



Parks, Recreation and Cemetery Commission
City of Benicia
370 East L Street
Benicia CA 94510
(Via email pcs@ci.benicia.ca.us)

December 10, 2023

Dear Commissioners:

This letter comments on the October 2023 Draft of the Parks, Trails & Open Space Master Plan Update (Master Plan Update). These comments discuss:

- Important information from the 1997 Master Plan to include in the Master Plan Update;
- The assessment of existing park facilities;
- Artificial turf;
- The organization of public outreach data;
- The need for additional neighborhood park for the East Side of Benicia;
- The vision for trail improvements;
- Potential revenue sources;
- Next steps; and
- Editorial comments.

1. **Important information from the 1997 Master Plan should be retained and updated in the Master Plan Update.** Chapter Two of the Master Plan Update concludes with the sentence – *“This version of the Master Plan will replace the original document as the guide for the future of parks, trails and open space in Benicia”*. There are a number important policies and other guidance that the Master Plan Update, without explanation, does not carry forward. The most significant deletions that should be restored are described below.

- **The evaluation of *District Neighborhood Park Acreage Needs* from the 1997 Master Plan should be retained and updated in the Master Plan Update.** In that evaluation, Benicia was subdivided into three districts and neighborhood park facilities were compared with existing and projected population to determine deficiencies (See page 1-7 in the 1997 Master Plan). The City Housing Element provides a source for projected population as it forecasts housing growth by Census tract for the next eight years. These Census tracts are nested in the boundaries of the three districts used in the 1997 Master Plan. An important finding of the 1997 analysis was that District 3, the East Side of Benicia, had a five-acre deficiency in neighborhood parks. The Housing Element forecasts that District 3 will host 55% of the 1,650 dwelling units planned in Benicia between now and 2031. This housing growth will worsen the shortage of neighborhood parks in the East Side.
- **The *Standards and Siting Criteria* for parks, trails and open space areas (Chapter 3) from the 1997 Master Plan should be retained in the Master Plan Update.** These criteria provide design guidance to help develop improvement plans for the City’s parks and trail system. The Standards and Siting Criteria could be included as an appendix in the Master Plan Update.

- **The Master Plan Update should retain the following trail projects identified in the 1997 Master Plan, or explain why they were deleted.** *Attachment A* to this letter describes the trail projects from the 1997 Master Plan. The following trail projects from the 1997 Master Plan are missing in the Master Plan Update:

- Class I Bikeway connecting Southampton Road to Cambridge Drive through open space. This is a portion of the proposed Trail C2-1 from the 1997 Master Plan.
- Improved/Interpretive Trail connecting Panorama Drive to Rose Drive through Southampton Park and Valero open space. This is the proposed Trail C1-7 from the 1997 Master Plan.
- Class I Bikeway connecting Kearney Street with East Channel Road/East Second Street through open space. Most of this trail has been built as Trail E-5 from the 1997 Master Plan. The eastern terminus ends at a locked gate at East Channel Road, which would provide a direct connection to the Benicia Industrial Park. Trail C2-16 from the 1997 Master Plan has not been built and would connect the existing trail to East Second Street, which bridges over East Channel Road.
- Improved Community Trail along the eastern waterfront from Industrial Way south to the Benicia Bridge. This is the proposed trail C2-8 from the 1997 Master Plan.

2. Use of athletic fields through the year needs to be evaluated to determine opportunities for joint use. The Master Plan Update conducted site assessments of park facilities to assess current conditions and verify public perceptions of the park system. Some perceive ballfields as being unused for significant periods of time during the off season. While the Master Plan Update evaluated athletic field participation trends on page 21, it does not evaluate how heavily athletic fields are used. Some perceive if the use of ballfields can be coordinated among the users, it would free-up park land for other uses. For instance can baseball season be coordinated with soccer season so they can use the same ballfield and reduce the need for ballfields in Benicia?

3. Artificial turf needs to be evaluated before used to replace natural turf in the Benicia parks. The Concept Plan for Benicia Community Park proposes to replace natural turf with artificial turf on two ball fields (see Page 66). Sufficient information is available on artificial turf that raises concerns regarding its effects on the environment, long term health of users and whether it is a safe product. Here is a recent letter on the subject from the Santa Clara County Medical Association.

<https://www.sccma.org/Portals/13/Artificial%20Turf%20-%20Final.pdf?ver=R-TnPJEEZMQXQ5EcASVNg%3d%3d>

4. Some of the information on public outreach and engagement in Chapter Four should be relocated to an appendix. This chapter contains 21 pages that precede the recommendations of the Master Plan Update. This chapter should keep the data from the statistically valid survey of Benicia households (ETC Institute survey), which is the most important data set representing the community's priorities. The on-line community survey is not as representative of the community's priorities and is best included as an appendix. Any written public comments received by the City for the Master Plan Update should be included in this appendix to help provide transparency to this planning process. By reducing the length of Chapter Four, the later chapters that provide the vision of the Master Plan Update will become more prominent.

