



Solano Transportation Authority

Draft

## 2011 SAFE ROUTES TO TRANSIT PLAN



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Solano Transportation Authority

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## TABLE OF CONTENTS

|  |           |
|--|-----------|
| <b>1. Introduction</b>                               | <b>1</b>  |
| Purpose  | 1         |
| Vision   | 1         |
| Report Contents                                      | 1         |
| <b>2. Background</b>                                 | <b>2</b>  |
| Transit Providers                                    | 2         |
| Transit Facilities of Regional Significance          | 3         |
| Mode Split   | 6         |
| Related Efforts                                      | 7         |
| <b>3. Study Locations Overview</b>                   | <b>8</b>  |
| Selected Study Locations                             | 8         |
| Priority Development Areas                           | 10        |
| <b>4. Community Participation</b>                    | <b>12</b> |
| SR2T Steering Committee                              | 12        |
| SR2T Task Forces and Walking Audits                  | 12        |
| <b>5. Data Collection and Methodologies Overview</b> | <b>14</b> |
| Walk Shed Analysis                                   | 14        |
| Pedestrian and Bicycle Collisions                    | 14        |
| Crimes Against Persons                               | 14        |
| Site Reviews and Geo-coded Database                  | 15        |
| Prioritization Methodology                           | 16        |
| <b>6. Curtola Park and Ride</b>                      | <b>17</b> |
| Description  | 17        |
| Priority Development Area                            | 17        |
| Access Mode  | 17        |
| Transit Service                                      | 17        |
| Collision and Crime Analysis                         | 19        |
| Transit Facility – Issues and Opportunities          | 23        |
| Transit Facility Strategies                          | 23        |
| Pedestrian and Bicycle – Issues and Opportunities    | 24        |
| Pedestrian and Bicycle Strategies                    | 24        |
| Project Prioritization                               | 27        |
| <b>7. Fairfield Transportation Center</b>            | <b>28</b> |
| Description  | 28        |
| Priority Development Area                            | 28        |
| Access Mode  | 28        |
| Transit Service                                      | 30        |
| Collision and Crime Analysis                         | 30        |
| Transit Facility – Issues and Opportunities          | 33        |
| Transit Facility Strategies                          | 35        |
| Pedestrian and Bicycle – Issues and Opportunities    | 35        |
| Pedestrian and Bicycle Strategies                    | 36        |
| Project Prioritization                               | 38        |
| <b>8. Suisun Amtrak Station</b>                      | <b>39</b> |
| Description  | 39        |

|   |           |
|---|-----------|
| Priority Development Area.....                          | 39        |
| Access Mode .....                                       | 40        |
| Transit Service.....                                    | 40        |
| Collision and Crime Analysis .....                      | 42        |
| Transit Facility – Issues and Opportunities .....       | 46        |
| Transit Facility Strategies .....                       | 46        |
| Pedestrian and Bicycle – Issues and Opportunities ..... | 47        |
| Pedestrian and Bicycle Strategies.....                  | 47        |
| Project Prioritization.....                             | 50        |
| <b>9. Vacaville Transportation Center .....</b>         | <b>52</b> |
| Description.....  | 52        |
| Priority Development Area.....                          | 52        |
| Access Mode .....                                       | 52        |
| Transit Service.....                                    | 52        |
| Collision and Crime Analysis .....                      | 54        |
| Transit Facility – Issues and Opportunities .....       | 57        |
| Transit Facility Strategies .....                       | 59        |
| Pedestrian and Bicycle – Issues and Opportunities ..... | 59        |
| Pedestrian and Bicycle Strategies.....                  | 60        |
| Project Prioritization.....                             | 62        |
| <b>10. Vallejo Transit Center.....</b>                  | <b>63</b> |
| Description.....  | 63        |
| Priority Development Area.....                          | 63        |
| Access Mode .....                                       | 63        |
| Transit Service.....                                    | 65        |
| Collision and Crime Analysis .....                      | 65        |
| Transit Facility – Issues and Opportunities .....       | 68        |
| Transit Facility Strategies .....                       | 70        |
| Pedestrian and Bicycle – Issues and Opportunities ..... | 70        |
| Pedestrian and Bicycle Strategies.....                  | 71        |
| Project Prioritization.....                             | 74        |

