr north of Taper Ave	School Access and Transit Access	Sidewalk Gap Closure	3.70	$3,666,188
VL.SG.3	Broadway St, Redwood St, Fairgrounds Dr	School Access and Transit Access	Sidewalk Gap Closure	8.89	$8,799,750
VL.SG.4	Redwood St, Sacramento St, Valle Vista Ave	School Access and Transit Access	Sidewalk Gap Closure	2.68	$2,649,188
VL.SG.5	Valle Vista St, Broadway St, Admiral Callaghan Ln, Camino Alto	School Access	Sidewalk Gap Closure	10.48	$10,378,688
VL.SG.6	Alameda St, Solano Ave, Amador St, 5th St	School Access and Transit Access	Sidewalk Gap Closure	7.93	$7,850,438
VL.SG.7	Solano Ave, Georgia St, Benicia Rd, Sprrings Rd, Maple Av	School Access and Transit Access	Sidewalk Gap Closure	17.32	$17,150,250
VL.SG.8	Lake Herman Rd, Ascot Pkwy, Redwood Pkwy, Admiral Callaghan Ln	School Access and Transit Access	Sidewalk Gap Closure	12.09	$11,972,250
VL.SG.9	Magazine St, Laurel St, Lincoln Rd, Porter St	School Access and Transit Access	Sidewalk Gap Closure	4.51	$4,463,438

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

Figure VL-22: Proposed Pedestrian Priority Projects in Vallejo

Vallejo