



# Dixon

# Dixon

## Overview

Dixon is located on the Interstate-80 corridor and is in the northeast corner of Solano County. It is a small agricultural town with mostly residential land use. The majority of industrial and commercial land use occurs northeast of the residential development. I-80 marks the northwest border of the town, and CA-113/South 1<sup>st</sup> Street runs through the center of town, connecting with CA-12 to Rio Vista (east) and Fairfield (west). While CA-113 is identified as a truck route, its location through downtown Dixon has discouraged regional truck traffic from using it. A railroad line also runs diagonally through Dixon, defining a northwest border to the downtown area. Dixon is the second smallest city in Solano County, with a population of 20,202 people as of 2017.

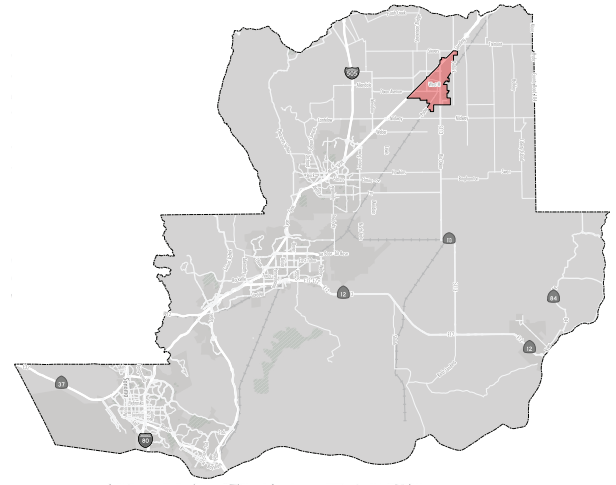


Figure DI-1: Dixon

## Existing Conditions

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

## Demographic Characteristics

According to the United States Census American Community Survey, the population of Dixon increased by 10 percent from 2010 to 2017. 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 nearly 11 percent.

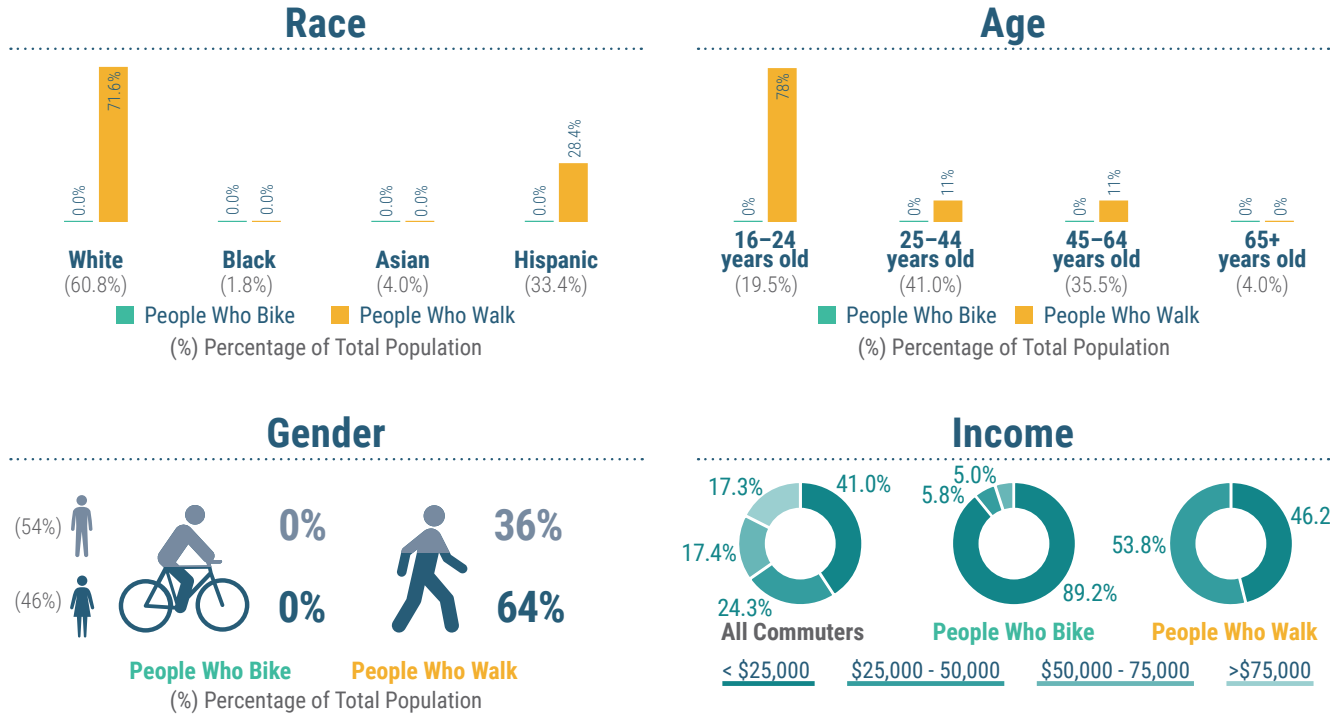
## Travel Characteristics

Based on data from the California Household Travel Survey, the majority of trips in Dixon are for dining (30%), while only 13 percent of trips are for work. Over one third of trips are either for running errands (17%) or for recreation (19%). Many trips by any mode of transportation (59%) are less than three miles in length, which is considered a reasonable bicycling distance. Over a third of all trips (35%) are less than one mile, which is considered a reasonable walking distance. This indicates that almost two-thirds of all trips made within Dixon could be converted to walking or bicycling trips. Trip distances from three to five miles (3% of all trips in Dixon) and over five miles (38%) are often deemed too far for the “interested but concerned” user to consider walking or bicycling for their trip. Additional travel patterns for Dixon are depicted in Figure DI-2.

# Dixon Active Transportation Profile

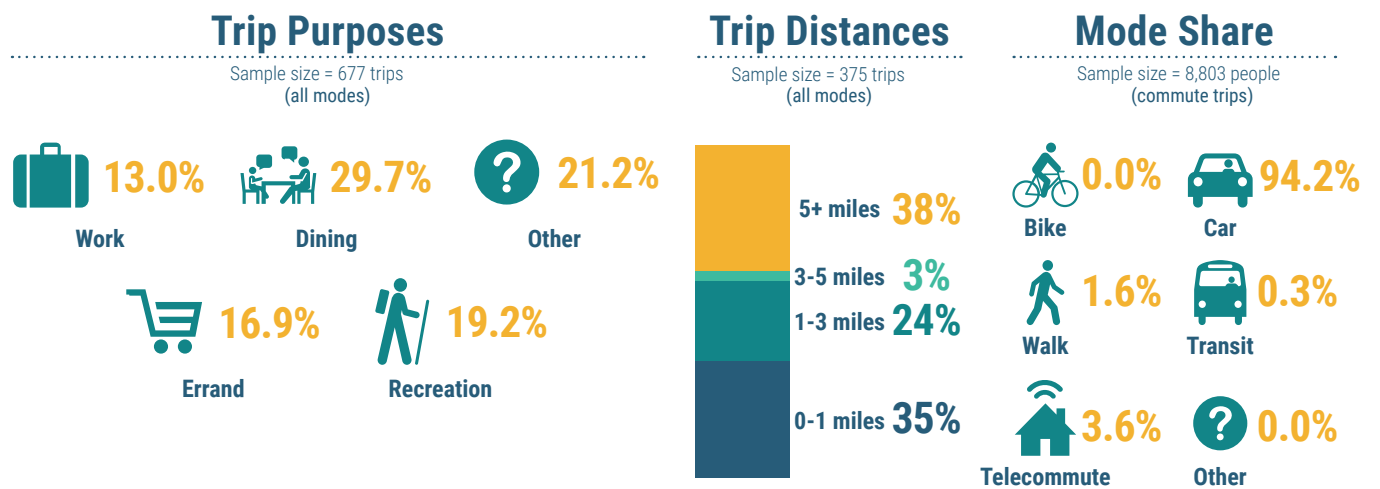
## Characteristics of residents who walk or bike to work:

Source: US Census, ACS 5-Year Estimates 2016. Sample size = 139 people who walk and 0 people who bike



The sample sizes for the number of people who reported walking and bicycling are 139 and 0, respectively.

## General travel characteristics (all modes):



Source: California Household Travel Survey, 2012.

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

Figure DI-2: Dixon 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 Dixon. Everyone in Dixon 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 Dixon consists largely of sidewalk infrastructure supported by crossing treatments, multi-use paved trails, and unpaved recreational trails. Dixon currently has an overall Walk Score of 44 out of 100 according to the real estate website [www.WalkScore.com](http://www.WalkScore.com), indicating that most errands require a car. The city currently has 120 miles of sidewalks. There are approximately 151 miles of maximum potential sidewalk coverage (total roadway mileage multiplied by two to account for both sides of the street), as shown in Figures DI-4 and DI-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 overall sidewalk inventory evaluation.

This section summarizes the bicycle facilities in Dixon'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 connectivity 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. Dixon has a 76-mile roadway network, 15 lane miles of which currently have designated bicycle facilities. This includes three lane miles of multi-use paths and 12 lane miles of bicycle lanes, as shown in Figure DI-6. Figures DI-7 and DI-8 present the LTS and BNA results for Dixon's existing bicycle network, respectively.

### Existing Bicycle Network



Figure DI-3: Active Transportation Facilities in Dixon



## Sidewalk Network Inventory



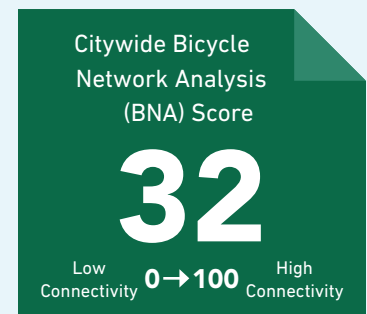
|                            | Existing Sidewalk Lane Miles | Roadway Network Lane Miles* |
|----------------------------|------------------------------|-----------------------------|
| Dixon                      | 120                          | 151                         |
| Priority Development Areas | 5                            | 9                           |
| Communities of Concern     | -                            | -                           |
| Disadvantaged Communities  | -                            | -                           |

\*Maximum potential sidewalk coverage

## Bicycle Network Inventory

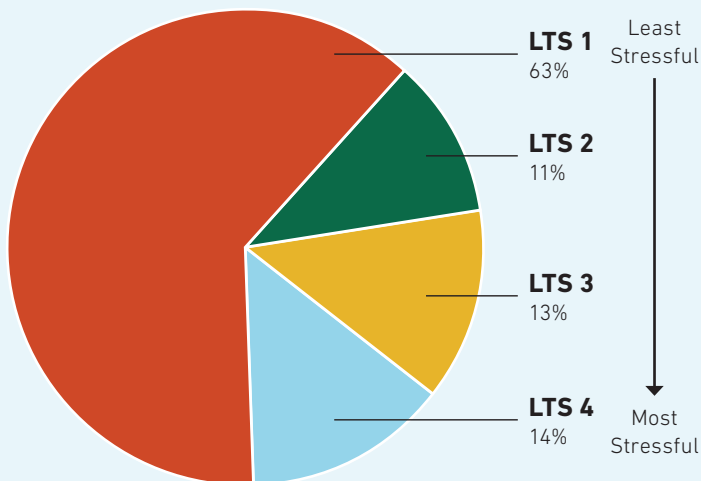


| Bicycle Facilities         | Miles |
|----------------------------|-------|
| Multi-Use Paths (Class I)  | 3     |
| Bicycle Lanes (Class II)   | 12    |
| Bicycle Routes (Class III) | -     |
| No Designated Facility     | 61    |
| All Roadways               | 76    |



## Percent of Roadway Mileage

### Level of Traffic Stress (LTS)



### Bicycle Inventory

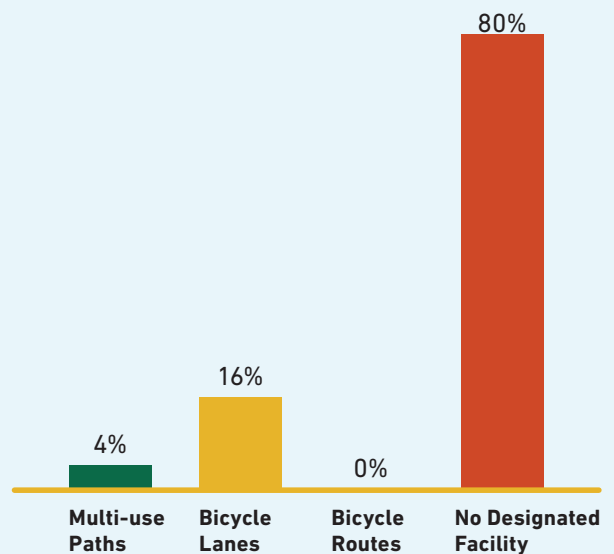


Figure DI-4: Dixon Active Transportation Network Infographic

# Dixon

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County Active Transportation Plan