## LIST OF FIGURES

|  |    |
|--|----|
| Figure 1: Transit Facilities of Regional Significance .....                                      | 5  |
| Figure 2: Transit Study Locations .....  | 9  |
| Figure 3: Priority Development Areas .....   | 11 |
| Figure CUR-1: Curtola Park and Ride – Barriers to Pedestrian and Bicycle Travel.....             | 18 |
| Figure CUR-2: Curtola Park and Ride – Bicycle and Pedestrian Collisions .....                    | 20 |
| Figure CUR-3: Curtola Park and Ride – Six Month Crime Activity .....                             | 22 |
| Figure CUR-4: Curtola Park and Ride – Pedestrian and Bicycle Strategies .....                    | 26 |
| Figure FAI-1: Fairfield Transportation Center – Barriers to Pedestrian and Bicycle Travel .....  | 29 |
| Figure FAI-2: Fairfield Transportation Center – Bicycle and Pedestrian Collisions.....           | 31 |
| Figure FAI-3: Fairfield Transportation Center – Crime Data (HOLD) .....                          | 34 |
| Figure FAI-4: Fairfield Transportation Center – Pedestrian and Bicycle Strategies .....          | 37 |
| Figure SUI-1: Suisun Amtrak Station – Barriers to Pedestrian and Bicycle Travel .....            | 41 |
| Figure SUI-2: Suisun Amtrak Station – Bicycle and Pedestrian Collisions.....                     | 43 |
| Figure SUI-3: Suisun Amtrak Station – Six Month Crime Activity.....                              | 45 |
| Figure: SUI-4: Suisun Amtrak Station – Pedestrian and Bicycle Strategies.....                    | 49 |
| Figure VAC-1: Vacaville Transportation Center – Barriers to Pedestrian and Bicycle Travel .....  | 53 |
| Figure VAC-2: Vacaville Transportation Center – Bicycle and Pedestrian Collisions .....          | 55 |
| Figure VAC-3: Vacaville Transportation Center – Calls for Service (Crimes Against Persons) ..... | 58 |
| Figure VAC-4: Vacaville Transportation Center – Pedestrian and Bicycle Strategies.....           | 61 |
| Figure VAL-1: Vallejo Transit Center – Barriers to Pedestrian and Bicycle Travel.....            | 64 |
| Figure VAL-2: Vallejo Transit Center – Bicycle and Pedestrian Collisions.....                    | 66 |
| Figure VAL-3: Vallejo Transit Center – Six Month Crime Activity .....                            | 69 |
| Figure VAL-4: Vallejo Transit Center – Pedestrian and Bicycle Strategies .....                   | 73 |

# 1. INTRODUCTION

## PURPOSE

The purpose of the Solano County Safe Routes to Transit Plan (SR2T Plan) is to generate increased transit ridership by identifying specific strategies that improve access to transit centers and routes. These strategies provide what is often referred to as the “first-mile” (access from home to transit) and “last-mile” (access from transit to work, school, etc.) solutions.

The Plan accomplishes this objective by establishing a list of transit improvement projects and programs in the following categories:

- Transit facility improvements
- Pedestrian and bicycle access improvements to the transit facilities

Five study areas around existing Transit Facilities of Regional Significance (TFORS) are addressed in this plan. Four study areas are within Priority Development Areas (PDA), which are locally-identified infill development areas near transit and within existing communities. Each of the locations is unique and has a customized set of strategies that respond to the individual station features, transit service profile, existing and potential transit markets, and the surrounding transportation network and land use characteristics. The five study areas are listed below and are summarized in Chapter 3.

- Curtola Park and Ride (Vallejo)
- Fairfield Transportation Center
- Suisun City Train Depot (Suisun Amtrak Station)
- Vacaville Transportation Center
- Vallejo Transit Center

## VISION

The ultimate goal is for the SR2T Plan is to provide adequate detail and justification for Solano Transportation Authority (STA) and its member agencies to be well-positioned to pursue funding that can be used to implement projects and programs, which improve access to transit. New policies at the federal, state, and regional level have resulted in programs that promise to provide increased funding in the coming years for transit enhancement projects.

## REPORT CONTENTS

The remainder of this report contains the following:

Chapter 2: Background on transit providers, TFORS and related efforts

Chapter 3: Overview of study locations

Chapter 4: Community participation process

Chapter 5: Data collection efforts

Chapters 6 – 10: Study location review and recommendations (one chapter for each TFORS)

Chapter 11: Additional measures and strategy guide

## 2. BACKGROUND

### TRANSIT PROVIDERS

Collectively, existing transit services within Solano County provide direct links to Bay Area Rapid Transit (BART) stations and the San Francisco Ferry Building, to the transit connection hub at the State Capitol in Sacramento, and to University of California, Davis. In addition, local transit services provide connections to the regional system, and to local activity centers such as Solano College, the Westfield Mall and employment centers. Each system is described briefly below.

**Amtrak (Capitol Corridor)** operates commuter trains between Auburn and San Jose, with stations in major destinations such as Sacramento, Davis, Richmond (BART connection), San Francisco (via Amtrak bus connection in Emeryville), Oakland, and San Jose. Capitol Corridor operates 24 trains that serve the Suisun Amtrak Station.

**Vallejo Baylink Ferry** is a public water transportation service provided by the City of Vallejo and operated by the Blue & Gold Fleet, with high-speed ferries. The transition of Baylink to the **Water Emergency Transportation Authority (WETA)** is currently in motion and is expected to be complete in late 2011. WETA is a regional agency authorized by the State of California to operate a comprehensive San Francisco Bay Area public water transit system.

**Dixon Read-Ride** is a public dial-a-ride transit system, which provides curb-to-curb transit service within Dixon city limits. All requests are honored on a space-available basis.

**Fairfield and Suisun Transit (FAST)** provides local fixed-route bus service, SolanoExpress regional fixed-routes 20, 30, 40 and 90, DART paratransit service and various other senior transportation services for the communities of Fairfield and Suisun City.

**Greyhound** operates long-distance bus travel with numerous stops with Solano County including the Curtola Park and Ride and Suisun Amtrak Station.

**SolanoExpress** is a coalition of transit operators in greater Solano County, working together to provide intercity transit bus service with connections to the Bay Area and Sacramento. SolanoExpress coordinates the region's public transportation options and provides commuters and other riders with the most efficient, personalized intercity transit itinerary.

**Solano County Transit (SolTrans)** is the result of a recent (July 2011) consolidation of former Vallejo Transit, Vallejo Runabout and Benicia Breeze transit systems. SolTrans was formed in November 2010 to build a unified public transit system in southern Solano County. Vallejo Transit had seven routes in Vallejo and four intercity routes to BART and several Solano County cities. Runabout operated ADA paratransit for persons with disabilities who are unable to use fixed route service. The Breeze operated fixed route dial-a-ride and flex route services. The riding public will not see any service changes in this initial consolidation.