5. The Master Plan Update needs to provide for neighborhood park expansion in the East Side of Benicia to accommodate projected housing growth. Assuming all development projected in the Housing Element will be multi-family, construction of 1,650 units would generate up to \$13.8 million in park dedication fees, with 55% occurring within the Census tract the encompasses East Side

neighborhoods. The City Housing Element recognizes this impact in Program 5.04 (See page 26 of Housing Element) which commits the City to enhance parks, open space and tree plantings to improve conditions in this neighborhood. Examples of neighborhood park expansion that needs to be considered includes Bottle Hill Park (Park #30 in the 1997 Master Plan) and the creek area that runs through the gap in East N street between East 5th and East 6th Streets, which was identified during the City's Eastern Gateway Study.

6. The vision of the Master Plan Update for trail expansion needs improvement. The ETC Institute survey found that multi-use paved trails, multi-use unpaved trails, and publicly accessible open space with trails/benches ranked #1, #3 and #7, respectively in the priorities for parks facility and amenity investments among Benicia households. New trails also ranked among the top four projects that Benicia households indicated they would be most willing to fund. New ideas for significant trail expansion would respond to these priorities and potentially garner support for additional assessments or taxes to fund the Master Plan's vision. The Master Plan Update should include the following changes and additions to trails serving Benicia.

- **The Master Plan Update should revise the proposed Lake Herman Trail Connections.** On page 92 of the Master Plan Update, the Trail Concept Plan proposes two new trails through this 577-acre open space that connect Lake Herman to the Rollye Wiskerson Trail. One trail follows an alignment similar Trail C2-13 from the 1997 Master Plan which provides a relatively direct path from Lake Herman to Channing Circle Park that parallels a drainage area. The Master Plan Update, however, proposes to realign the path at a midway point to follow the city boundary to end at the Rollye Wiskerson Trail east of Gateway Park. The new trail alignment in the Master Plan Update should be revised to show the alignment proposed in the 1997 Master Plan. This alignment parallels a drainage area that has the potential to be developed into a habitat area that would provide an enhanced trail experience compared to the city boundary alignment. The Master Plan Update should support the option of annexing the area into the City for the trail project and/or securing an easement from the property owner that would allow the new trail to parallel the drainage area.
- **Consolidate the project descriptions for the Crosstown Trail and West Side Trail Connections.** The project descriptions for the Crosstown Trail on page 91 of the Master Plan Update appear identical to the project descriptions of the West Side Trail Connections on page 93, except for *"signage improvements throughout"* on the Crosstown Trail. The graphics illustrating the improvements for the West Side Trail Connections are superior to the Crosstown Trail graphic so I suggest deleting the Crosstown Trail improvements that duplicate the West Side Trail Connections projects.
- **The Master Plan Update should support a Carquinez Scenic Loop Trail that maximizes water views for trail users.** According to ETC Institute survey, a shoreline trail from the Benicia Bridge to Downtown Waterfront to Benicia State Recreation Area was the highest priority trail project among Benicia households. Under Goal 2: Trails and Paths, the Master Plan Update proposes the objective to *"improve public access and public use along the waterfront"* with the supporting policy to *"Designate shoreline trails segments, such as between E Street and F Street, as the Bay Trail"*.

The proposed trail alignment, however, does not appear to follow the shoreline where possible or easily connect to all the proposed investments in waterfront park facilities. The map on page 50 shows the Carquinez Strait Scenic Loop Trail corridor, which consists of existing and planned segments of the San Francisco Bay Trail, the Bay Area Ridge Trail and the Great California Delta Trail. All three trails appear to follow a shared alignment through Benicia. The scale of the map

is 1"=1 mile so it is difficult to tell how close this corridor actually follows the shoreline. Another map on page 52 uses a slightly better scale for existing and planned segments of the Bay Trail through most of the city, but it appears to not connect some "Street End Parks" or follow most existing shoreline pedestrian paths.

The Master Plan Update needs an implementing policy and map that describes an alignment for the shoreline trail that the public supports. The implementing policy for waterfront access on page 57 should be revised as follows:

- o ~~Designate~~ Align the Bay Trail to provides direct connections to waterfront park facilities and shoreline trail segments, such as between E Street and F Street, as Bay Trail.

The plan in Chapter Six of the Master Plan Update needs to include a Trail Improvement Concept Plan for the Carquinez Strait Scenic Loop Trail similar to what was prepared for the other trails included in the plan. These Trail Improvement Concept Plans are at a scale that shows the trails in context with existing development and land features. Attachment B to this letter provides examples of how to more clearly show an alignment for the Carquinez Strait Scenic Loop Trail that increases the opportunities for water views.