## Sidewalk Coverage

- Sidewalks
- County
- Jurisdictions
- Parks
- Water



Figure D1-5: Dixon Sidewalk Coverage Map

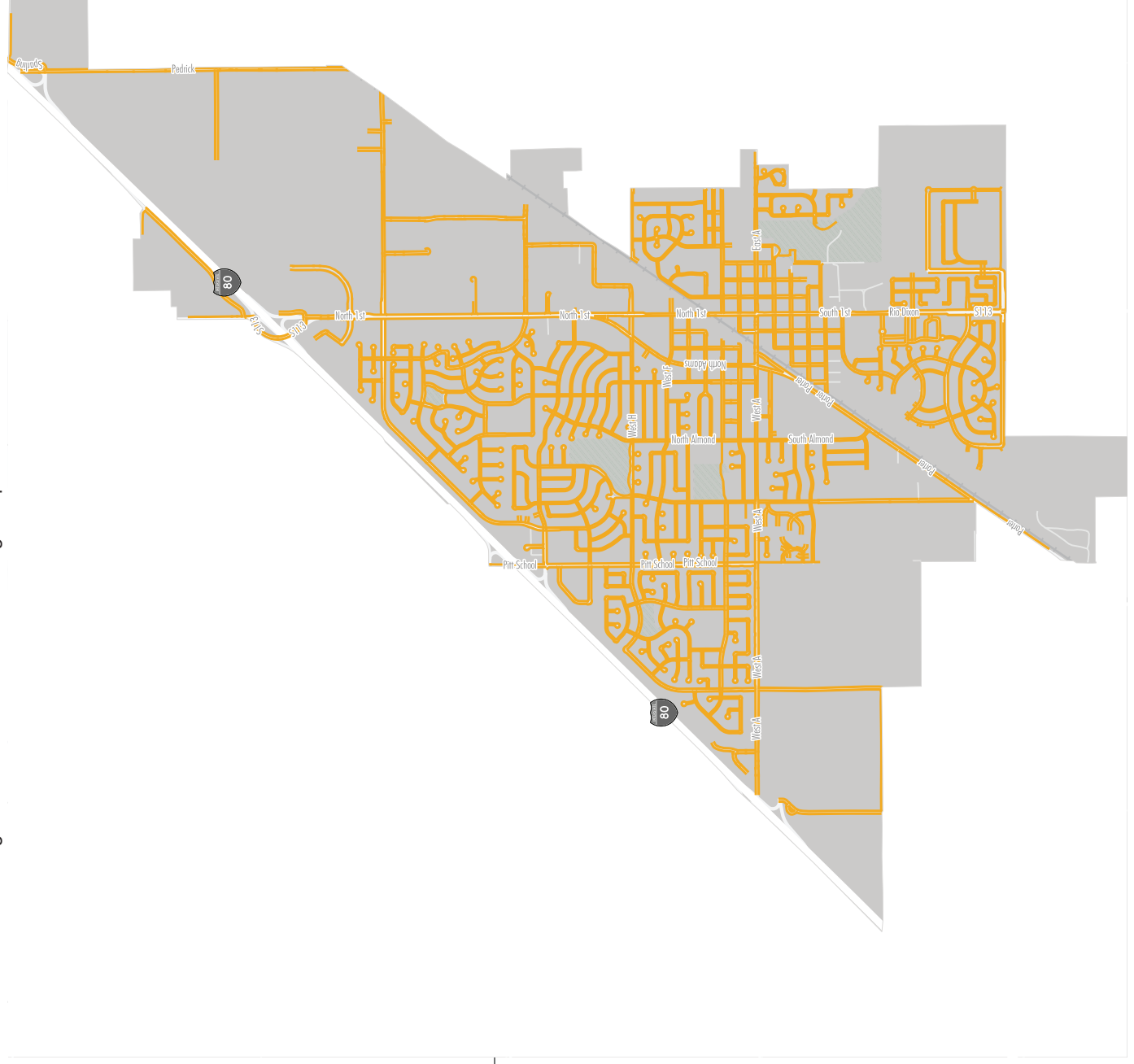


Figure DI-6: Dixon Existing Bike Network Map



# Dixon

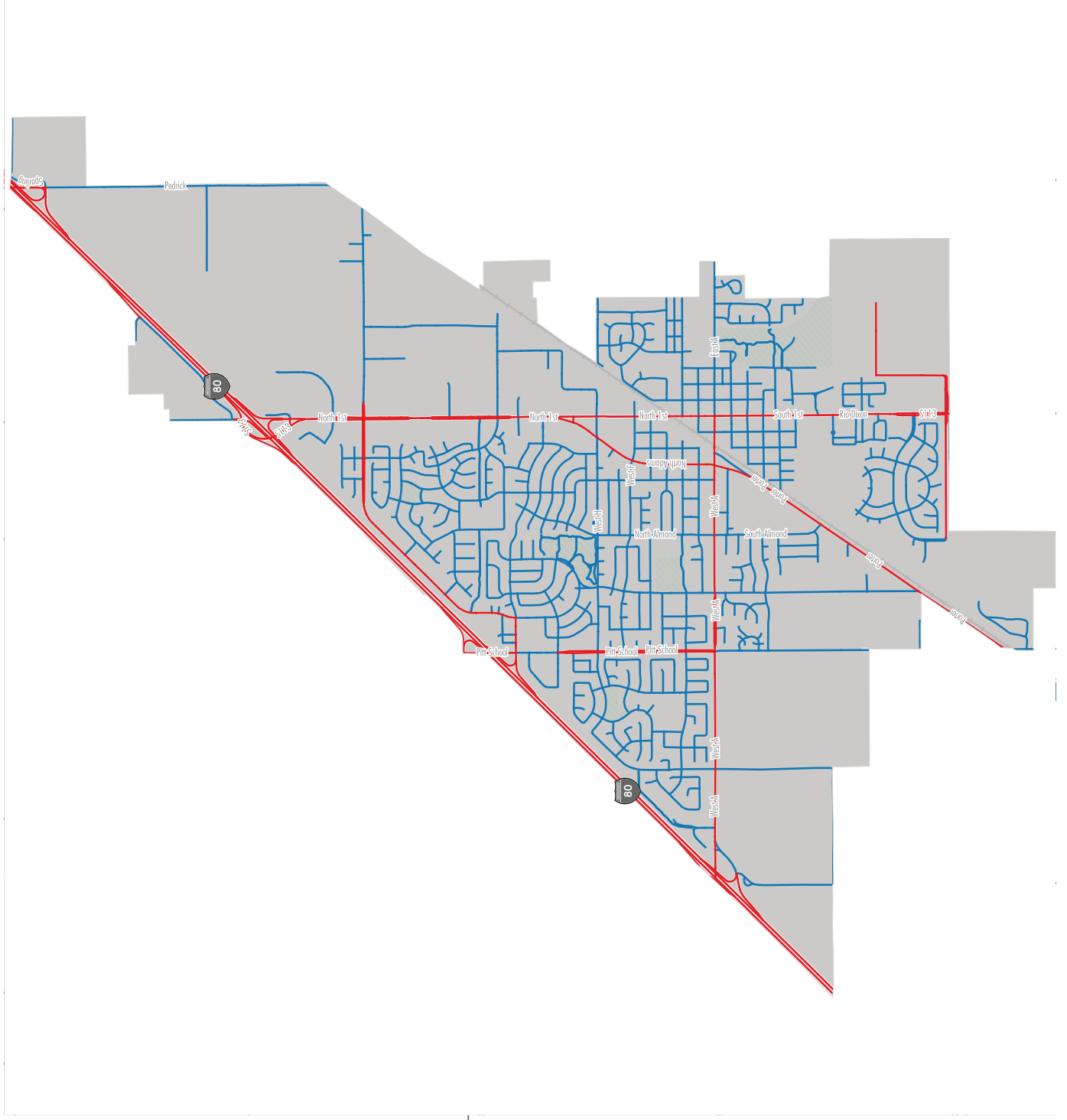
STA  
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**Bicycle Network**

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





Figure DI-7: Dixon Bicycle LTS Map



# Dixon

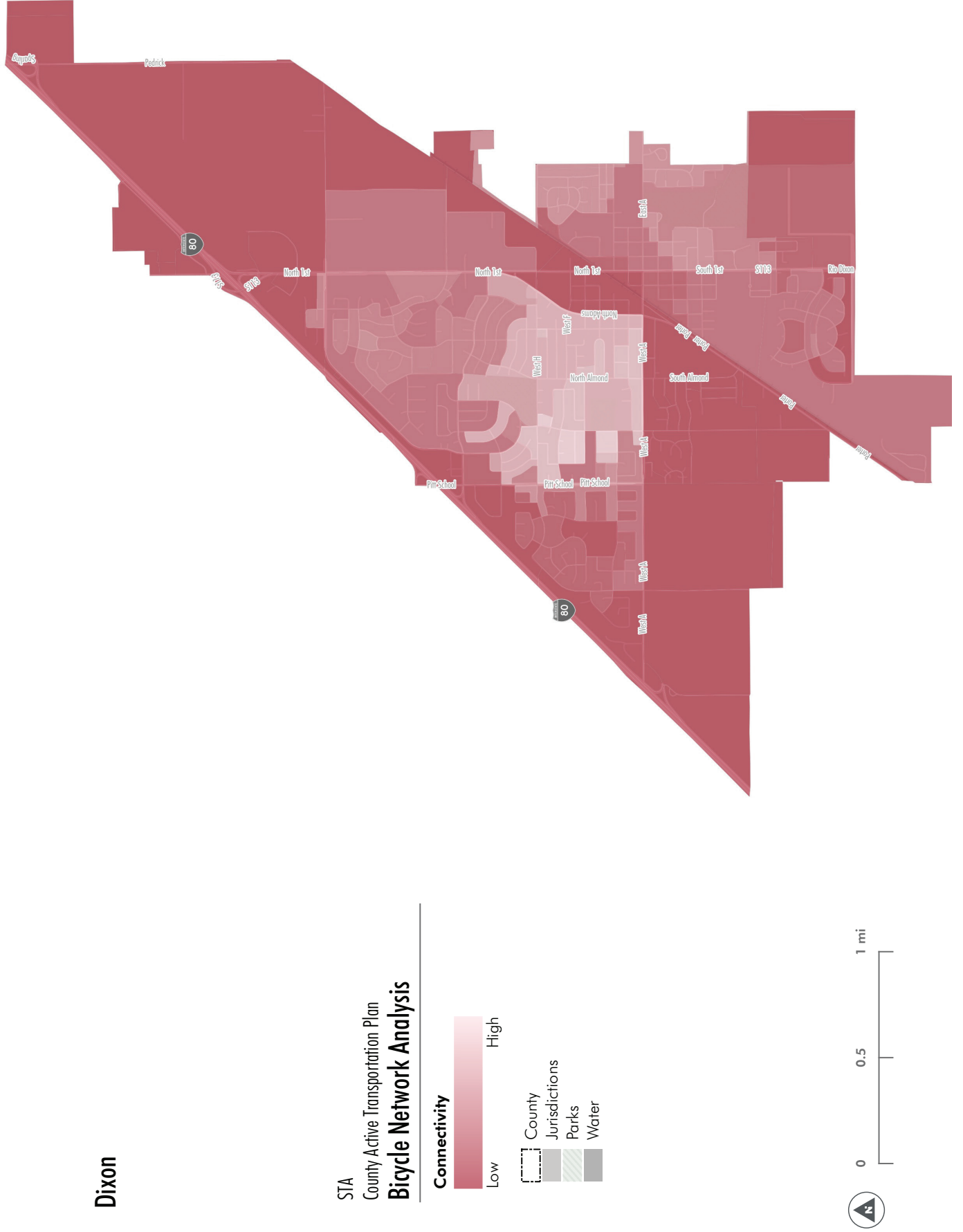
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**Bicycle Level of Traffic Stress**

### Level of Traffic Stress

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



Figure DI-8: Dixon 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 Dixon. 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 were 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 472 traffic collisions in Dixon. Of these collisions, three percent (15) were pedestrian collisions and two percent (nine) were bicycle collisions.

In Dixon, the EPDO scores for segments are slightly higher than for intersections among pedestrian collisions, whereas the opposite trend is true for bicycle collisions. Among pedestrian collisions, the EPDO score is highest for collisions occurring under dark conditions with street lights, however, there are also notable EPDO scores for collisions occurring under dark or dusk conditions without street lights. This same trend is not evident among bicycle collisions, nearly all of which 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 Dixon (see Figures DI-9 and DI-10). The analysis identified the street segments below as warranting further investigation. No safety corridors or other locations were identified as warranting further investigation among bicycle collisions in Dixon.