**Rio Vista Delta Breeze** offers deviated fixed route bus service within the City of Rio Vista and between Isleton, Rio Vista, Fairfield, Suisun City, Pittsburg/Bay Point BART Station and Antioch with connections to Lodi.

**Vacaville City Coach** provides local fixed-route bus service. The current system operates six fixed routes with access to regional connections.

## TRANSIT FACILITIES OF REGIONAL SIGNIFICANCE

STA has identified 31 Transit Facilities of Regional Significance (TFORS), which are defined according to the following criteria adopted by the STA Board on December 10, 2008.

“Transit Facilities” are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards and the roadways used by transit vehicles.

“Regional Significance” means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County.

Transit Facilities of Regional Significance are:

1. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
2. All ferry facilities, including terminals, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.
3. Bus stations providing all of the following services:
  - a. Routes to destinations outside Solano County or between two or more cities in Solano County
  - b. Peak hour headways of 1 hour or less
4. Maintenance and parking facilities for buses providing services identified in 1, 2 or 3 above.
5. Interchanges that provide access to and from the highway system for stations identified in 1, 2 or 3 above.

All TFORS are indicated in Figure 1 with emphasis given to the five study locations for the SR2T Plan. Table 1 provides an overview of each TFORS. The five study locations are noted in bold italics.

| <b>TABLE 1:<br/>TRANSIT FACILITIES OF REGIONAL SIGNIFICANCE</b>            |   |   |
|--|---|---|
| <b>Facility</b>  | <b>Location</b>                           | <b>Description</b>  |
| <b>Passenger Stations (rail, ferry, bus)</b>                               |   |   |
| <b><i>Suisun Amtrak Station</i></b>  | Main Street – Suisun City                 | Existing train station and platform for Capitol Corridor; short-term auto parking; bus loading and unloading spaces; 250+ park-and-ride across Main Street.                                       |
| <b><i>Vallejo Intermodal Station (includes Vallejo Transit Center)</i></b> | Mare Island Way/ Georgia Street – Vallejo | Existing Ferry terminal: ticket station, waiting area, dock. 900-space parking lot; bus stops; new bus transfer facility; parking structure under construction.                                   |
| <b><i>Fairfield Transportation Center</i></b>                              | Cadenasso Drive – Fairfield               | Existing Multimodal transit center: 640 surface and structure parking spaces; covered bus bays.   |
| <b><i>Vacaville Transportation Center</i></b>                              | Allison and Ulatis Drives – Vacaville     | Future bus stations with covered bays, 200-space surface lot (Phase I). Phase I is fully funded and scheduled for construction in 2009. Phase II 400-space parking structure; not yet funded.     |
| Fairfield/Vacaville Intermodal Station                                     | Peabody and Vanden Roads – Fairfield      | Future train station and platform for Capitol Corridor; 200 space surface parking in Phase I with 400 space structure in Phase II. Not fully funded; existing passenger train service commitment. |
| Dixon Train Depot  | A St and SR 113 – Dixon                   | Existing train depot for Capitol Corridor; 114 space parking lot; future passenger platform. Not fully  |

**TABLE 1:  
TRANSIT FACILITIES OF REGIONAL SIGNIFICANCE**

| <b>Facility</b>                                   | <b>Location</b>  | <b>Description</b>   |
|---|--|--|
|   |  | funded; no passenger train service commitment.   |
| <b>Passenger Transfer Sites</b>                   |  |  |
| <b><i>Curtola Park and Ride</i></b>               | Curtola Parkway – Vallejo  | Existing intercity bus transfer site and 419-space park and ride lot. Future park and ride parking structure and intercity bus station; Phase I fully funded.  |
| Davis Street Park and Ride                        | Davis Street – Vacaville   | Intercity bus transfer site and 250-space Park and Ride lot.   |
| Dixon Park and Ride Lot                           | Market Lane and Pitt School Road – Dixon                         | 89 space Park and Ride lot; stop for Route 30.   |
| York/Marin Transfer Station                       | York and Marin Streets – Vallejo                                 | Bus transfer station serving Routes 80 and 85  |
| Sereno Transfer Station                           | Sereno St between Sonoma Boulevard and Broadway Street – Vallejo | Bus transfer station serving Route 85  |
| <b>Park and Ride Lots</b>                         |  |  |
| Existing Park and Ride Lots                       | Existing Park and Ride Lots not co-located with other facilities | Vacaville Leisure Town – 45 spaces<br>Vacaville Cliffside – 125<br>Vacaville Bella Vista – 200 spaces<br>Fairfield Green Valley – 59 spaces<br>Vallejo American Canyon Road <sup>1</sup> – 22 spaces<br>Benicia Lake Herman Road <sup>1</sup> – 48 spaces<br>Benicia E Street – 15 spaces<br>Vallejo Benicia Road – 13 spaces<br>Vallejo Magazine Street – 19 spaces<br>Vallejo Lemon Street – 64 spaces<br>Rio Vista Front and Main – 20 spaces |
| Proposed Park and Ride Lots                       | Approved and/or partly or fully funded Park and Ride Lots        | Benicia – Southampton Road<br>Benicia – Downtown Park<br>Benicia – Industrial Way  |
| <b>Support Facilities (ferry, bus, rail)</b>      |  |  |
| Vallejo Ferry Maintenance and Fueling Station     | Nimitz Avenue, Mare Island – Vallejo                             | Ferry maintenance facility and fuel station  |
| Vallejo Transit Bus Maintenance Yard              | 1850 Broadway – Vallejo  | Maintenance and storage yard for Vallejo Transit intercity buses   |
| Fairfield and Suisun Transit Bus Maintenance yard | 420 Gregory Street – Fairfield                                   | Maintenance and storage yard for FAST intercity buses  |
| Union Pacific Railroad Tracks                     | Solano County; Dixon, Fairfield, Suisun City, Benicia            | Railroad tracks, switches, right-of-way used for passenger train service, from Yolo County border to Carquinez Strait.   |