- o **The Carquinez Strait Scenic Loop (East) Trail Realignment.** This option increases public access to the shoreline by 1,700 feet. Its routes the trail down East 7th Street right-of-way and through the sites of the historic Pacific Mail and Steamship Company wharf and the Yuba Manufacturing Company factory to connect to the Master Plan Update’s alignment at East 5th Street (Turnbull Park). While it looks like there has been some encroachment of a half-block of the public right-of-way between East K Street and East J Street, there is enough room for a Class-I multi-use path and a potential new access point for the Bay Water Trail.
- o **The Carquinez Strait Scenic Loop (West) Trail Realignment.** This option connects the following proposed Capital Improvement Projects for Street End Parks with more direct paths, many of which overlay existing pedestrian paths adjacent to the shoreline and open to public access:

• SEH – H Street	\$3,000
• SEF – F Street	\$3,000
• SEE – E Street	\$3,000
• SEC – C Street	\$3,000
• SEJ – St. John’s	\$80,010
• SEG – Gull Point	\$80,010

This trail realignment option does not accommodate a multi-use facility along some portions, but it does provide the minimum pedestrian access sought by the Bay Conservation Development Commission for redevelopment projects and is suitable for the purpose of the Bay Trail. Bicycle access can be accommodated on parallel facilities where needed.

- **The Master Plan Update should add two Class-I multi-use trails through the Valero open space area.** The Solano Transportation Authority prepared and adopted the *Solano County Active Transportation Plan for Benicia* in 2020 that included two Class-I multi-use trails along the southern boundary of the 530-acre Valero open space adjacent to residential areas. Those trail improvements are described in Attachment C to this letter and include:
 - o Benicia Highlands Trail (East): Perth way to Park Road (service roads already exist on portions of this alignment).

- Benicia Highlands Trail (West): Warwick Drive (via Havenhill Drive, Clearview Circle, Sunset Circle) to Benicia Highlands Trail (East).

The Master Plan Update says the City Council has not yet adopted *the Solano County Active Transportation Plan for Benicia*. The Master Plan Update should include these two trail proposals and support securing an easement from Valero that would provide significant open space access for residents of the east side of Benicia.

- **The Master Plan Update should add new trails through the Southamptton open space.** The City owns over 1,800 acres of open space, which include not only Lake Herman but also many parcels further south in the Southamptton neighborhood. The 1997 Master Plan proposed some trails in the Southamptton open space that are shown in the Master Plan Update, but there are two large and centrally located parcels that were not considered. Attachment D to this letter provides a map of with conceptual alignments for new trails through these parcels that help address the priorities of Benicia households for more trails and access to open space. Three of the trails are located on a 169-acre parcel of open space in the center of the Southamptton neighborhood and a fourth trail is located on a 46-acre parcel above Southamptton Road. All four paths are traffic free, have gentle slopes and feature panoramic views and habitat areas for wildlife.
 - **#1: Henderson-Community Park Path.** A .64-mile long path that begins at the paved multi-use trail that serves Joe Henderson Elementary School and Jack London Park and ends at the intersection of Community Park Drive/Rose Drive. The trail parallels a riparian area lined with native willow and oak trees.
 - **#2: Panorama-Skillman Park Path.** A .75-mile long path that begins at a Public Works service road entrance on Panorama Drive opposite Essex Way, and continues on this paved road for approximately .25 miles where it reaches two concrete water tanks and the highest point in Southamptton providing views of the Carquinez Strait. The path circles around the water tanks and descends to Frank Skillman Park, providing views of the Sky Valley open space.
 - **#3: Connector Path.** A .43-mile long path that connects the Henderson-Community Park Path near Joe Henderson Elementary School with the Panorama-Skillman Park Path near the concrete water tanks
 - **#4: Larkin-Turner Path.** A .64-mile long path through a 46-acre open space parcel that is served by seven access points. The path begins at an access point off Larkin Drive and descends to a riparian area lined primarily with Eucalyptus trees and providing views of the Carquinez Strait. The path ends at an access point on Turner Drive behind the First Baptist Church of Benicia.

- 7. Surplus land sales should be evaluating as a potential revenue source for park improvements.** Cities frequently own property no longer needed or that could be jointly used with another partner. These surplus lands can be sold to raise funds for park improvements. This funding source was evaluated in the 1997 Master Plan and should be re-evaluated in the Master Plan Update given current circumstance. Benicia Views II is one park identified in the Master Plan Update as being surplus since it no longer has any park amenities (see Page 60). The City could sell this property for development and use the proceeds for park improvements elsewhere. In addition, the City Housing Element has identified a number of city-owned parcels available for housing development. The City should evaluate the potential for using the proceeds from these land sales for park improvements.

8. **Evaluate the potential of managing City assets to generate revenue for park maintenance or improvements.** The City has a number of assets such as the old railroad depot, the harbor masters building and the large house at Lake Herman. These buildings are at scenic locations and two are located downtown. The Master Plan Update is proposing park improvements that will make these locations even more attractive. The City should evaluate whether there is potential to use these buildings for a park-related use, such as a restaurant, to help pay for park maintenance and improvements.

Another asset the City has is surplus property at the City Cemetery. Recently neighbors objected to the City's proposal to sell this property for new housing. Alternatively, the City should consider using this property for cemetery expansion or selling the property to a Cemetery operator for cemetery purposes and using the funds for park improvements.

9. **Develop an expenditure plan for an assessment district or tax proposal to fund the parks, trails and open space system.** The ETC Institute survey found 70.8% of households are supportive of a new Landscape, and Lighting District parcel assessment to fund maintenance and parks and trail improvements that are most important to them. The next step is for the Master Plan Update to consider the input it receives on this draft and initiate a process to develop an expenditure plan for a parcel assessment that residents would be likely to support.