### Pedestrian collision hotspots:

- S 1<sup>st</sup> Street from W Cherry St to Vaughn Rd

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

Table DI-1: Identified Safety Projects in Dixon

| Location               | Project                     |
|------------------------|-----------------------------|
| CA-113 at C St         | Install Pedestrian Crossing |
| CA-113 and E Walnut St | Install Pedestrian Crossing |
| CA-113 and W F St      | Install Pedestrian Crossing |
| CA-113 and W E St      | Install Pedestrian Crossing |
| CA-113 and E A St      | Install Pedestrian Crossing |



Figure DI-9: Dixon Pedestrian Collision Hot Spot Analysis

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**Pedestrian Collisions**



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

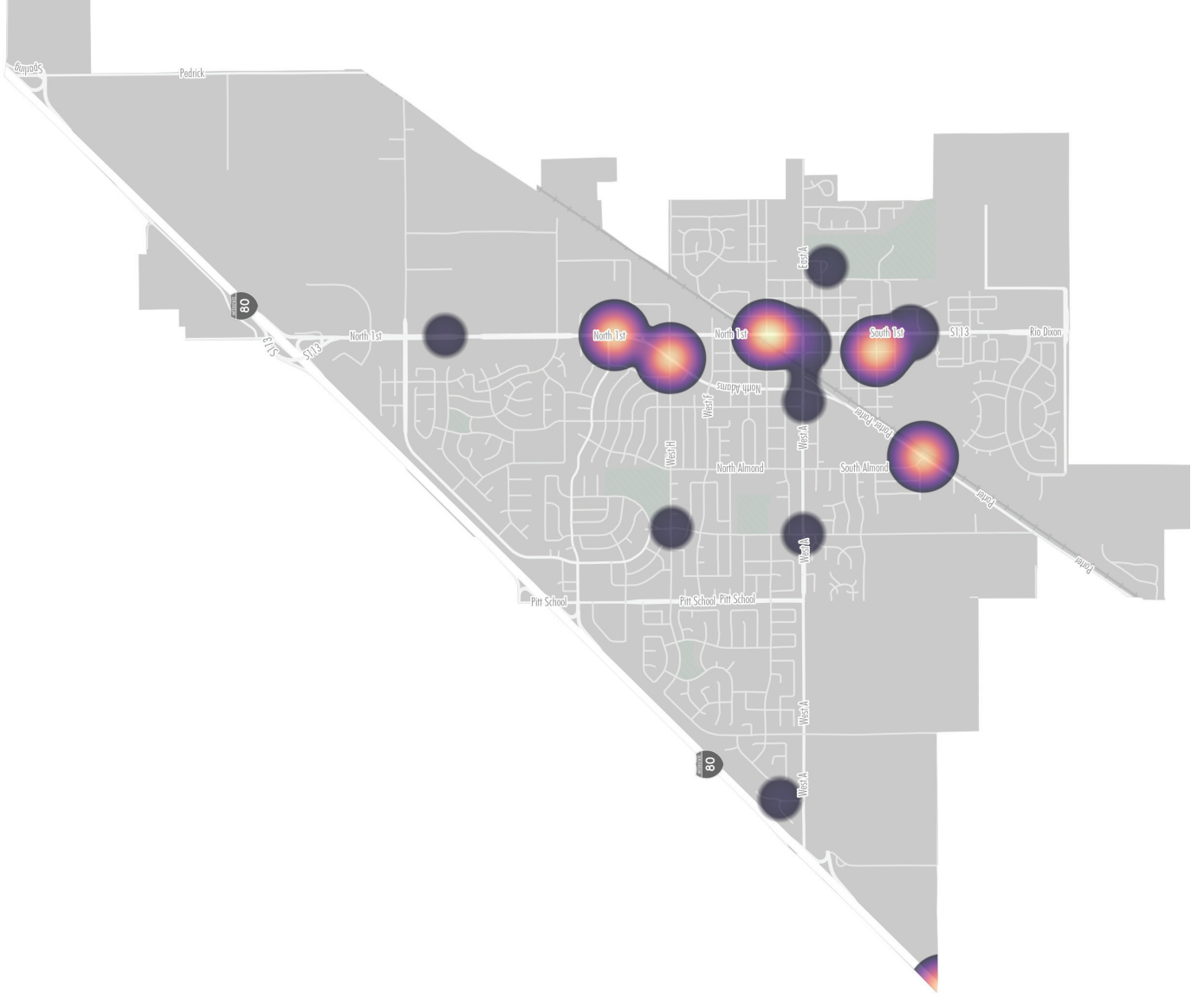
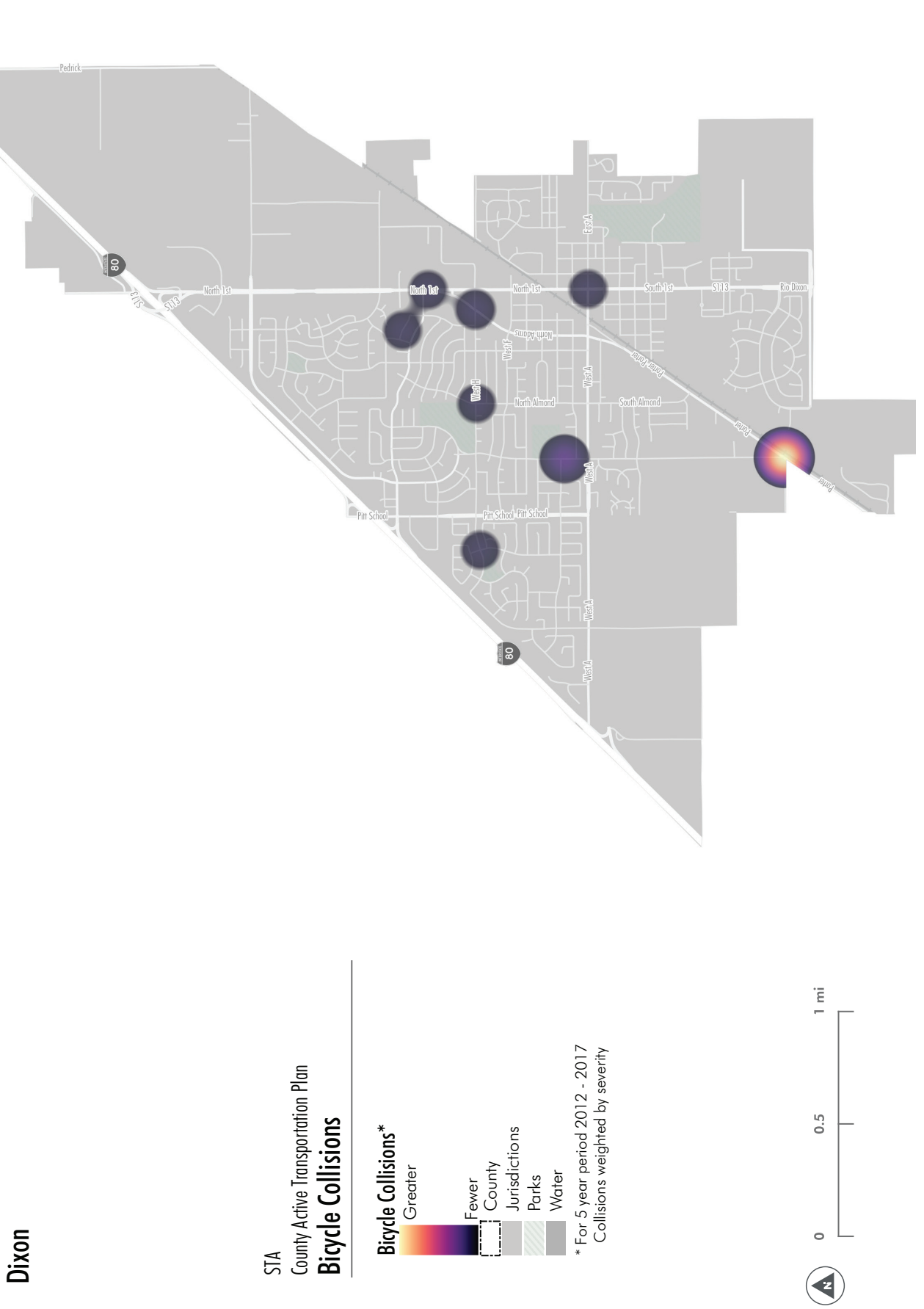


Figure DI-10: Dixon Bicycle Collision Hot Spot Analysis



# Community Engagement

Throughout each stage of the Plan development, residents and stakeholders from Dixon were asked to provide insights on where improvements to walking, bicycling, and access to transit could be improved and prioritized. A City of Dixon staff member was part of the Plan Development Team. In-person and online outreach efforts to Dixon 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 Tree Lighting Festival in 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 Dixon. Positive comments identified where people currently like to walk or bicycle and negative comments mostly highlight areas where people feel it is unsafe or uncomfortable walking or bicycling. 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 DI-11 shows the positive and negative comments about walking and bicycling in Dixon from the online map. For larger versions of the comment maps, refer to *Appendix B: Technical Analysis and Summary Memorandums*.

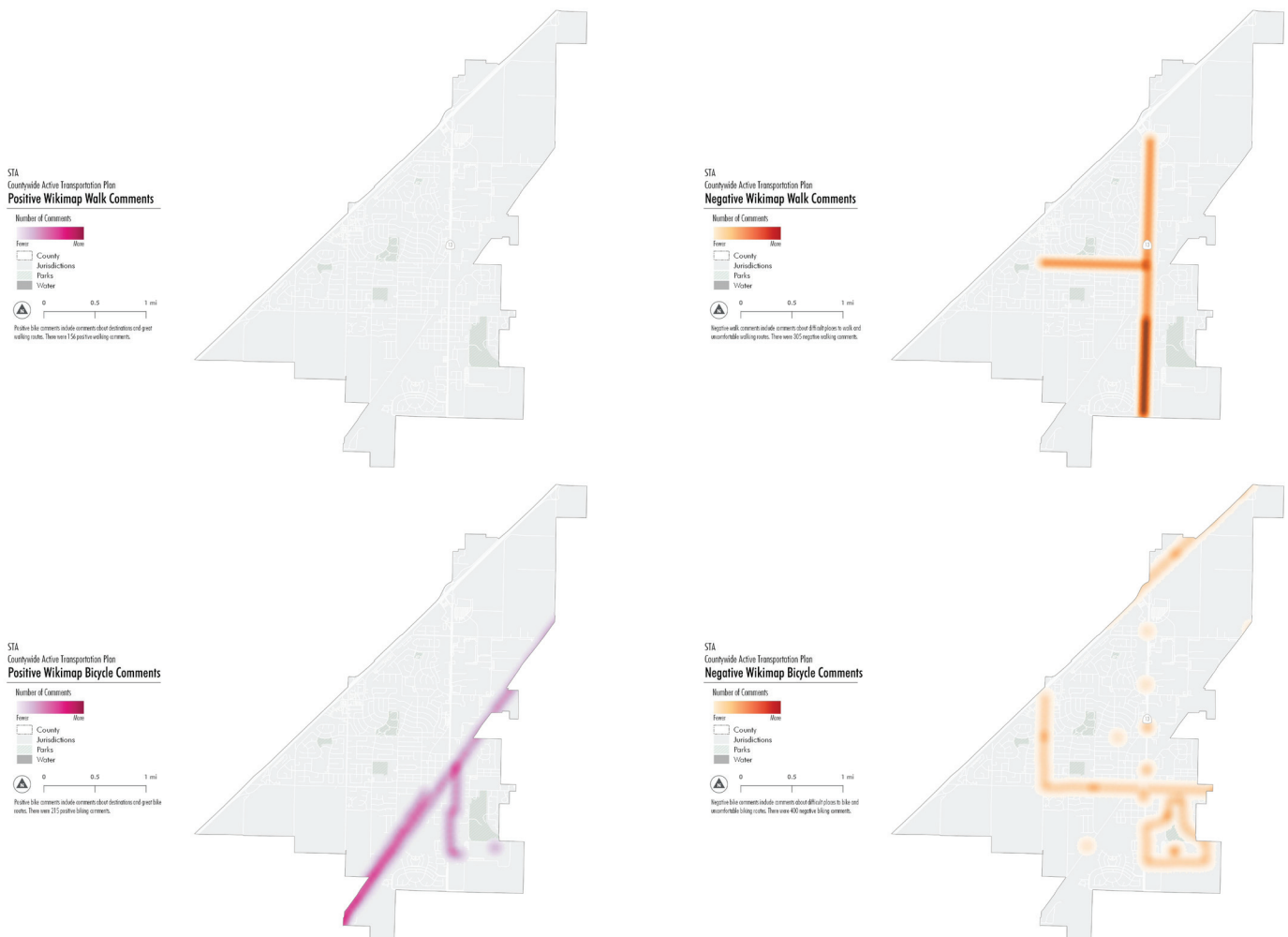


Figure DI-11: Online Map Positive and Negative Walking and Bicycling Comments for Dixon



## 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

## Phase III: Jurisdiction Needs and Recommendations

The third phase of outreach occurred in late Summer/early Fall of 2019. The Project Team met with each jurisdiction individually to hold a coordination meeting with internal jurisdiction staff. During these meetings, the Project Team shared what it learned during Phase 1 outreach and subsequent analyses in Phase II. Dixon held a walking tour and coordination meeting on September 11, 2019 starting at City Hall to review initial proposed recommendations and visit key sites to refine or develop additional recommendations. The outcome of this meeting and walking

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



Figure DI-12: Walk Audit in Dixon

tour resulted in updated project lists and maps that were presented to the public during Phase IV.