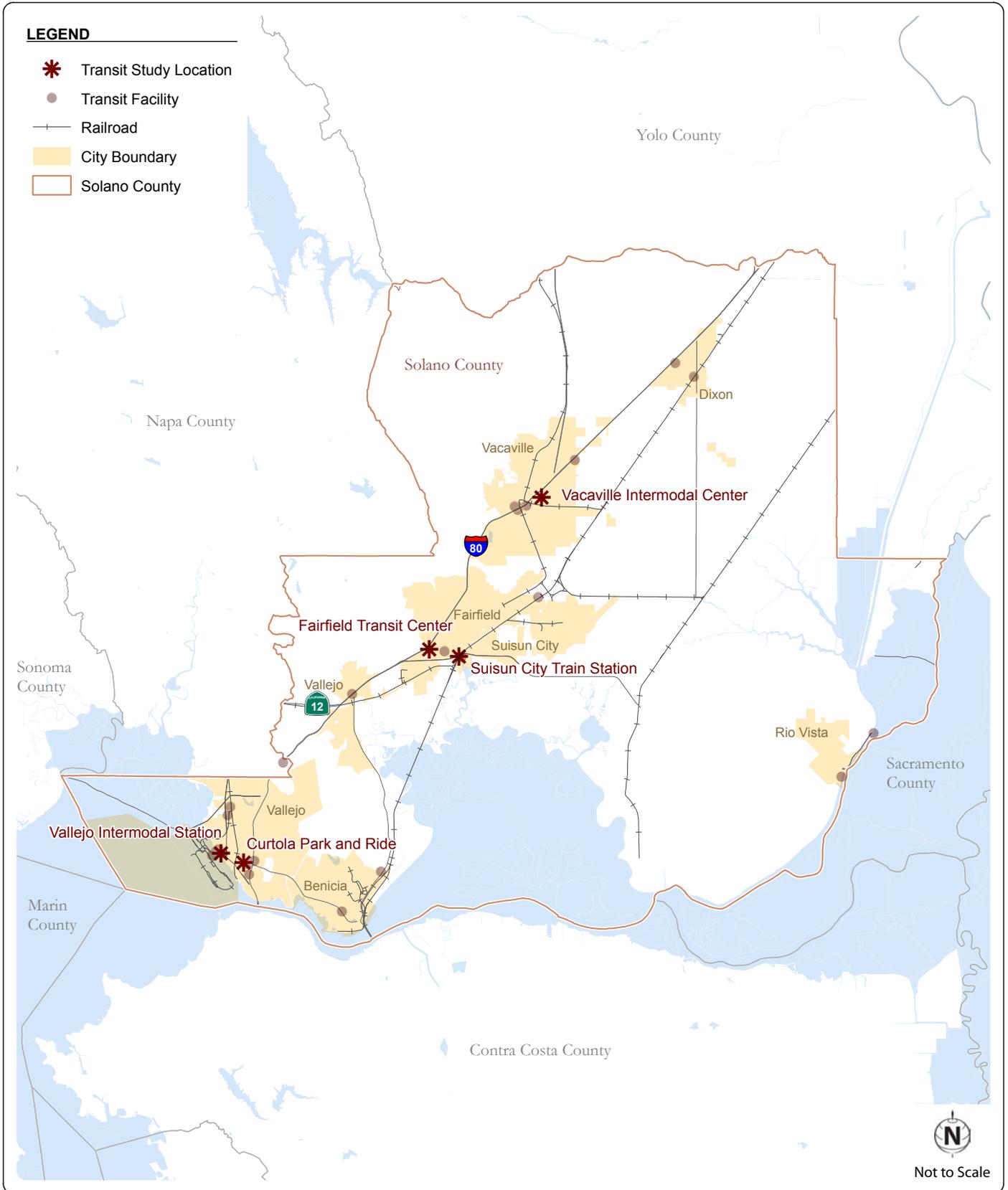
Notes: 1. Not officially designated by Caltrans or a City as a Park and Ride lot, but continuously functions as such.

***Bold italics*** facilities are the five study locations.

Source: STA, 2011

**LEGEND**

-  Transit Study Location
-  Transit Facility
-  Railroad
-  City Boundary
-  Solano County



## MODE SPLIT

Table 2 provides mode split percentages for the four jurisdictions representing the study location TFORS. The table is based on 2000 US Census Journey to Work Data for Solano County. A similar data set is not available from the 2010 census. The following trends are evident:

- The greatest proportion of rail use, 3.4-percent, occurs for work trips between Suisun City and Sacramento.
- Of the four jurisdictions, Vallejo generates the greatest proportion of bus use for work commute trips.
- Suisun City has the highest proportion of commuters that walk, 8.6-percent, to work destinations within their own city.
- Vacaville has the highest proportion of commuters that bike, 1.3-percent, to work destinations within their own city.