10. **Editorial comments:**

- Page 50: Fourth bullet, add the following sentence: "One spur of the Crosstown Trail ends at a locked gate at East Channel Road".
- Page 51: Revise the first bullet as follow: "~~Many fingers of open space~~ City-owned open space parcels of various sizes separate residential developments in the Southampton neighborhood of Benicia".
- Page 91: Second paragraph, revise the second sentence to read "The proposed expansion of trails is a result of the input received during stakeholder and focus group meetings, and comments from the general public".
- Page 95 states fees are \$10,770 per unit for single family dwelling, and \$8,359 per unit for multi-family dwelling. Page 96 states the fees are \$8,024 per unit for single family dwelling and \$6,235 per unit for multi-family dwelling. Which is it?

Thank you for the opportunity to submit these comments on the Master Plan Update.



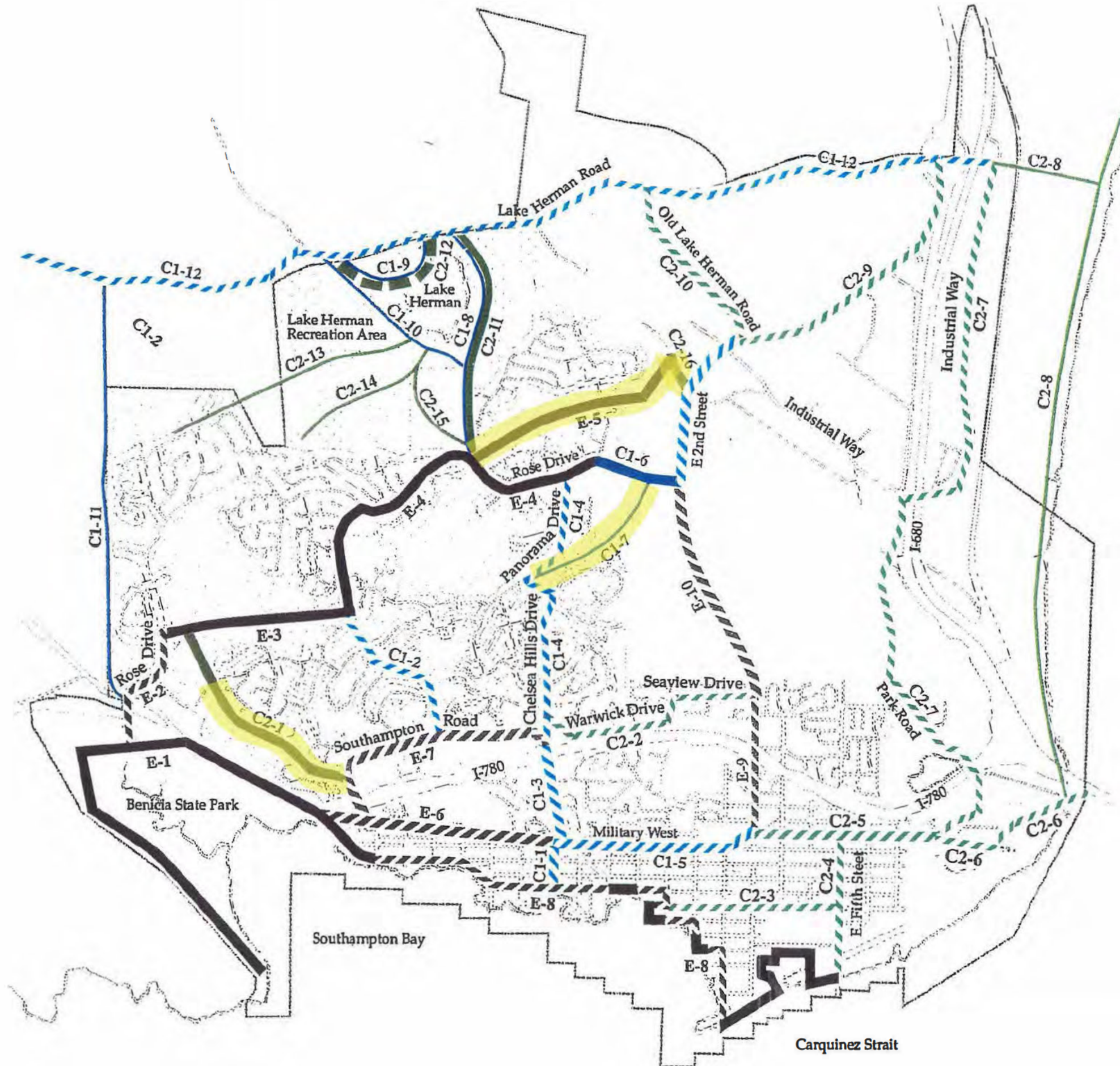


Attachment A: 1997 Master Plan Trail Recommendations
Attachment B: Carquinez Strait Scenic Loop Trail Realignment
Attachment C: Solano Active Transportation Plan for Benicia
Attachment D: New Paths in Southampton Open Space



Figure 4-29
City Trail System

Existing	Phase 1	Phase 2	
			Bicycle Routes
			Bicycle Lanes
			Community Trails/Bike Paths - Paved
			Community Trails - Improved
			Interpretive Trail - Paved
			Segment Numbers



YELLOW TRAIL SEGMENTS DO NOT APPEAR IN THE MASTER PLAN UPDATE.