## 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 how to prioritize recommendations. The PDT invited the public and interested stakeholders to participate in a presentation and workshop at the Dixon Transportation Advisory Commission Meeting held at City Hall on November 6, 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 DI-13. This activity is intended to help Dixon 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.

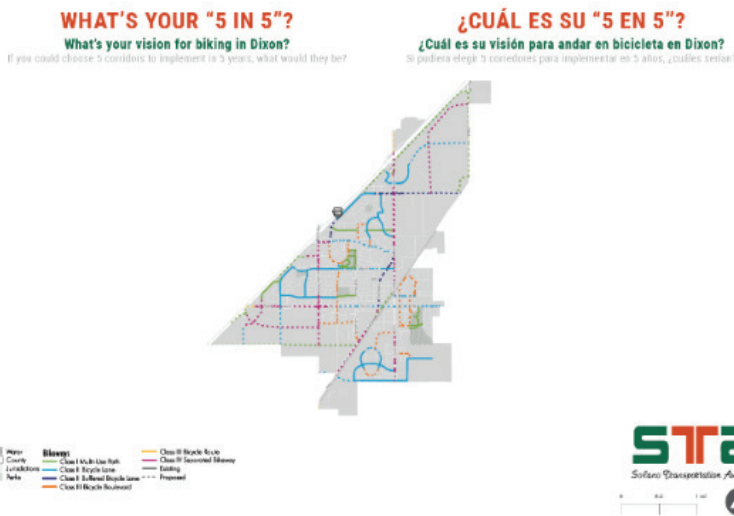


Figure DI-13: 5 in 5 activity in Dixon

# Network Development

The Dixon Active Transportation Backbone Network is a network of facilities suitable for people of all ages and abilities. The Project Development Team (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. Dixon’s backbone network is shown in Figure DI-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. In Dixon, the PDT developed a local backbone network that links the top 10 highest composite demand areas within the city. 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. All ages and abilities facility recommendations were proposed in all feasible location. 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 DI-14 below shows the network development steps and how analyses or public input were integrated into the process.

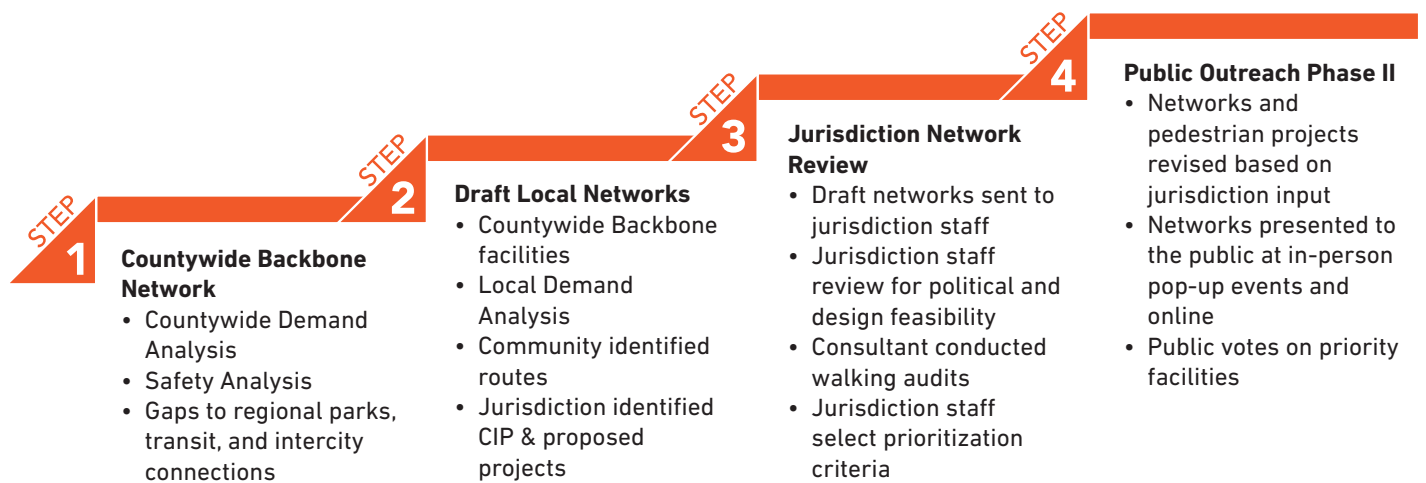


Figure DI-14: Active Transportation Network and Project Development Process

# Dixon 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*

|  |  |  |   |  |
|--|--|--|---|--|
| <br>total population | <br>low-income population | <br>zero-car population | <br>population over 65 | <br>population under 18 |
| <br>transit centers  | <br>employment density    | <br>higher education    | <br>regional parks     | <br>regional commercial |
| <br>downtown         | <br>public input points   |  |   |  |

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

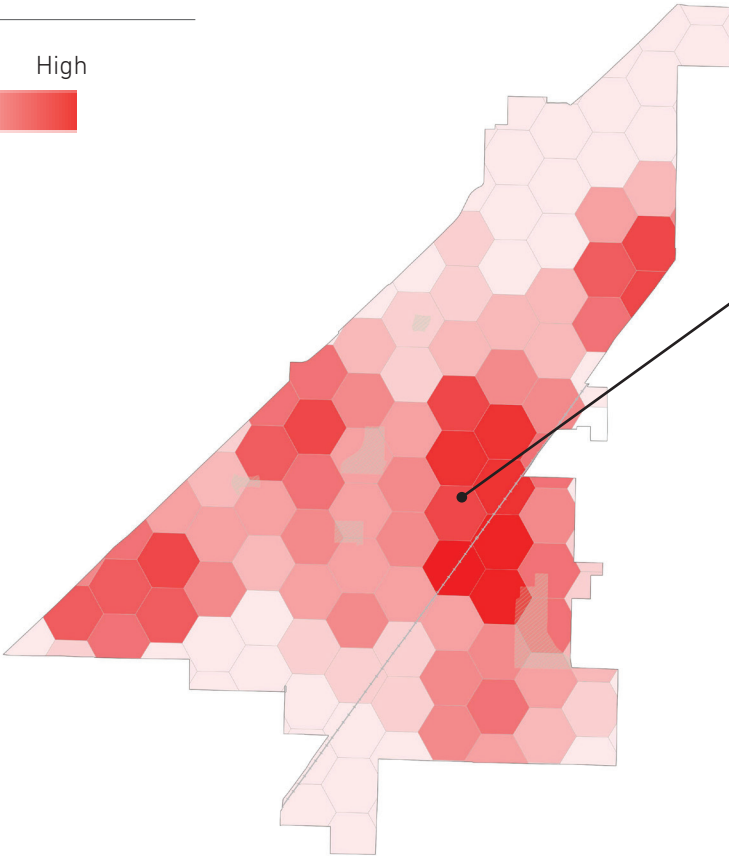
## Top 10 Composite Demand Areas

| Ref | Activity Center 1 | Activity Center 2      | Composite Trip Demand | Description  |
|-----|-------------------|------------------------|-----------------------|--|
| 1   | Residential/Park  | Downtown               | 4,347,777             | Downtown near West A Street and North Jackson Street to East Broadway Street and South 3rd Street  |
| 2   | School            | Downtown               | 3,619,734             | Downtown near West A Street and North Jackson Street to Linford L. Anderson Elementary School      |
| 3   | Residential       | Downtown               | 3,227,431             | Downtown near West A Street and North Jackson Street to CA 113 and West H Street                   |
| 4   | School            | Residential/Park       | 2,122,609             | East Broadway Street and South 3rd Street to Linford L. Anderson Elementary School                 |
| 5   | Downtown          | Residential/Commercial | 2,091,553             | Downtown near West A Street and North Jackson Street Safeway at North Lincoln and Watson Ranch Way |
| 6   | Downtown          | Residential            | 2,035,845             | Downtown near West A Street and North Jackson Street to Stratford Avenue and Almond Street         |
| 7   | Residential       | Downtown               | 1,983,671             | Downtown near West A Street and North Jackson Street to CA 113 and Industrial Way                  |
| 8   | Downtown          | Residential            | 1,946,214             | Downtown near West A Street and North Jackson Street to West F Street and Peterson Lane            |
| 9   | Downtown          | Residential            | 1,942,844             | Downtown near West A Street and North Jackson Street to West H Street and North Almond Street      |
| 10  | Residential/Park  | Residential            | 1,823,303             | East Broadway Street and South 3rd Street to CA 113 and West H Street                              |



## 1 Generator Scores

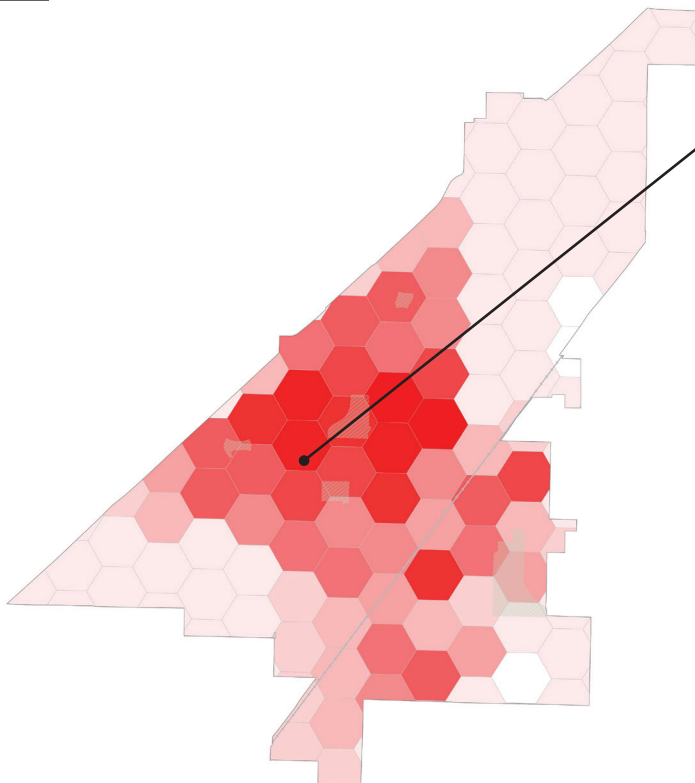
Low High



| Generator                     | People     |
|-------------------------------|------------|
| Total Population              | 224        |
| Over 65 Population            | 9          |
| Under 18 Population           | 49         |
| Low Income Population         | 23         |
| Zero Car Population           | 1          |
| <b>TOTAL GENERATORS TRIPS</b> | <b>306</b> |