**TABLE 2:  
LOCAL, COUNTYWIDE, AND REGIONAL MODE SHARE (COMMUTE TRIPS)**

| From/To   | Bus  | Subway | Railroad | Ferryboat | Bicycle | Walked | Drive / Carpool | Other <sup>4</sup> |
|---|------|--------|----------|-----------|---------|--------|-----------------|--------------------|
| <b>From Fairfield</b>   |      |        |          |           |         |        |                 |                    |
| to Fairfield  | 1.4% | 0%     | 0%       | 0%        | 1.0%    | 3.0%   | 87.0%           | 7.6%               |
| to Solano County <sup>1</sup>   | 0.9% | 0%     | 0%       | 0%        | 0.1%    | 1.1%   | 96.9%           | 1.0%               |
| to Sacramento Area <sup>2</sup>   | 2.1% | 0%     | 0.4%     | 0%        | 0%      | 0%     | 96.2%           | 1.3%               |
| to Bay Area <sup>3</sup>  | 1.5% | 1.4%   | 0.2%     | 0.6%      | 0%      | 0%     | 95.4%           | 0.9%               |
| <b>From Suisun City</b>   |      |        |          |           |         |        |                 |                    |
| to Suisun City  | 0.0% | 0%     | 0%       | 0%        | 0%      | 8.6%   | 59.9%           | 31.5%              |
| to Solano County <sup>1</sup>   | 1.3% | 0%     | 0%       | 0.2%      | 0.4%    | 0.4%   | 97.1%           | 0.6%               |
| to Sacramento Area <sup>2</sup>   | 0%   | 0%     | 3.4%     | 0.0%      | 0.0%    | 0.0%   | 93.9%           | 2.7%               |
| to Bay Area <sup>3</sup>  | 3.7% | 1.4%   | 1.0%     | 0.5%      | 0.0%    | 0.3%   | 91.8%           | 1.3%               |
| <b>From Vacaville</b>   |      |        |          |           |         |        |                 |                    |
| to Vacaville  | 0.3% | 0%     | 0%       | 0.1%      | 1.3%    | 5.0%   | 84.3%           | 9.0%               |
| to Solano County <sup>1</sup>   | 0.2% | 0%     | 0%       | 0%        | 0%      | 0.1%   | 98.9%           | 0.8%               |
| to Sacramento Area <sup>2</sup>   | 0%   | 0%     | 0%       | 0%        | 0%      | 0%     | 99.5%           | 0.5%               |
| to Bay Area <sup>3</sup>  | 0.6% | 0.8%   | 0%       | 0.7%      | 0%      | 0%     | 97.0%           | 0.9%               |
| <b>From Vallejo</b>   |      |        |          |           |         |        |                 |                    |
| to Vallejo  | 4.1% | 0%     | 0%       | 0%        | 0.9%    | 3.7%   | 79.9%           | 11.4%              |
| to Solano County <sup>1</sup>   | 1.8% | 0%     | 0%       | 0.2%      | 0%      | 0.4%   | 96.5%           | 1.1%               |
| to Sacramento Area <sup>2</sup>   | 1.4% | 0%     | 0%       | 0%        | 0%      | 1.4%   | 91.5%           | 5.7%               |
| to Bay Area <sup>3</sup>  | 2.6% | 1.9%   | 0.2%     | 2.9%      | 0.1%    | 0.1%   | 91.0%           | 1.2%               |
| Source: 2000 Census Journey to Work   |      |        |          |           |         |        |                 |                    |
| Notes:  |      |        |          |           |         |        |                 |                    |
| <sup>1</sup> Other cities in Solano County  |      |        |          |           |         |        |                 |                    |
| <sup>2</sup> Sacramento includes: Yolo, Sacramento, and Placer counties                                   |      |        |          |           |         |        |                 |                    |
| <sup>3</sup> Bay Area includes: San Francisco, San Mateo, Santa Clara, Alameda, and Contra Costa counties |      |        |          |           |         |        |                 |                    |
| <sup>4</sup> Other includes: taxi, motorcycle, other means, and working from home                         |      |        |          |           |         |        |                 |                    |

## **RELATED EFFORTS**

Many transit studies and related efforts have been completed or are underway. The following section highlights a few of the most relevant ones and lists others.

### ***Comprehensive Transportation Plan – Transit Element***

The STA adopted the 2030 Solano Comprehensive Transportation Plan (CTP) in 2005, providing a transportation vision and prioritizing funding to meet the mobility needs of Solano County. The CTP, including the Transit Element, is currently being updated.

### ***FOCUS Program***

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) co-lead this program. This land use collaborative is a voluntary, incentive-based program that encourages the development of “complete communities”—neighborhoods with housing, jobs, shopping, parks, schools, and other services near transit services—as a way to increase the range of housing and transportation choices in the region. The STA and member agencies support the region’s FOCUS Program by investing in Priority Development Areas (PDAs). Solano County currently has nine PDAs. Typically, PDAs contain a TFORS.

### ***Public Private Partnership (P3) Feasibility Study***

This study is current underway to evaluate strategies for private investment to assist in completing and maintaining transit facilities as traditional funding sources are limited. Study locations include TFORS’.

### ***Transit Consolidation Study***

Transit service for Solano County’s seven cities and the County of Solano was historically provided by six separate transit operators. This study examined options to improve the delivery and accountability of providing transit service throughout Solano County. The STA Board adopted the study recommendations in 2009. The consolidation of former Vallejo Transit, Vallejo Runabout and Benicia Breeze transit systems into SolTrans is a direct result of this effort.