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4.4 CITY TRAIL SYSTEM

The Benicia city trail system consists of the following five trail types (Figure 4-29):

- On-road bicycle routes
- On-road bicycle lanes
- Paved community trails/bike paths
- Improved community trails
- Interpretive trails

The trail segment numbers (Figure 4-29 and text) indicate the phase in which trail development is planned. Trail segment numbers preceded by an E are existing; by a C1 are planned for Phase I; and by C2 are planned for Phase II.

Bicycle Routes

Bicycle routes are intended to share roadways with vehicular traffic. A bicycle route does not provide a separate lane for bicycles. There are 3 existing and 10 planned bicycle routes in the Benicia trail system. In addition, several segments of the Benicia Waterfront Pathway are technically considered bicycle routes.

Existing bicycle routes in Benicia are located along the following right-of-ways and are indicated by segment number in Figure 4-29. These bicycle routes will be improved as necessary in Phase I.

E-2 Rose Drive from Benicia State Park to Blake Court

E-8 Benicia Waterfront Path

- First Street from A Street to E Street
- W. 3rd Street from H Street to I Street
- E Street from First Street to W. 2nd Street
- G Street from W. 2nd Street to W. 3rd Street
- I Street from W. 3rd Street to W. 4th Street
- I Street from W. 5th Street to W. 9th Street
- K street from W. 10th Street to W. 14th Street

E-9 E. 2nd Street from Military West to Warwick Drive

The bicycle routes which are planned for the Benicia trail system are intended to build upon the existing routes and connect the northern and southern portions of the City. Bicycle routes are located on existing streets which are too narrow to accommodate bicycle lanes. Routes



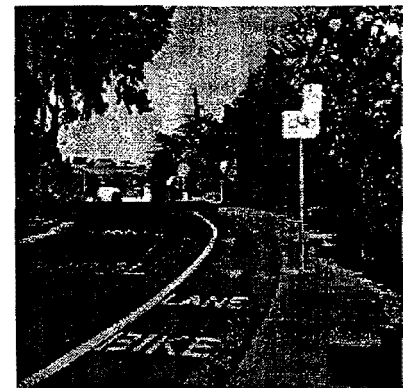
will be developed in Phases I and II of the master plan along the following right-of-ways. Routes are indicated by segment number and are illustrated in Figure 4-29.

- C1-2** Southampton Road to Rose Drive via Chelsea Hills and Panorama
- C1-4** From Hastings Drive to Southampton Road via Hastings, Brentwood, Larkin and Turner
- C1-12** Lake Herman Road from western city limits to Industrial Way
- C2-2** Chelsea Hills to E. 2nd Street via Warwick and Seaview
- C2-3** H Street from W. 3rd Street to E. 5th Street
- C2-4** E. 5th Street from E Street to Military East
- C2-6** Grant Street from Park Road to Benicia Bridge
- C2-7** Park Road/Industrial Way from Grant Street to Lake Herman Road
- C2-9** E. 2nd Street from Old Lake Herman Road to Lake Herman Road
- C2-10** Old Lake Herman Road from Lake Herman Road to E. 2nd Street.

Bicycle Lanes

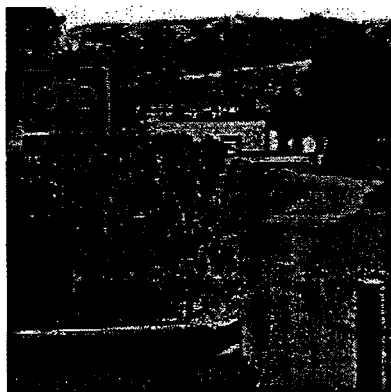
Bicycle lanes are lanes exclusively for bicyclists. A bicycle lane is an extension of the right side of the roadway. Bicycle lanes are constructed when a road is being widened to accommodate an additional 4 foot lane on either side of the road. There are three existing bicycle lanes in the City:

- E-6** Military West from West 15th Street to W. 7th Street
- E-7** Southampton Road from Military West to W. 7th Street
- E-10** E. 2nd Street from Warwick Drive to Old Lake Herman Road



New bicycle lanes will be developed in Phases I and II along the following road segments. Road segments are identified in Figure 4-29.

- C1-1** W. 7th Street from Military West to I Street
- C1-3** W. 7th Street from Military West to Southampton Road
- C1-5** Military West from W. 7th Street to Park Road
- C2-5** Military East from E. 2nd Street to Grant Street



Paved Community Trails/Bike Paths

Paved community trails are adjacent to but separated from vehicular traffic by a curb and landscaped strip or other buffer, or they are routed through an open space. They may be used by pedestrians or bicyclists. There are four existing paved community trails in Benicia. Several segments of the Benicia Waterfront Pathway are also considered paved trails.