## 2 Attractor Scores

Low High

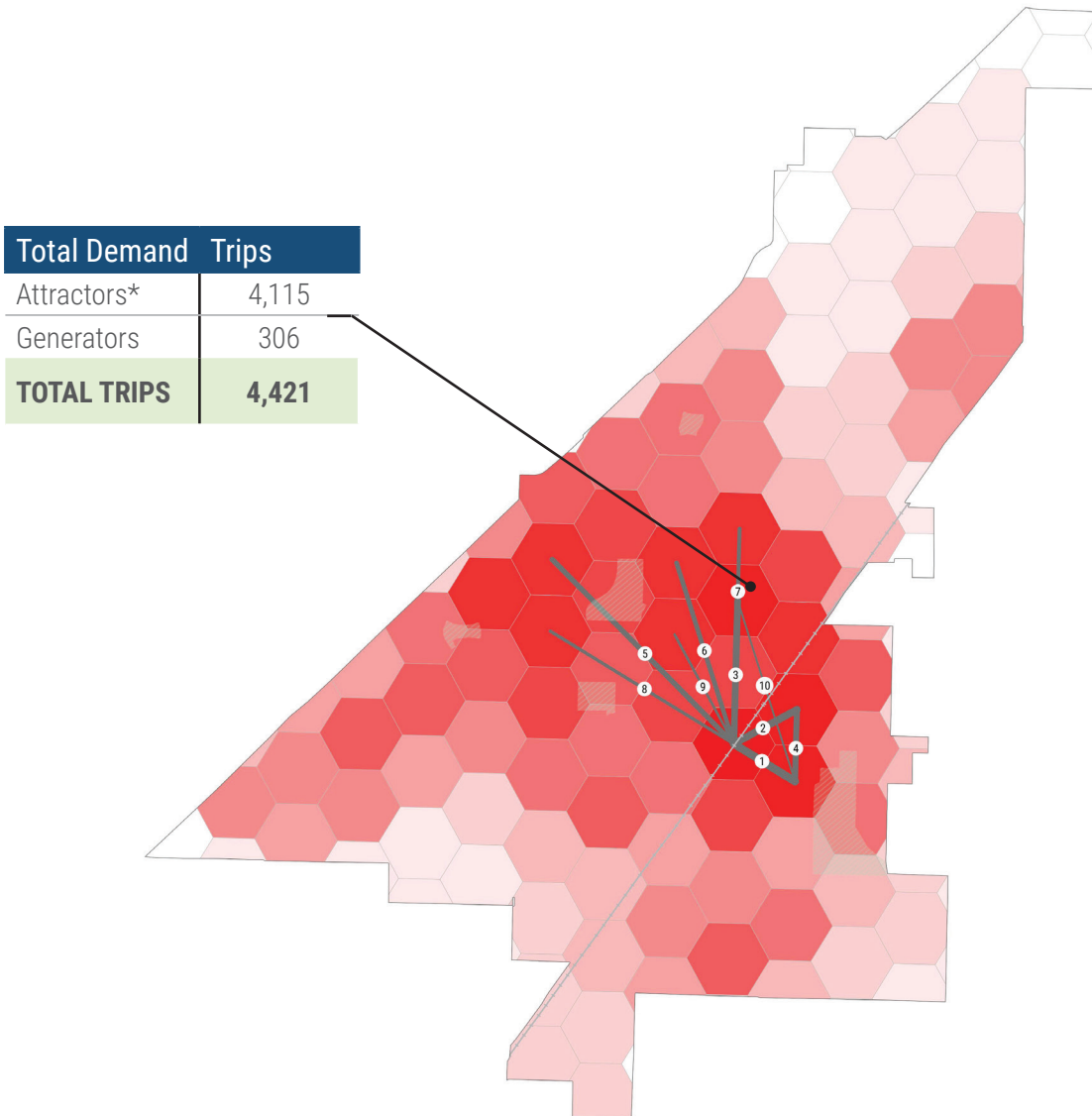


| Attractor                     | Trips        |
|-------------------------------|--------------|
| Transit                       | 0            |
| Bus Stops                     | 0            |
| Employment Density            | 463          |
| Higher Education              | 0            |
| Schools                       | 238          |
| Parks                         | 1            |
| Neighborhood Commercial       | 19           |
| Downtown                      | 2,729        |
| Major Retail                  | 0            |
| Services                      | 0            |
| Libraries                     | 89           |
| Entertainment                 | 0            |
| Public Input Destinations     | 1            |
| <b>TOTAL ATTRACTORS TRIPS</b> | <b>3,540</b> |

### 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.



\* 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

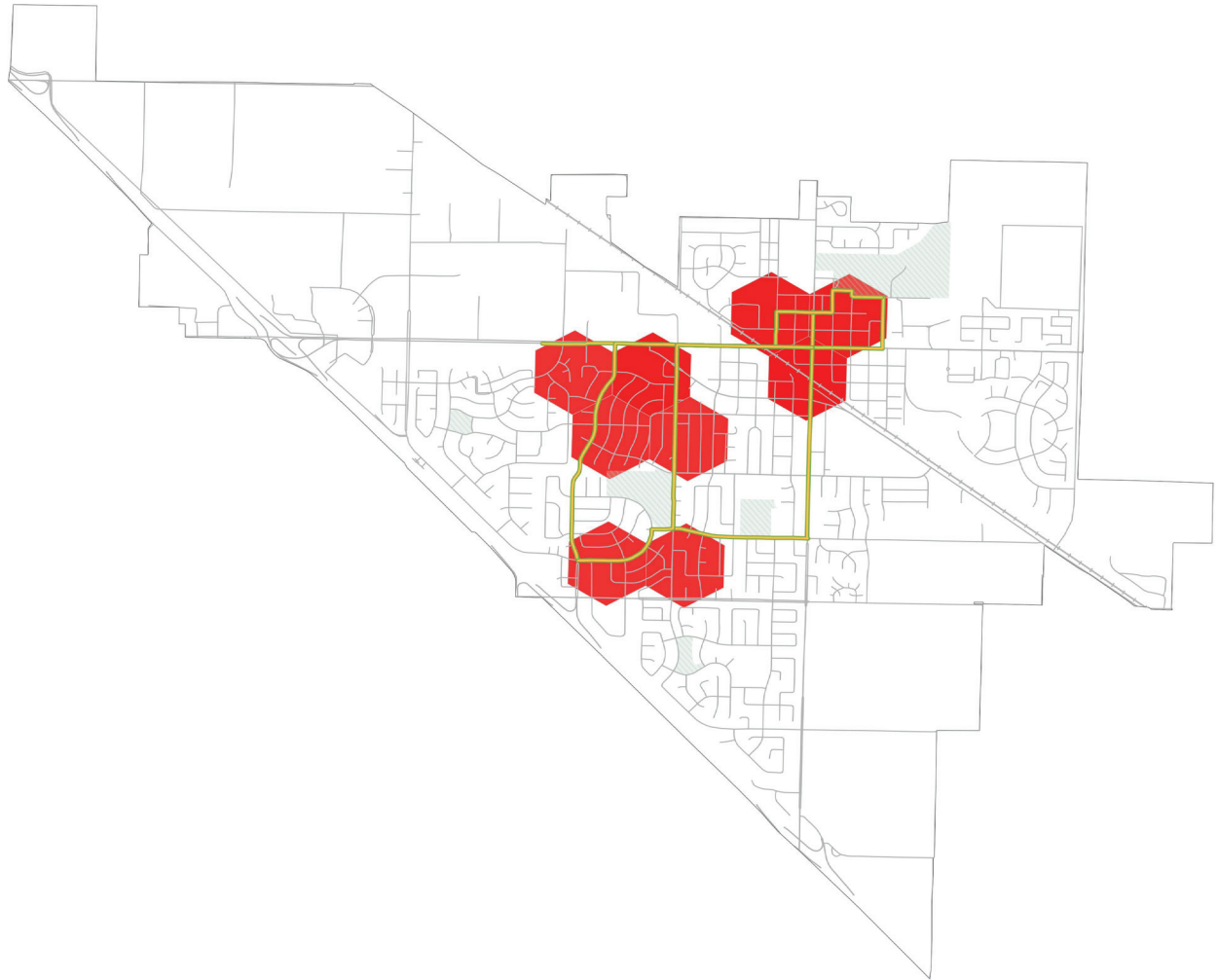
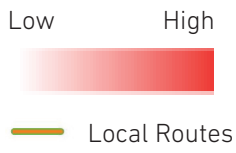


Figure DI-15: Analysis of attractors and generators of trips in Dixon

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 Dixon’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 Dixon to identify relevant funding sources for network buildout. This Plan proposes adding or upgrading a total of 35 miles of bikeways to Dixon’s existing bikeway network. Table DI-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 DI-17 shows the recommended bicycle network, with existing and proposed projects shown with solid and dotted lines, respectively. Table DI-3 lists details for all of the recommended bikeway projects in Dixon.

Figure DI-18 depicts which facilities meet the AASHTO all ages and abilities bikeway selection criteria. Approximately 94 percent of recommended bikeways meet the all ages and abilities criteria (see Figure DI-16).

Table DI-2: Proposed Dixon Bicycle Network Mileage

| Facility Type                  | Existing Mileage (approximate) | Proposed Mileage (approximate) | Estimated Cost per mile | Total Estimated Cost |
|--------------------------------|--------------------------------|--------------------------------|-------------------------|----------------------|
| Class I Multi-use Path         | 3.0                            | 9.8                            | \$1,610,000             | \$15,778,000         |
| Class II Bicycle Lane          | 12.2                           | 2.4                            | \$270,000               | \$648,000            |
| Class II Buffered Bicycle Lane | 0                              | 3.9                            | \$310,000               | \$1,209,000          |
| Class III Bicycle Route        | 0                              | 3.3                            | \$1,390,000             | \$4,587,000          |
| Class III Bicycle Boulevard    | 0                              | 6.8                            | \$220,000               | \$1,496,000          |
| Class IV Separated Bikeway     | 0                              | 9.1                            | \$370,000               | \$3,367,000          |
| <b>Total</b>                   | <b>15.2</b>                    | <b>35.3</b>                    | <b>-</b>                | <b>\$27,085,000</b>  |

\*Costs presented in 2020 dollars

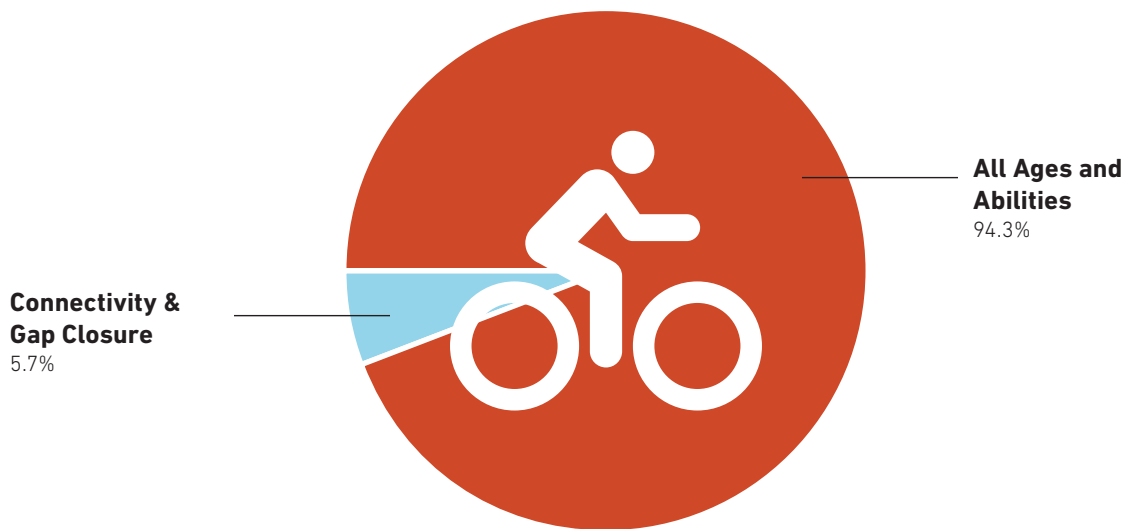
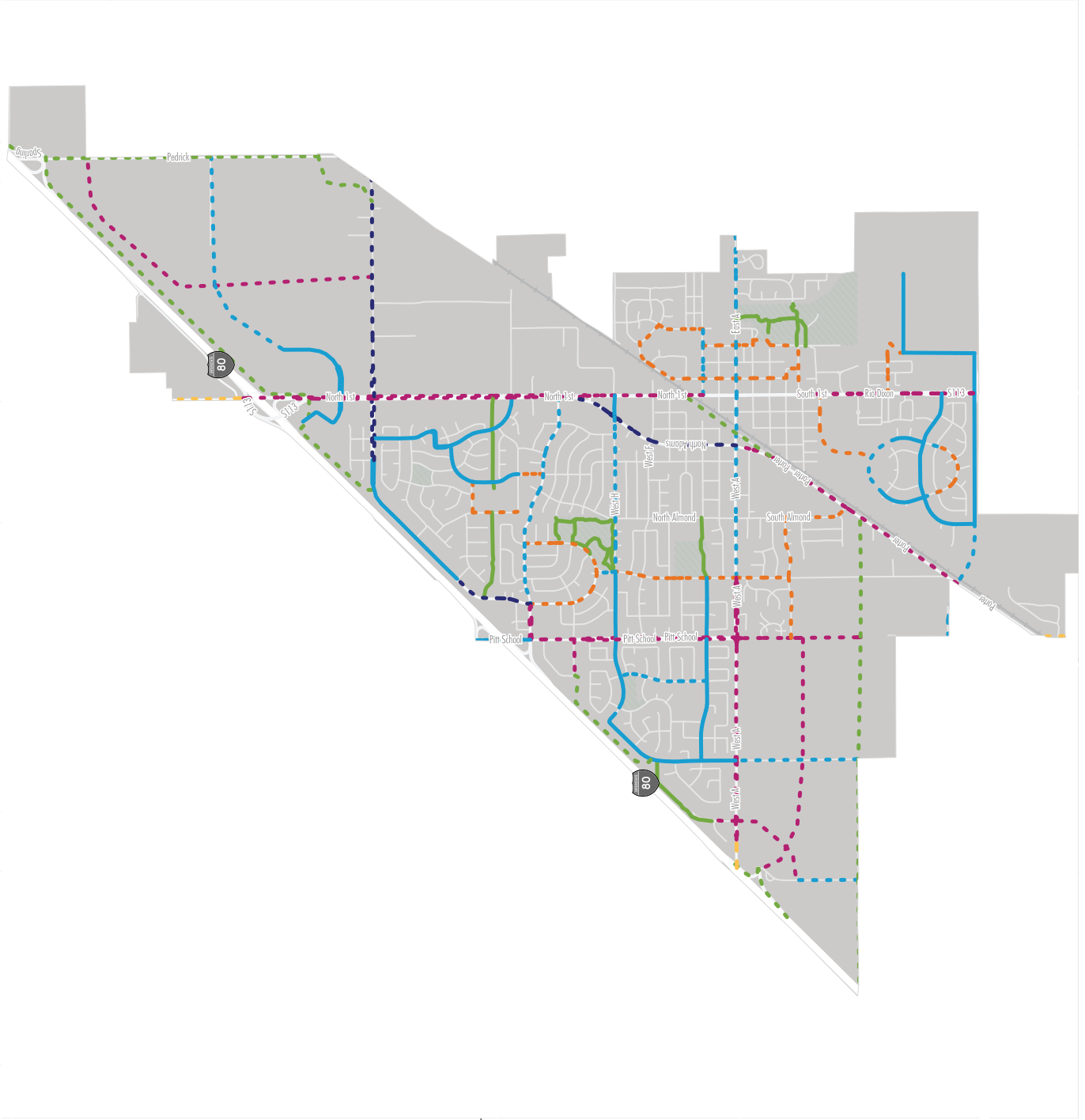