### ***Transit Ridership Study***

The STA conducted an Intercity Transit Ridership Study in Fall 2009. This was a joint effort with the two intercity transit operators, Fairfield and Suisun Transit (FAST) and Vallejo Transit. The April 2010 study consisted of two reports, one for each intercity transit operator. A similar, but larger, ridership study was completed in March, 2007 for all local Solano bus and intercity routes.

### ***Other Related Efforts***

The following are other related studies or efforts:

- 511 Program (Metropolitan Transportation Commission)
- *Community-Based Transportation Plan* for Cordelia/Fairfield/Suisun Project Area
- *Interstate 80 / Interstate 680 / Interstate 780 Transit Corridor Study*
- *Senior and Disabled Transit Study*
- *State Route 12 Transit Corridor Study*

## 3. STUDY LOCATIONS OVERVIEW

### SELECTED STUDY LOCATIONS

This plan identifies transit enhancement strategies for five priority TFORS'. These study locations were selected as the "first five" to evaluation based primarily on existing transit demand, current or proposed transit-supportive land use, and their perceived potential to benefit from localized bicycle and pedestrian improvement projects. Figure 2 provides a brief summary of each study location's opportunities and challenges. Refer to Chapters 6-10 for more detailed information regarding each of the study areas.

#### ***Fairfield Transit Center***

The Fairfield Transportation Center is managed by the City of Fairfield and includes a 10-bay bus shelter, public parking, and administrative buildings for Fairfield and Suisun Transit (FAST). It is located in southwest Fairfield and is generally bounded by West Texas Street, Beck Avenue, Cadenasso Drive, and I-80. The Fairfield Transportation Center primarily serves FAST buses although other transit providers do stop at the facility.

#### ***Suisun City Train Depot (Suisun Amtrak Station)***

The Suisun Amtrak Station is a Capitol Corridor station managed by the Capitol Corridor Joint Powers Authority (CCJPA), which includes a train station, parking facility, and bus facility. The Suisun Amtrak Station is located in northern Suisun City on Main Street at Lotz Way, underneath the State Route 12 overpass; downtown Fairfield is located across the railroad tracks from the Suisun Amtrak. The facility serves Capitol Corridor trains and local bus service to Fairfield and Suisun City.

#### ***Vacaville Transportation Center***

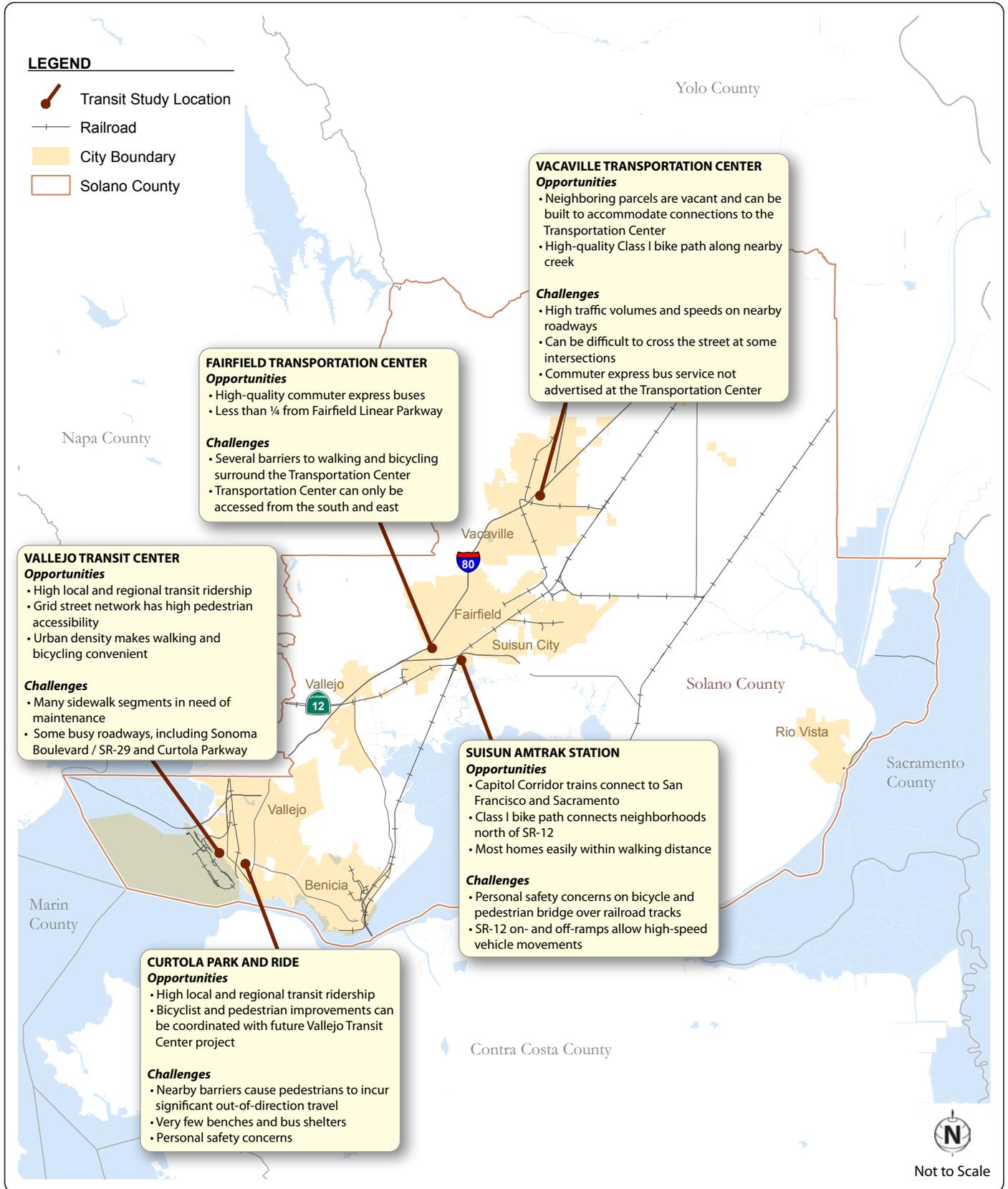
The Vacaville Transportation Center opened on March 1, 2011 and is operated by the City of Vacaville and includes a 10-bay bus shelter and public parking. It is centrally located in Vacaville on Allison Drive north of Ulatis Drive. The facility primarily serves Vacaville City Coach although other transit providers do stop at the facility.