Existing paved community trails are located along the following routes and are illustrated by segment number in Figure 4-29.

- E-1** Through Benicia State Park
- E-3** Bench Trail - Palace Court to Hastings Drive - through the Southampton Open Space
- E-4** Rose Drive via Hastings Court, Solano Park, Henderson Elementary, Jack London Park and Rose Drive to McAllister Drive
- E-5** Bench Trail - Rose Drive to Channel Road
- E-8** Benicia Waterfront Path
 - From Benicia State Park to W. 14th Street
 - From W. 10th Street to W. 9th Street through W. 9th Street Park
 - From W. 4th Street to W. 5th Street
 - Along the waterfront between W. 3rd Street and H Street
 - Along the waterfront from the end of E Street to G Street

The following paved trails will be developed in Phases I and II. Segments are illustrated in Figure 4-29:

- C1-6** Rose Drive from McAllister Drive to E. 2nd Street
- C2-1** Bench Trail from Rose Drive to Southampton Road
- C2-11** Lake Herman Regional Park - from the parking area to Benicia Community Park
- C2-16** Channel Road from Bench Trail to E. 2nd Street

Improved Community Trails

Improved community trails are graded, unpaved paths located in open space areas. There are no existing improved trails in Benicia.



The trails listed below are planned for development in Phases I and II and will provide the following connections. Segments are illustrated in Figure 4-29.

- C1-7** Southampton Park to Rose Drive
- C1-8** Lake Herman Regional Park - Lake Herman to Benicia Community Park
- C1-9** Lake Herman Regional Park - Interpretive Trail Route along north side of lake
- C1-10** Lake Herman Regional Park - Lakefront Trail
- C1-11** Lake Herman Lake Trail to Pinnacles Park
- C2-8** Eastern waterfront from Industrial Way south to Benicia Bridge
- C2-13** Lake Herman Regional Park - Connection to Channing Circle Park
- C2-14** Lake Herman Regional Park - Connection to Gateway Park
- C2-15** Western Connection to Benicia Community Park

Interpretive Trails

An interpretive trail is generally a paved trail located where there are ecological or historical resources of educational value. Interpretive signage is located along the trail and provides narrative about the significance of the features along trail. There are no existing interpretive trails in Benicia. However, as part of the development of Lake Herman, an interpretive trail is planned which will extend from the Lake Herman Regional Park parking lot, run along the north shore of the lake and connect with the paved community trail along Lake Herman Road. This trail will be graded in Phase I (Segment C1-9, Figure 4-29) and paved in Phase II (Segment C2-12, Figure 4-29).

4.5 CITY OPEN SPACE SYSTEM

Within the existing City limits of Benicia the open space system consists of three elements:

- Southampton Open Space
- Benicia-Vallejo Open Space Buffer
- Lake Herman Regional Park

The existing open space areas provide both physical and perceptual relief from the developed areas of the City. They are used for playing,



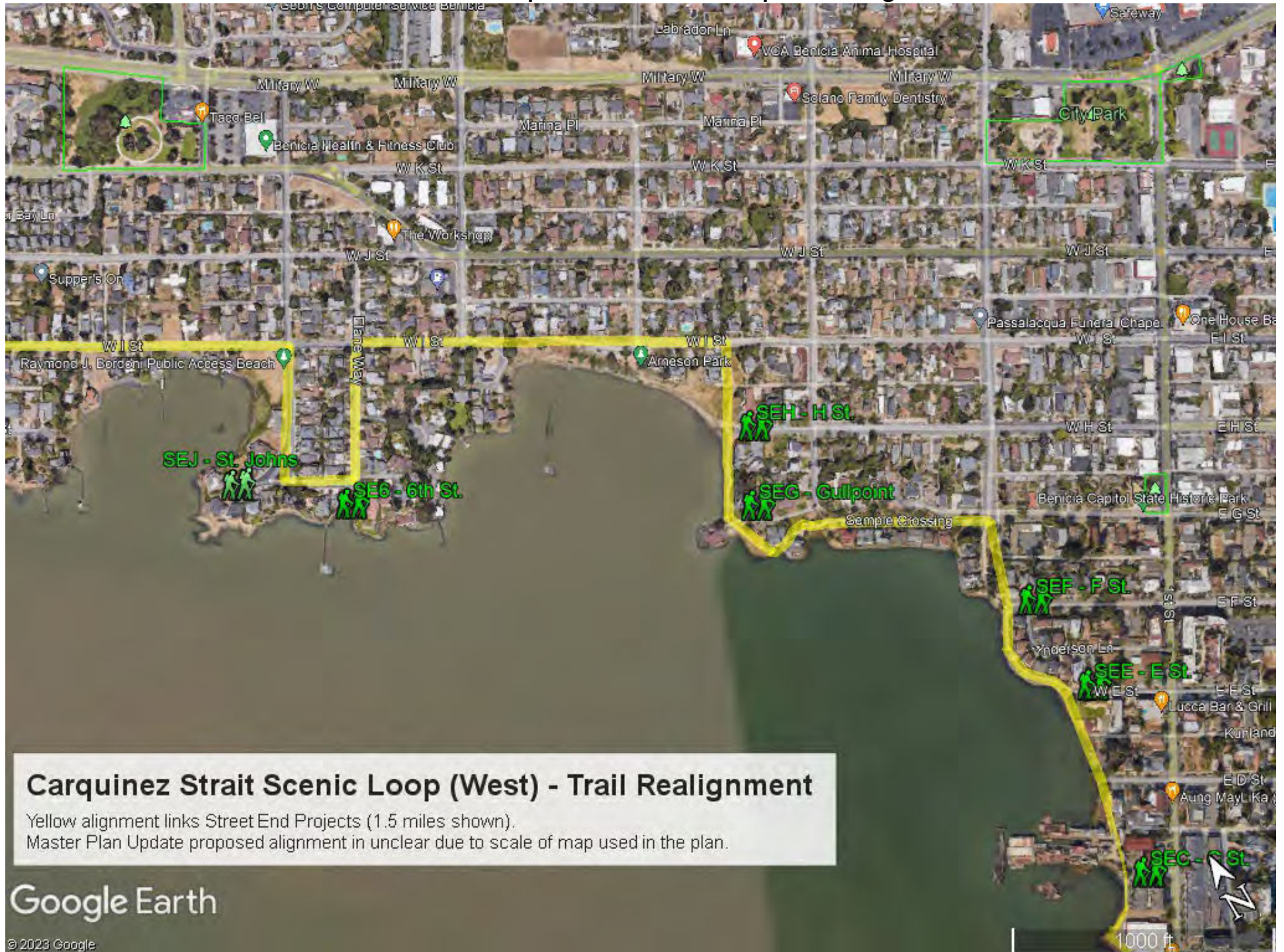
hiking, jogging and walking dogs. These uses will continue to be encouraged in these areas through the development of additional trails, staging areas and minor facilities along existing trails.