Figure DI-16: Share of Recommended Bikeways by Network Type



Figure DI-17: Proposed Bicycle Network for Dixon



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County Active Transportation Plan  
**Bicycle Network**

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



Figure D1-18: Recommended Dixon All Ages and Abilities Bikeway Network

# Dixon

## 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

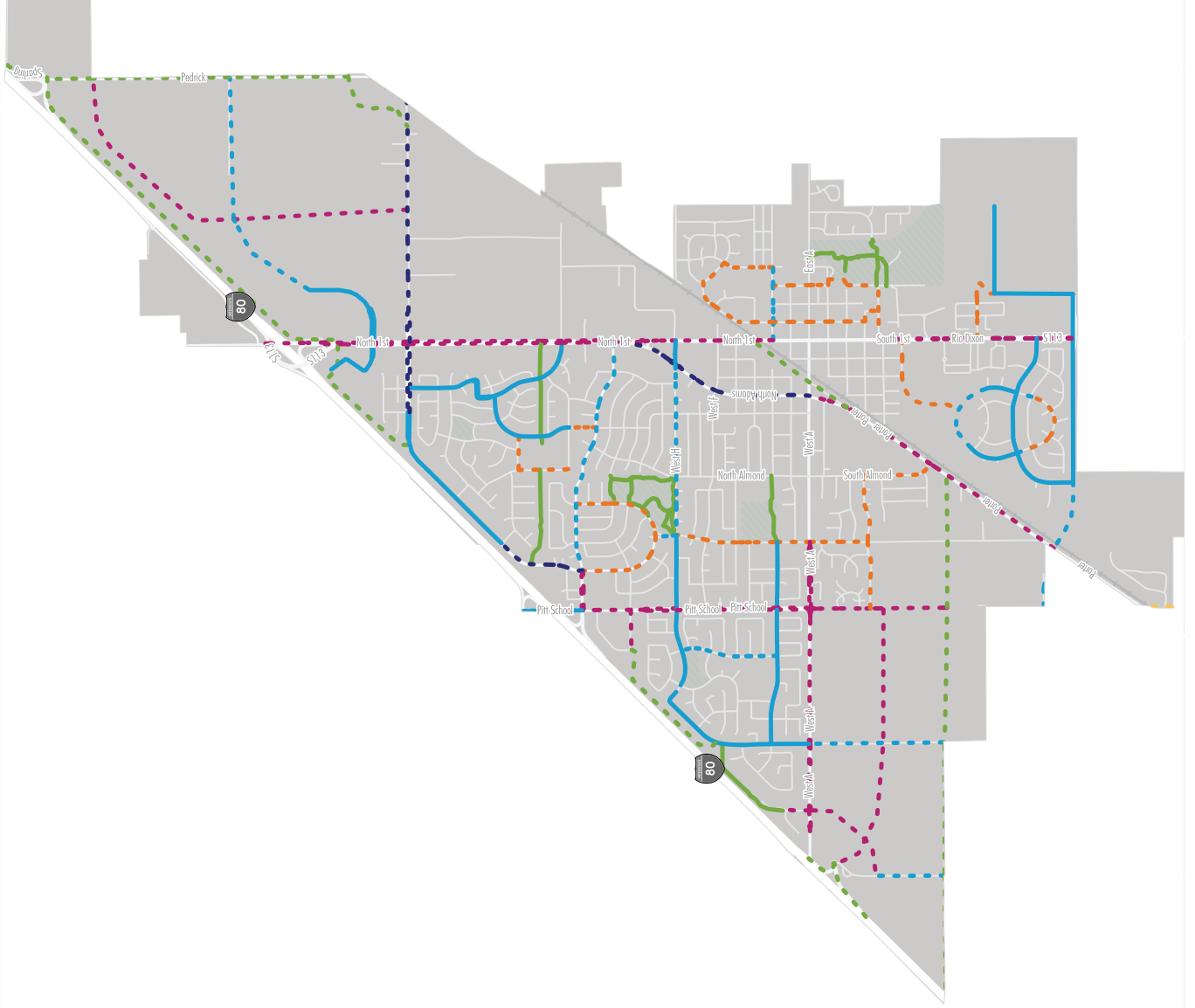


Table DI-3: Dixon Recommended Bikeway Project List

| ID   | Corridor Name              | From            | To              | Recommendation                 | Network              | Length (mi) | Cost        | Prioritization Rank |
|------|----------------------------|-----------------|-----------------|--------------------------------|----------------------|-------------|-------------|---------------------|
| 222A | Porter Rd Path             | Pitt School Rd  | W A St          | Class IV Separated Bikeway     | All Ages & Abilities | 1.55        | \$573,061   | High                |
| 221A | N Adams St                 | W A St          | Lincoln Hwy     | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.76        | \$234,604   | High                |
| 234A | Train Station Path         | Porter Rd       | 1st St          | Class I Multi-Use Path         | All Ages & Abilities | 0.43        | \$699,990   | High                |
| 214A | N Lincoln St               | W A St          | W H St          | Class III Bicycle Boulevard    | All Ages & Abilities | 0.50        | \$110,376   | High                |
| 227A | Downtown Bike Boulevard    | Chestnut St     | E C St          | Class III Bicycle Boulevard    | All Ages & Abilities | 1.07        | \$235,056   | High                |
| 229A | Hall Park Bike Boulevard   | E C St          | S 1st St        | Class III Bicycle Boulevard    | All Ages & Abilities | 0.62        | \$136,642   | High                |
| 218A | Pheasant Run Dr            | Rehrmann Dr     | W H St          | Class II Bicycle Lane          | All Ages & Abilities | 0.36        | \$97,677    | High                |
| 231A | Market Ln Path Connection  | Evans Rd        | Market Lane     | Class I Multi-Use Path         | All Ages & Abilities | 0.54        | \$870,792   | High                |
| 231B | Market Ln Path Connection  | Market Ln Path  | Pitt School Rd  | Class IV Separated Bikeway     | All Ages & Abilities | 0.15        | \$55,497    | High                |
| 230A | E C St                     | Lincoln Hwy     | N 3rd St        | Class II Bicycle Lane          | All Ages & Abilities | 0.20        | \$55,086    | Medium              |
| 230A | Hillview Dr Bike Boulevard | W A St          | Porter Rd       | Class III Bicycle Boulevard    | All Ages & Abilities | 0.20        | \$55,086    | Medium              |
| 210A | W Cherry St                | Folsom Fair Cir | S 1st St        | Class III Bicycle Boulevard    | All Ages & Abilities | 0.42        | \$91,726    | Medium              |
| 219A | Pitt School Rd             | W A St          | W H St          | Class IV Separated Bikeway     | All Ages & Abilities | 0.50        | \$183,660   | Medium              |
| 219B | Pitt School Rd             | W H St          | Stratford Ave   | Class IV Separated Bikeway     | All Ages & Abilities | 0.35        | \$129,829   | Medium              |
| 219C | Pitt School Rd             | Stratford Ave   | C/L             | Class II Bicycle Lane          | All Ages & Abilities | 0.23        | \$61,276    | Medium              |
| 200A | Yolo County Connector Path | Vaughn Rd       | City Limit (N)  | Class I Multi-Use Path         | All Ages & Abilities | 2.27        | \$3,658,577 | Medium              |
| 206A | Austin/Bell Bike Boulevard | Dixon Bike Path | Pembroke Wy     | Class III Bicycle Boulevard    | All Ages & Abilities | 0.31        | \$68,731    | Medium              |
| 220A | Pembroke Wy                | Stratford Ave   | Fountain Wy     | Class III Bicycle Boulevard    | All Ages & Abilities | 0.10        | \$22,393    | Medium              |
| 224A | County Fair Dr             | S 1st St        | College Wy      | Class III Bicycle Boulevard    | All Ages & Abilities | 0.29        | \$63,565    | Medium              |
| 208A | Stratford Ave              | Pitt School Rd  | N Lincoln St    | Class IV Separated Bikeway     | All Ages & Abilities | 0.15        | \$56,494    | Medium              |
| 208B | Stratford Ave              | N Lincoln St    | Lincoln Hwy     | Class II Bicycle Lane          | All Ages & Abilities | 0.89        | \$240,431   | Medium              |
| 223A | Lincoln Hwy/1st St         | Parkway Blvd    | Country Fair Dr | Class IV Separated Bikeway     | All Ages & Abilities | 1.07        | \$396,200   | Medium              |

Table DI-3: Dixon Recommended Bikeway Project List

| ID   | Corridor Name              | From                                    | To                                      | Recommendation                 | Network                    | Length (mi) | Cost      | Prioritization Rank |
|------|----------------------------|---|---|--------------------------------|----------------------------|-------------|-----------|---------------------|
| 223B | Lincoln Hwy/1st St         | Country Fair Dr                         | E Chestnut St                           | Class IV Separated Bikeway     | All Ages & Abilities       | 0.81        | \$301,480 | Medium              |
| 223D | Lincoln Hwy/1st St         | E C St                                  | E H St                                  | Class IV Separated Bikeway     | All Ages & Abilities       | 0.36        | \$134,828 | Medium              |
| 223E | Lincoln Hwy/1st St         | E H St                                  | Dixon Bike Path                         | Class IV Separated Bikeway     | All Ages & Abilities       | 0.43        | \$157,599 | Medium              |
| 223F | Lincoln Hwy/1st St         | Dixon Bike Path                         | Dorset Dr                               | Class IV Separated Bikeway     | All Ages & Abilities       | 0.71        | \$155,868 | Medium              |
| 223G | Lincoln Hwy/1st St         | Dorset Dr                               | I-80 Ramps on South Side/ Proposed Path | Class IV Separated Bikeway     | All Ages & Abilities       | 0.18        | \$65,872  | Medium              |
| 223H | Lincoln Hwy/1st St         | I-80 Ramps on South Side/ Proposed Path | Milk Farm Rd                            | Class IV Separated Bikeway     | All Ages & Abilities       | 0.24        | \$87,086  | Medium              |
| 223I | Lincoln Hwy/1st St         | Milk Farm Rd                            | City Limit (N)                          | Class III Bicycle Route        | Connectivity & Gap Closure | 0.28        | \$389,998 | Medium              |
| 202A | W A St/Dixon Ave           | Schroeder Rd                            | Batavia Rd                              | Class III Bicycle Route        | Connectivity & Gap Closure | 0.16        | \$43,798  | Medium              |
| 202B | W A St/Dixon Ave           | Batavia Rd                              | Evans Rd                                | Class IV Separated Bikeway     | All Ages & Abilities       | 0.34        | \$126,456 | Medium              |
| 202C | W A St/Dixon Ave           | Evans Rd                                | Pitt School Rd                          | Class IV Separated Bikeway     | All Ages & Abilities       | 0.50        | \$186,230 | Medium              |
| 202D | W A St/Dixon Ave           | Pitt School Rd                          | Lincoln St                              | Class IV Separated Bikeway     | All Ages & Abilities       | 0.25        | \$93,746  | Medium              |
| 202E | W A St/Dixon Ave           | Lincoln St                              | 3rd St                                  | Class II Bicycle Lane          | Connectivity & Gap Closure | 0.89        | \$240,447 | Medium              |
| 202F | W A St/Dixon Ave           | 3rd St                                  | C/L                                     | Class II Bicycle Lane          | Connectivity & Gap Closure | 0.44        | \$118,624 | Medium              |
| 215A | N Lincoln St/ Parkgreen Dr | W H St                                  | Parkgreen Dr                            | Class II Bicycle Lane          | All Ages & Abilities       | 0.08        | \$21,101  | Medium              |
| 215B | N Lincoln St/ Parkgreen Dr | Parkgreen Dr                            | Stratford Ave                           | Class III Bicycle Boulevard    | All Ages & Abilities       | 0.35        | \$76,047  | Medium              |
| 215C | N Lincoln St/ Parkgreen Dr | N Lincoln St                            | Stratford Ave                           | Class III Bicycle Boulevard    | All Ages & Abilities       | 0.37        | \$80,662  | Medium              |
| 201A | W H St                     | N Lincoln St                            | N Adams St                              | Class II Bicycle Lane          | All Ages & Abilities       | 0.64        | \$171,879 | Medium              |
| 201B | W H St                     | N Adams St                              | Lincoln Hwy                             | Class II Bicycle Lane          | All Ages & Abilities       | 0.01        | \$1,625   | Medium              |
| 216A | Gateway Dr                 | W A St                                  | Plaza Ct                                | Class IV Separated Bikeway     | All Ages & Abilities       | 0.09        | \$32,653  | Low                 |
| 203A | Vaughn Dr/N Lincoln St     | Stratford Ave                           | Russell Ln                              | Class II Buffered Bicycle Lane | All Ages & Abilities       | 0.33        | \$103,555 | Low                 |
| 203B | Vaughn Dr/N Lincoln St     | Moore Dr                                | Lincoln Hwy                             | Class II Buffered Bicycle Lane | All Ages & Abilities       | 0.25        | \$78,731  | Low                 |