#### ***Vallejo Transit Center***

The Vallejo Transit Center is a bus transfer station managed by the City of Vallejo which includes a 12-bay bus shelter, public parking, and administrative buildings for Solano County Transit (SolTrans). The nearby Vallejo Ferry Terminal serves ferry services operated by Baylink. The Vallejo Transit Center is the first phase of the Vallejo Station Intermodal Facility and is located in downtown Vallejo on the block bounded by Georgia Street, Sacramento Street, Maine Street and Santa Clara Street. Across Santa Clara Street from the Vallejo Transit Center, the City is currently building a new parking garage that includes several improvements on Mare Island Way.

#### ***Curtola Park and Ride, Vallejo***

The Curtola Park and Ride lot is managed by the City of Vallejo. It includes a bus station, public parking, and a Greyhound bus station. It is located at the southwest corner of the Curtola Parkway / Lemon Street intersection. The facility is served primarily by SolTrans.



## **PRIORITY DEVELOPMENT AREAS**

Four of the five study areas are within established Priority Development Areas (PDAs), which are locally-identified infill development areas near transit and within existing communities. They are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the needs of residents in a pedestrian-friendly environment served by transit. The following nine areas within Solano County are designated as PDAs.

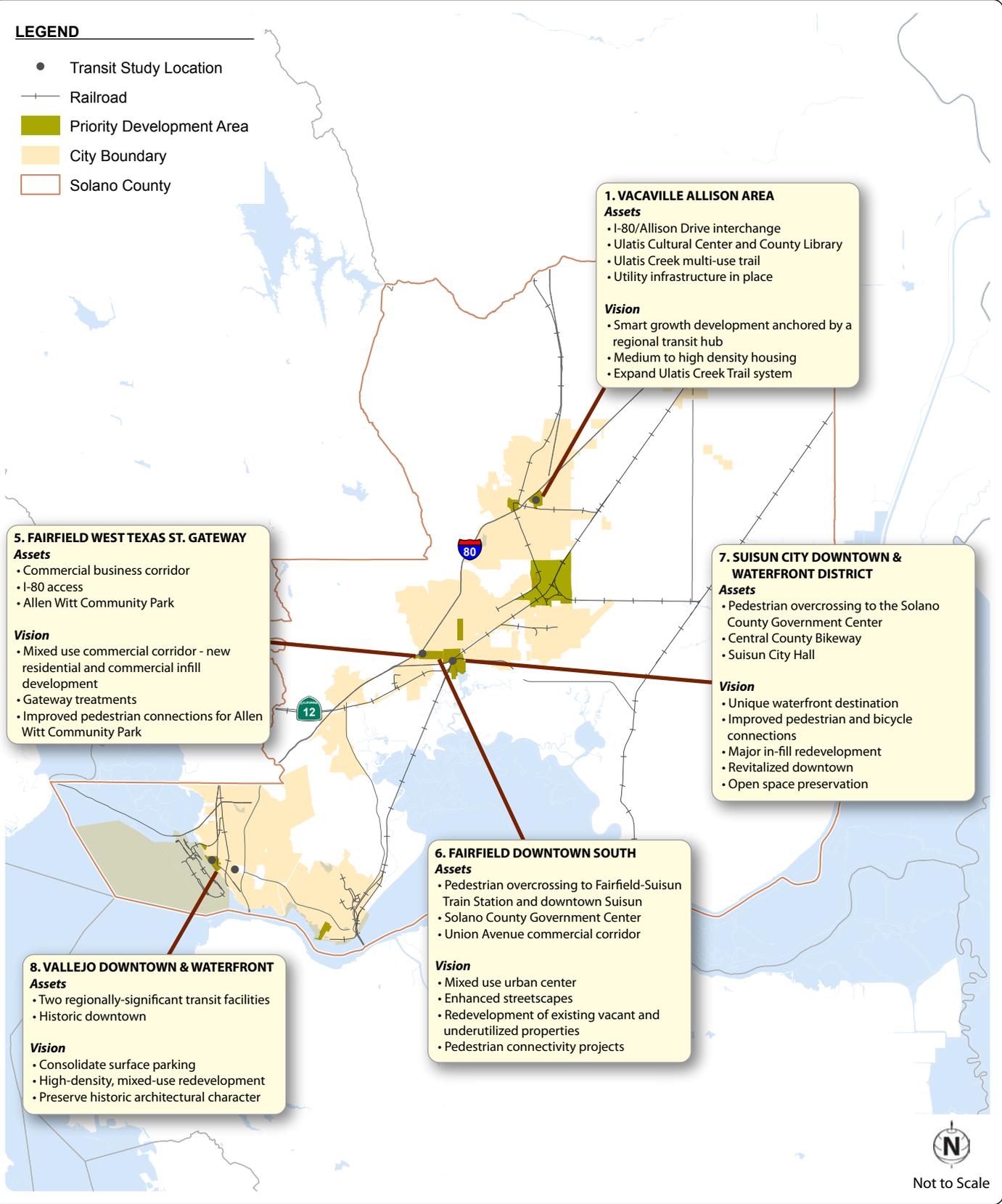
- Benicia – Downtown
- Fairfield – Downtown South
- Fairfield – Fairfield/Vacaville Train Station
- Fairfield – North Texas Street Core
- Fairfield – West Texas Street Gateway
- Suisun City – Downtown and Waterfront District
- Vacaville – Downtown
- Vacaville – Allison/Ulatis Area
- Vallejo – Waterfront and Downtown