Improvements to the Lake Herman Regional Park, which has been considered in the past as an open space area, are discussed in Section 4.2 (Regional Parks - #1-Lake Herman Recreation Area).

ATTACHMENT B: Carquinez Strait Scenic Loop Trail Realignments



ATTACHMENT B: Carquinez Strait Scenic Loop Trail Realignments



ATTACHMENT C: Solano Active Transportation Plan for Benicia

Figure B-18: Recommended Benicia All Ages and Abilities Bikeway Network

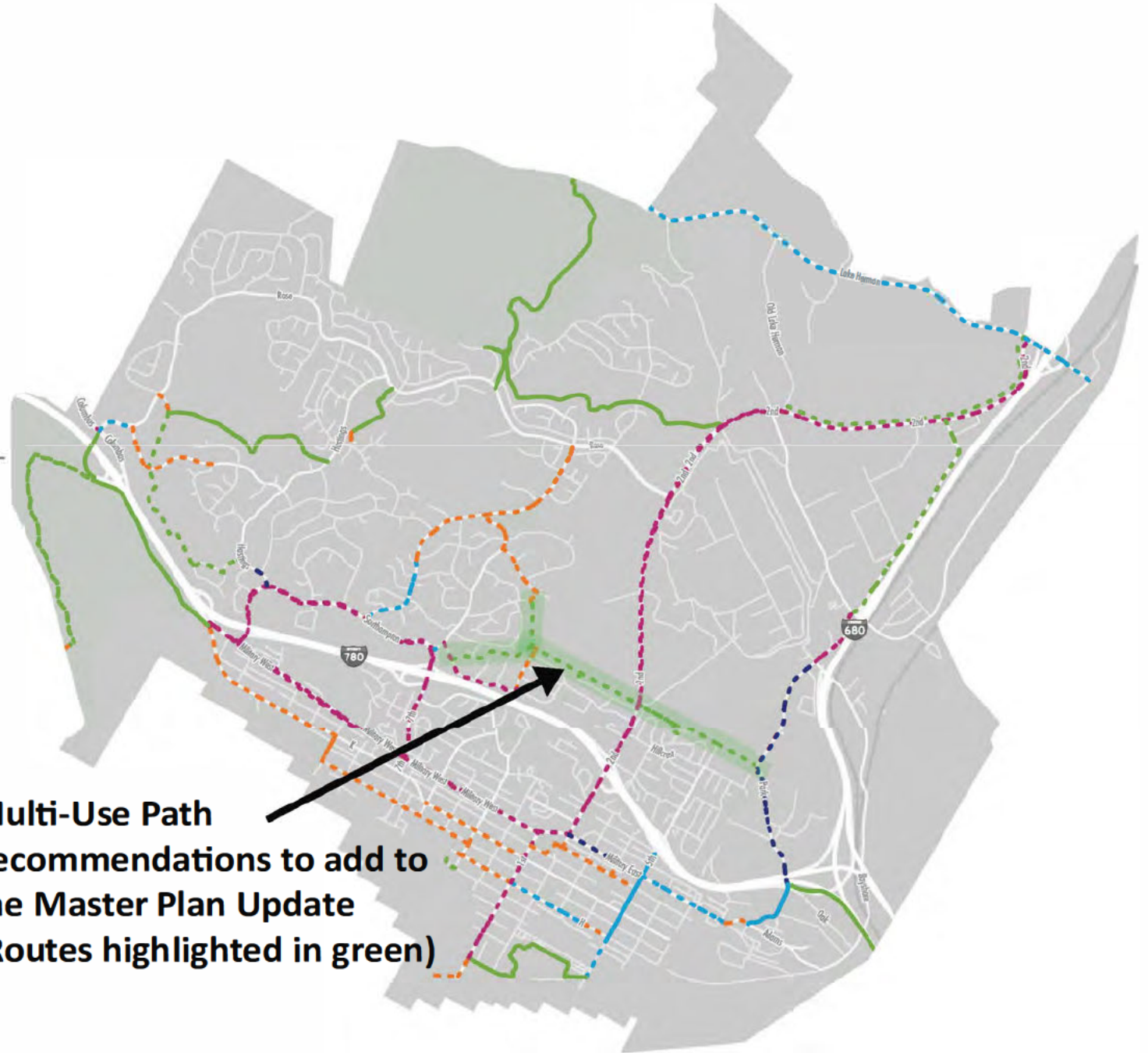
Benicia

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

**Multi-Use Path
Recommendations to add to
the Master Plan Update
(Routes highlighted in green)**



ATTACHMENT C: Solano Active Transportation Plan for Benicia

Table B-3: Benicia Recommended Bikeway Project List

ID	Corridor Name	From	To	Recommendation	Network	Length (mi)	Cost	Prioritization Rank
117B	E 2nd St	Riverhill Dr	Tennys Dr/ Benicia Highlands Trail	Class IV Separated Bikeway	All Ages & Abilities	0.57	\$210,613	High
117C	E 2nd St	Tennys Dr/ Benicia Highlands Trail	Rose Dr	Class IV Separated Bikeway	All Ages & Abilities	0.98	\$361,983	High
117D	E 2nd St	Rose Dr	Park Rd	Class IV Separated Bikeway / Class I Multi-Use Path	All Ages & Abilities	1.47	\$543,786	High
117E	E 2nd St	Park Rd	Lake Herman Rd	Class IV Separated Bikeway / Class I Multi-Use Path	All Ages & Abilities	0.04	\$14,595	High
114A	Southampton Rd	Military West	I-780 Underpass	Class IV Separated Bikeway	All Ages & Abilities	0.14	\$52,951	High
114B	Southampton Rd	I-780 Underpass	Chelsea Hills Dr	Class IV Separated Bikeway	All Ages & Abilities	1.02	\$377,242	High
132A	Park Rd	Oak Rd	Bayshore Rd	Class II Buffered Bicycle Lane	All Ages & Abilities	1.14	\$354,623	High