Table DI-3: Dixon Recommended Bikeway Project List

| ID   | Corridor Name                                 | From               | To                   | Recommendation                 | Network              | Length (mi) | Cost        | Prioritization Rank |
|------|---|--------------------|----------------------|--------------------------------|----------------------|-------------|-------------|---------------------|
| 203C | Vaughn Dr/N Lincoln St                        | Lincoln Hwy        | Pedrick Rd           | Class II Buffered Bicycle Lane | All Ages & Abilities | 0.89        | \$277,116   | Low                 |
| 212B | Folsom Downs Cir/<br>Folsom Fair Cir          | Bello Dr           | Bello Dr             | Class III Bicycle Boulevard    | All Ages & Abilities | 0.28        | \$60,850    | Low                 |
| 212C | Folsom Downs Cir/<br>Folsom Fair Cir          | Bello Dr           | Valley Glen Dr       | Class II Bicycle Lane          | All Ages & Abilities | 0.12        | \$31,434    | Low                 |
| 212D | Folsom Downs Cir/<br>Folsom Fair Cir          | Legion Ave         | Legion Ave           | Class II Bicycle Lane          | All Ages & Abilities | 0.29        | \$79,126    | Low                 |
| 204A | Parkway Blvd                                  | Pitt School Rd     | Valley Glen Dr       | Class II Bicycle Lane          | All Ages & Abilities | 0.49        | \$131,303   | Low                 |
| 232A | Future Development - Southwest                | Batavia Rd         | Pitt School Rd       | Class IV Separated Bikeway     | All Ages & Abilities | 1.02        | \$376,367   | Low                 |
| 232B | Future Development - Southwest                | George Ln          | W A St               | Class II Bicycle Lane          | All Ages & Abilities | 0.50        | \$134,604   | Low                 |
| 232C | Future Development - Southwest                | W A St             | George Ln            | Class IV Separated Bikeway     | All Ages & Abilities | 0.51        | \$188,614   | Low                 |
| 232D | Future Development - Southwest                | Proposed I-80 Path | Porter Rd            | Class I Multi-Use Path         | All Ages & Abilities | 1.94        | \$3,121,804 | Low                 |
| 232E | Future Development - Southwest                | Gateway Dr         | Batavia Rd           | Class IV Separated Bikeway     | All Ages & Abilities | 0.39        | \$143,445   | Low                 |
| 232F | Future Development - Southwest                | George Ln          | Gateway Dr Extension | Class II Bicycle Lane          | All Ages & Abilities | 0.26        | \$69,215    | Low                 |
| 233A | Future Development - Northeast (Dorset)       | Dorset Dr          | Professional Dr      | Class II Bicycle Lane          | All Ages & Abilities | 0.39        | \$106,526   | Low                 |
| 233B | Future Development - Northeast (Professional) | Lincoln St         | Pedrick Rd           | Class IV Separated Bikeway     | All Ages & Abilities | 1.49        | \$550,609   | Low                 |
| 233C | Future Development - Northeast (Mistler)      | Dorset Dr          | Pedrick Rd           | Class II Bicycle Lane          | All Ages & Abilities | 0.53        | \$142,728   | Low                 |
| 233D | Future Development - Northeast (Pedrick Path) | Lincoln St         | Sparling Ln          | Class I Multi-Use Path         | All Ages & Abilities | 1.46        | \$2,345,948 | 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 Dixon should prioritize in the next five years. This activity is intended to help shed light on which recommended bikeway facilities would be most utilized 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 Dixon 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 framework. Figure DI-19 shows the results from the 5 in 5 outreach activity. Figure DI-20 and Table DI-4 identify the top corridors from the “5 in 5” activity with their associated prioritization rankings that should be considered for near-term implementation to build out a connected network.

Table DI-4: Near-Term Implementation Bike Network Corridors

| Corridor Name                           | Segment IDs                  | Total Project Cost | Safe Routes to Transit | Safe Routes to School | Supports Equity Goals |
|---|------------------------------|--------------------|------------------------|-----------------------|-----------------------|
| Pitt School Road                        | 219A, 2019B                  | \$313,489          | √                      | √                     |                       |
| Stratford Avenue                        | 208A, 208B                   | \$296,924          |                        | √                     |                       |
| West A Street                           | 202B, 202C, 202D, 202E       | \$765,502          |                        | √                     | √                     |
| Lincoln Highway/ 1 <sup>ST</sup> Street | 223A, 223B, 223D, 223E, 223F | \$1,145,975        |                        | √                     | √                     |
| Downtown Bikeways Bypass                | 230A, 227A, 229A             | \$426,784          |                        | √                     | √                     |
| <b>Total Near-Term Cost</b>             | -                            | <b>\$2,948,677</b> | -                      | -                     | -                     |

### Action Plan Corridor Descriptions

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

- 1. Pitt School Road (219A to 219B)** – Implement low-cost Class IV Separated Bikeways by maintaining the center left-turn lane and reconfiguring travel lanes. This route closes a gap to transit by connecting multiple neighborhoods to Dixon Park and Ride which provides regional access to Contra Costa County and Sacramento by the FAST Transit Blue line. The route also establishes a safe route to school and crossings for nearby Tremont Elementary School, Dixon Montessori Charter School, and Silveyville Primary School. The corridor provides access to local businesses and dining at Pitt School Plaza and Dixon Plaza shopping centers. Additionally, there are many pedestrian co-benefits associated with this project by reducing crossing distances and the number of vehicular conflict points.
- 2. Stratford Avenue (208A to 208B)** – Conduct a parking survey to implement Class II Bicycle Lanes by removing parking on one side of the roadway. If parking occupancy is too high, implement a Class III Bicycle Boulevard east of Lincoln St with enhanced traffic calming and wayfinding. This route provides access for north Dixon neighborhoods to connect with businesses and dining along Pitt School Road and connect with employment centers east of Lincoln Highway. The route also establishes a safe route to school for nearby Gretchen Higgins Elementary School. The corridor also promotes recreational opportunities by connecting residents closer to Northwest Park.

- 3. West A St (202B to 202E)** – Implement a low-cost Class IV Separated Bikeway in the western residential areas and Class II Bicycle Lanes through eastern portions and downtown by removing one-side parking in limited locations. This roadway was the most highly requested facility and would serve as the primary citywide East/West route. This would connect multiple neighborhoods and the new development areas to Downtown Dixon by closing a major gap across the railroad tracks. Alternatively, a route Adams Street and B Street could be used to direct cyclists under the railroad using enhanced traffic calming and wayfinding. This route also establishes a safe route to school for Dixon High School for residents on the Northwest side of the railway. This corridor connects through one Metropolitan Transportation Commission (MTC) Priority Development Area.
- 4. Lincoln Highway/1<sup>st</sup> St (223A to 223F)** – Partner with Caltrans to conduct a Complete Streets study and develop a design to implement Class IV Separated Bikeways. This roadway was the second highest requested facility and would serve as the primary citywide north/south route. This would connect multiple neighborhoods, Dixon Fairgrounds, and employment centers to Downtown Dixon by closing a major gap across the railroad tracks. Promotes recreational opportunities by providing access to Hall Memorial Park. This corridor would establish a safe route to school for Dixon High School for residents on the Northwest side of the railway. The corridor would also provide a safe route for seniors from the Valley Glen Apartments to downtown. This project may take longer to implement due to potential reconstruction and widening necessary in some of the southern portions of the corridor. Where possible, near-term signing, striping, and soft-tipped posts should be installed to implement the bikeway. This corridor connects through one MTC Priority Development Area.
- 5. Downtown Bikeways Bypass (230A, 227A, 229A)** – Implement Class II Bicycle Lanes on East C Street and Class III Bicycle Routes on South 2<sup>nd</sup> Street and East Chestnut Street with traffic calming and wayfinding. This project should also include an enhanced bikeway crossing with a Rapid Rectangular Flashing Beacon at East A Street. This route serves as a bypass for South 1<sup>st</sup> Street through downtown. The corridor also would establish safe routes to schools for Lindford L. Anderson Elementary School, Maine Prairie Continuation High School, and Dixon High School. This route promotes recreational opportunities by connecting to Hall Memorial Park and provides a safe route for seniors from the Valley Glen Apartments across downtown. This corridor connects through one MTC Priority Development Area.

Figure DI-19: 5 in 5 Public Input Activity Results for Dixon

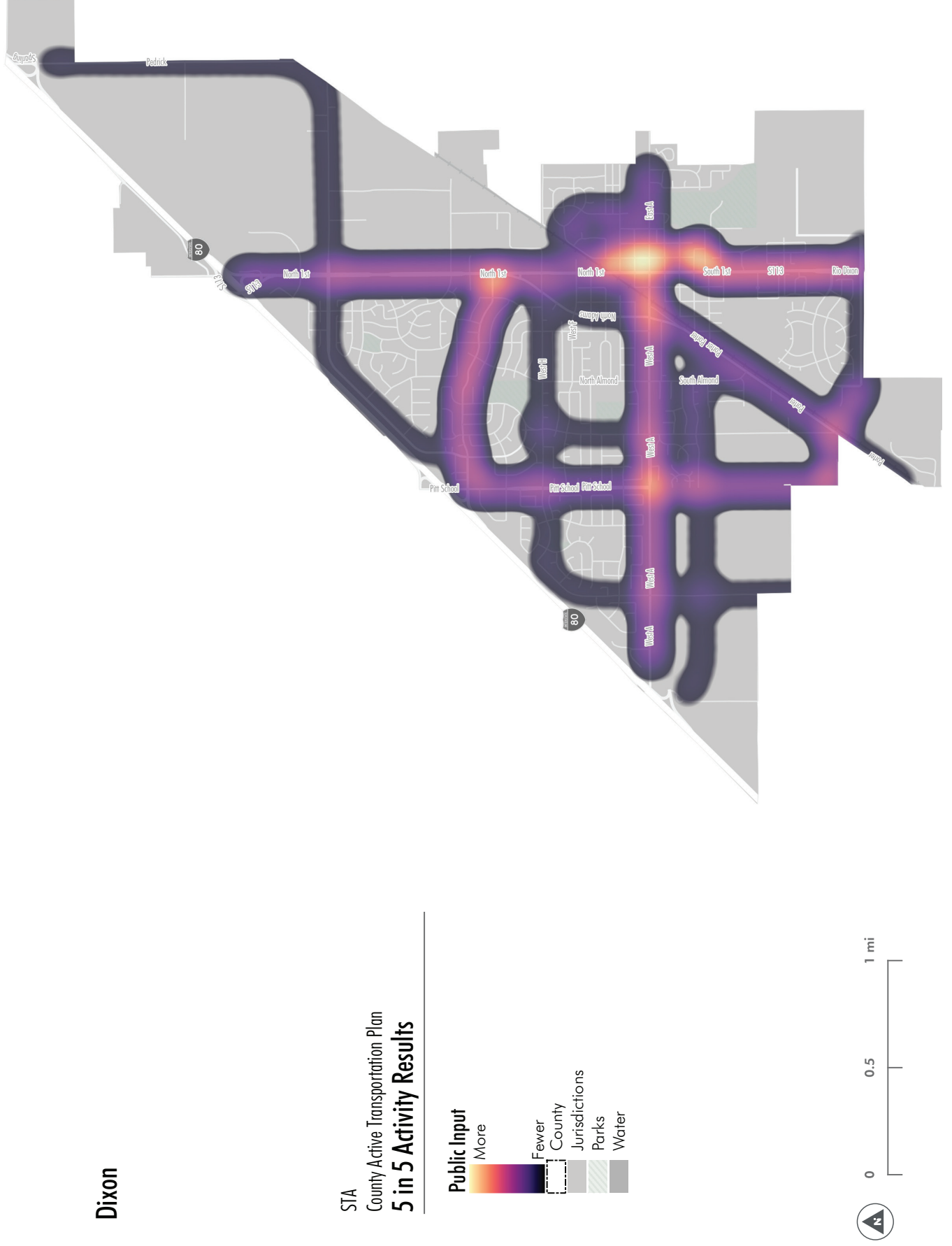


Figure DI-20: Dixon Near-term Action Plan Bikeway Network

# Dixon

STA  
County Active Transportation Plan  
**Bicycle Network -**  
**Near-term Action Plan Facilities**

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



# Recommended Pedestrian Projects

Two types of analyses were completed to identify pedestrian network recommendations. The first assessment identified sidewalk gaps along the local backbone network that play a regionally significant role in the pedestrian realm. This analysis identified 0.5 miles of sidewalk gaps in Dixon along the local backbone network. Table DI-5 presents the sidewalk gaps along the local backbone network along with a cost estimate for filling each gap. Figure DI-21 shows the sidewalk network gaps and the local 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 DI-6). Note that there is some overlap in projects identified in each process for sidewalk gap closure projects as local priorities were evaluated. Figure DI-22 shows the list of pedestrian projects identified using this second assessment. All of the projects identified through these two analysis will help improve Dixon’s pedestrian network so that it is more comfortable for people of all ages and abilities.

For more information about the assumptions included in the cost estimates see *Appendix B: Technical Analyses and Summary Memorandums*.

Table DI-5: Dixon 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      |
|------------------------|-------------------------|--|--|---------------------|-----------|
| W A St                 | Porter St to Jackson St | 0.03                                       | 0.03                                       | 0.06                | \$59,400  |
| Hall Park Dr           | Mayes St to Chestnut St | 0.20                                       | 0.00                                       | 0.20                | \$198,000 |
| S 1st St               | E C St to W E St        | 0.04                                       | 0.02                                       | 0.06                | \$59,400  |
| N 1st St               | W H St to Stratford Ave | 0.07                                       | 0.00                                       | 0.07                | \$69,300  |
| W H St                 | N 1st St to N Adams St  | 0.07                                       | 0.00                                       | 0.07                | \$69,300  |
| <b>Total</b>           | -                       | 0.42                                       | 0.05                                       | 0.46                | \$455,400 |



Figure DI-21: Dixon Sidewalk Gaps Along the Backbone Network

# Dixon

STA  
County Active Transportation Plan  
**Sidewalk Gaps along the  
Backbone Network**

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

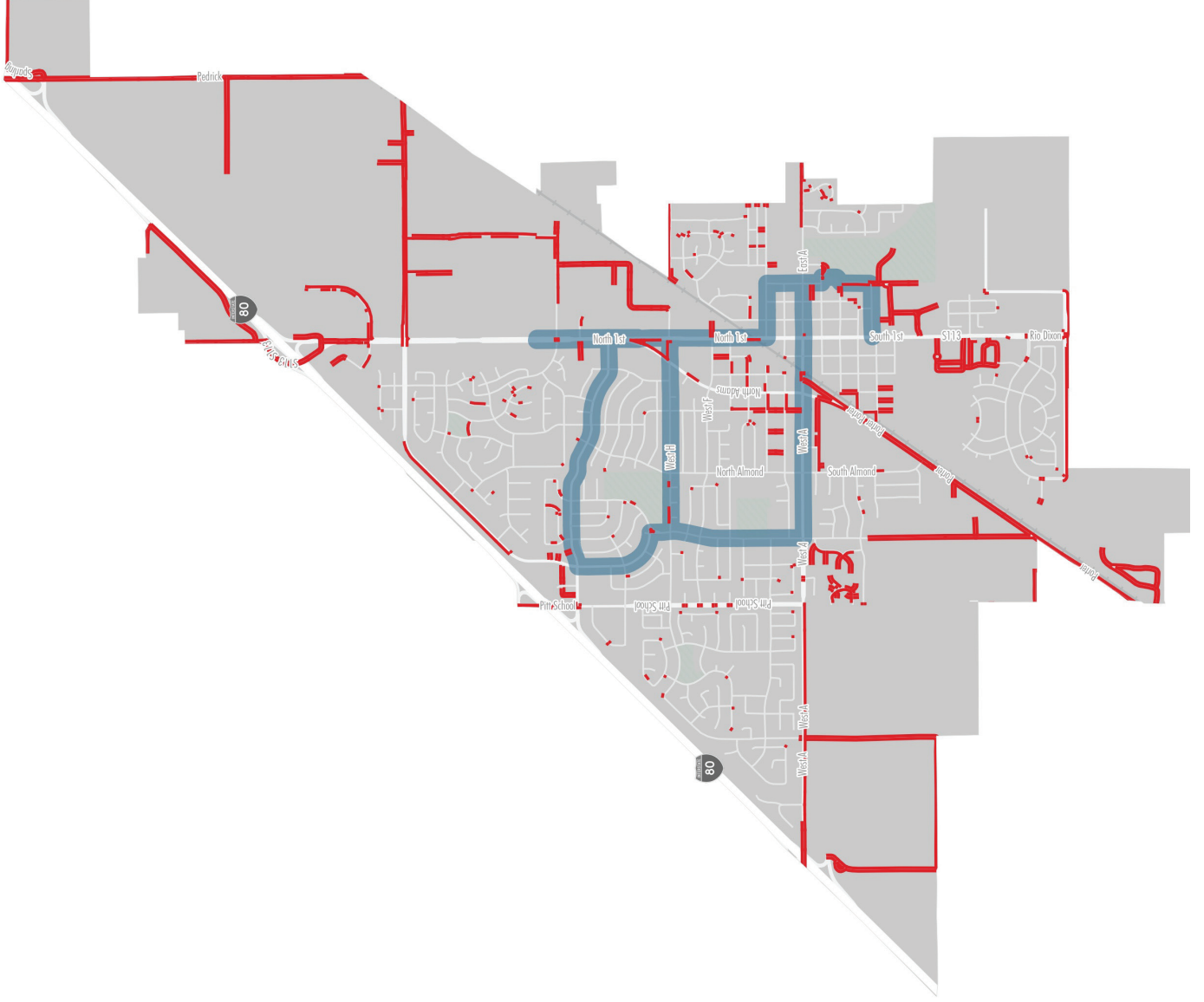
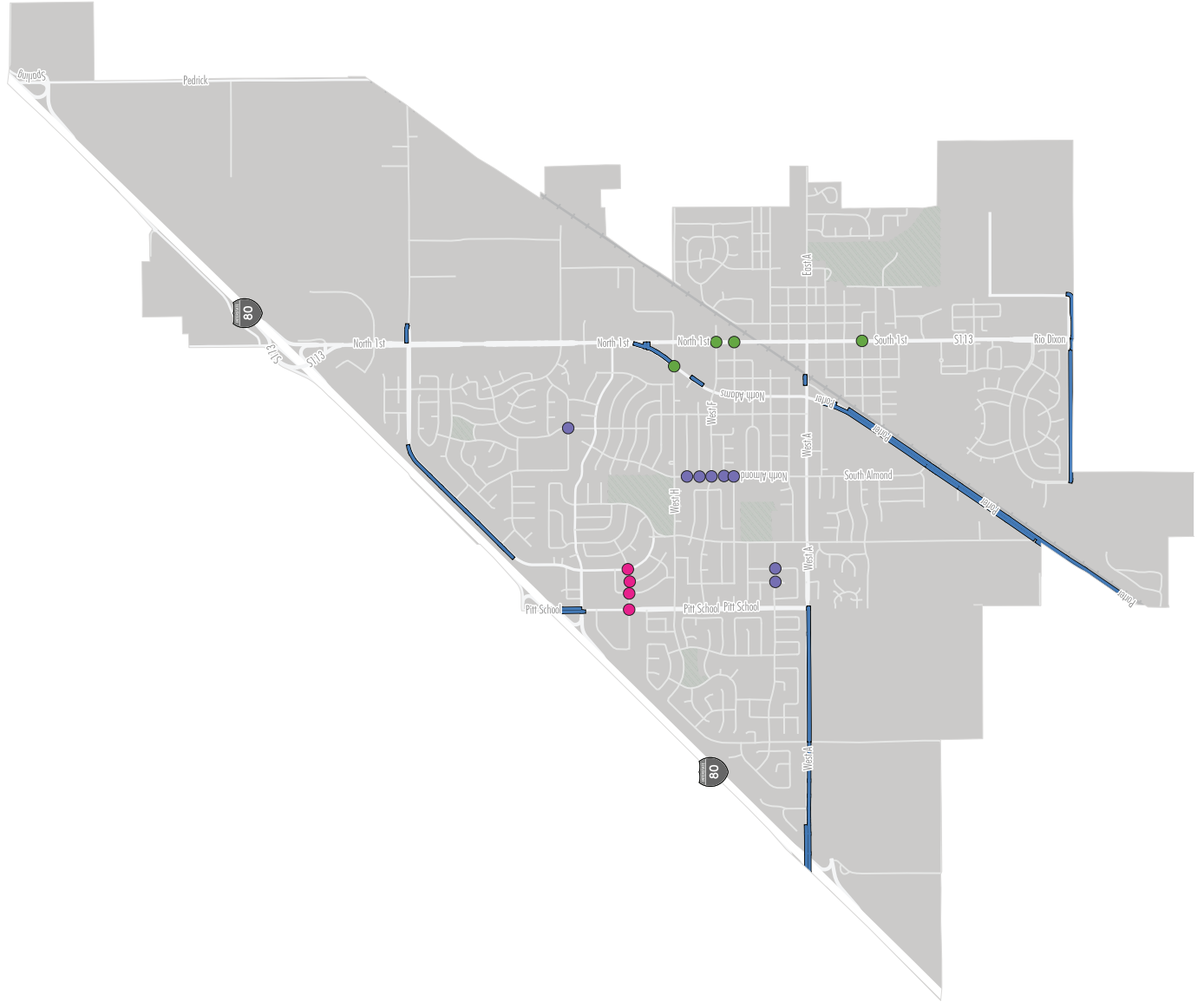


Table DI-6: Proposed Priority Pedestrian Projects

| Project ID | Location  | Description                      | Project Type           | Length | Estimated Cost* |
|------------|---|----------------------------------|------------------------|--------|-----------------|
| DI.SG.1    | Mostly sidewalk on south side of Parkway Blvd and E Park Blvd between S 1st St and Harvard Dr   | School Access                    | Sidewalk Gap Closure   | 1.34   | \$1,326,938     |
| DI.SG.2    | NW side of Porter Rd, West A St west of Pitt School Rd, short segment on SE side of N Adams St between W F St and W H St  | School Access and Transit Access | Sidewalk Gap Closure   | 6.52   | \$6,456,938     |
| DI.SG.3    | East and west side of Pitt School Rd from Stratford Ave til just after Highway Crossing, N Lincoln St, southeast side of N Adams St near N 1st street, and N Vaughn Rd near Lincoln Hwy | School Access and Transit Access | Sidewalk Gap Closure   | 1.33   | \$1,315,125     |
| DI.SA.1    | CA-113 and Walnut St  | Pedestrian Crossing              | Safety                 | -      | -               |
| DI.SA.2    | CA-113 and F St   | Pedestrian Crossing              | Safety                 | -      | -               |
| DI.SA.3    | CA-113 and E St   | Pedestrian Crossing              | Safety                 | -      | -               |
| DI.SA.4    | Adams St and H St   | Pedestrian Crossing Improvement  | Safety                 | -      | -               |
| DI.SRTS.1  | Watson Ranch Way  | Pedestrian crossing              | Safe Routes to Transit | -      | -               |
| DI.SRTS.2  | Watson Ranch Way  | Pedestrian crossing              | Safe Routes to Transit | -      | -               |
| DI.SRTS.3  | Watson Ranch Way  | Pedestrian crossing              | Safe Routes to Transit | -      | -               |
| DI.SRTS.4  | Watson Ranch Way  | Pedestrian crossing              | Safe Routes to Transit | -      | -               |
| DI.SR2S.1  | Rehman Dr   | Pedestrian crossing              | Safe Routes to School  | -      | -               |
| DI.SR2S.2  | Rehman Dr   | Pedestrian crossing              | Safe Routes to School  | -      | -               |
| DI.SR2S.3  | Fountain & Pembroke   | Pedestrian crossing              | Safe Routes to School  | -      | -               |
| DI.SR2S.4  | Almond St   | Pedestrian crossing              | Safe Routes to School  | -      | -               |
| DI.SR2S.5  | Almond St   | Pedestrian crossing              | Safe Routes to School  | -      | -               |
| DI.SR2S.6  | Almond St   | Pedestrian crossing              | Safe Routes to School  | -      | -               |
| DI.SR2S.7  | Almond St   | Pedestrian crossing              | Safe Routes to School  | -      | -               |
| DI.SR2S.8  | Almond St   | Pedestrian crossing              | Safe Routes to School  | -      | -               |

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

Figure DI-22: Proposed Priority Pedestrian Projects in Dixon



# Dixon

## STA County Active Transportation Plan Pedestrian Projects

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