132B	Park Rd	Bayshore Rd	Industrial Way	Class IV Separated Bikeway	All Ages & Abilities	0.30	\$111,226	High
132C	Park Rd	Industrial Way	E 2nd St	Class I Multi-Use Path	All Ages & Abilities	1.05	\$1,691,683	High
110A	Benicia Highlands Trail (East)	Perth Way	Park Rd	Class I Multi-Use Path	All Ages & Abilities	1.64	\$2,648,093	High
101A	Rose Dr	Columbus Pkwy	Palace Ct	Class II Bicycle Lane	All Ages & Abilities	0.37	\$99,566	High
101B	Rose Dr	Hastings Dr	E 2nd St	Class II Buffered Bicycle Lane	Connectivity & Gap Closure	1.59	\$493,512	High
101C	Rose Dr	Palace Ct	Hastings Dr	Class III Bicycle Boulevard	Connectivity & Gap Closure	1.56	\$2,165,616	High
131A	Adams St	Grant St	Park Rd	Class III Bicycle Boulevard	All Ages & Abilities	0.11	\$24,447	High
112A	Warwick Dr	Chelsea Hills Dr	Havenhill Dr	Class IV Separated Bikeway	All Ages & Abilities	0.45	\$166,137	High
113A	Benicia Highlands Trail (West)	Warwick Dr	Proposed Trail	Class I Multi-Use Path	All Ages & Abilities	0.40	\$641,823	High
154A	W G St	W 2nd St	SF Bay Trail	Class III Bicycle Route	All Ages & Abilities	0.14	\$188,755	High
155A	Bay Trail	Semple Crossing	W H St	Class I Multi-Use Path	All Ages & Abilities	0.15	\$234,792	High
156A	W H St	W 3rd St	SF Bay Trail	Class III Bicycle Boulevard	All Ages & Abilities	0.07	\$14,417	High
157A	W E St	1st St	SF Bay Trail	Class III Bicycle Route	All Ages & Abilities	0.07	\$93,983	High

ATTACHMENT D: New Paths in Southampton Open Space

New Paths in Southampton Open Space

New paths are highlighted in yellow.

- #1: Henderson-Community Park Path (.64 miles)
- #2: Panorama-Skillman Park Path (.75 miles)
- #3: Connector Path (.43 miles)
- #4: Larkin-Turner Path (.64 miles)