All Solano County PDAs are served by Transit Facilities of Regional Significance (TFORS). The Fairfield Downtown South and Suisun City Downtown and Waterfront District PDAs are immediately adjacent to the Suisun Amtrak Station. The Fairfield West Texas Street Gateway PDA includes the Fairfield Transportation Center. The Downtown Vacaville PDA is a quarter-mile from the Davis Street park-and-ride lot, while the Vacaville Allison/Ulatis Area PDA includes the Vacaville Transportation Center. The Vallejo Downtown and Waterfront PDA includes the Vallejo Intermodal Station. Finally, the Fairfield-Vacaville Train Station PDA is centered around a planned transit center that includes a Capitol Corridor train stop, bus connections and a park-and-ride lot.

Based on projections prepared by the Association of Bay Area Governments (ABAG), the nine Solano PDAs have the potential to account for almost 35-percent of the projected 25-year growth in Solano County and the seven incorporated cities. In other words, about one-third of the projected residential growth can be accommodated in areas that provide immediate access to transit. Figure 3 provides an overview of the four PDAs relevant to the five study locations.

**LEGEND**

- Transit Study Location
- Railroad
- Priority Development Area
- City Boundary
- Solano County



**1. VACAVILLE ALLISON AREA**  
**Assets**  
 • I-80/Allison Drive interchange  
 • Ulatis Cultural Center and County Library  
 • Ulatis Creek multi-use trail  
 • Utility infrastructure in place  
**Vision**  
 • Smart growth development anchored by a regional transit hub  
 • Medium to high density housing  
 • Expand Ulatis Creek Trail system

**5. FAIRFIELD WEST TEXAS ST. GATEWAY**  
**Assets**  
 • Commercial business corridor  
 • I-80 access  
 • Allen Witt Community Park  
**Vision**  
 • Mixed use commercial corridor - new residential and commercial infill development  
 • Gateway treatments  
 • Improved pedestrian connections for Allen Witt Community Park

**7. SUISUN CITY DOWNTOWN & WATERFRONT DISTRICT**  
**Assets**  
 • Pedestrian overcrossing to the Solano County Government Center  
 • Central County Bikeway  
 • Suisun City Hall  
**Vision**  
 • Unique waterfront destination  
 • Improved pedestrian and bicycle connections  
 • Major in-fill redevelopment  
 • Revitalized downtown  
 • Open space preservation

**6. FAIRFIELD DOWNTOWN SOUTH**  
**Assets**  
 • Pedestrian overcrossing to Fairfield-Suisun Train Station and downtown Suisun  
 • Solano County Government Center  
 • Union Avenue commercial corridor  
**Vision**  
 • Mixed use urban center  
 • Enhanced streetscapes  
 • Redevelopment of existing vacant and underutilized properties  
 • Pedestrian connectivity projects

**8. VALLEJO DOWNTOWN & WATERFRONT**  
**Assets**  
 • Two regionally-significant transit facilities  
 • Historic downtown  
**Vision**  
 • Consolidate surface parking  
 • High-density, mixed-use redevelopment  
 • Preserve historic architectural character



Not to Scale

## 4. COMMUNITY PARTICIPATION

### SR2T STEERING COMMITTEE

The SR2T Steering Committee was established to provide guidance for the SR2T Plan development. Three committee meetings were held between August and December 2011. The committee was responsible for reviewing the walking audit form and routes, suggesting members for each TFORS Task Force, and reviewing recommendations and the draft report. Committee members were encouraged to attend the walking audits described below. SR2T Committee members are listed below with affiliation noted.

- Philip Kamhi, Fairfield and Suisun Transit
- Alicia Roundtree, Independent Living
- Allan Deal, Pedestrian Advisory Committee
- Nancy Lund, Bicycle Advisory Committee
- Shannon Nelson, City of Vacaville ADA Coordinator
- Lindsey Sanford, Suisun City Police
- Dan Kasperson, City of Suisun City Public Works
- Brian Miller, City of Fairfield Planning

### SR2T TASK FORCES AND WALKING AUDITS

For each study location, a Task Force was developed to participate in SR2T Plan development. The primary purpose of each Task Force was to participate in a walking audit of the TFORS site and surrounding transportation facilities. The walking audits were held during September and October 2011.

Each audit followed this general approach:

- On-site brief presentation on the audit process and expectations
- Formal walking route map
- Aerials and exhibits to inform participants on transportation-specific vocabulary, the TFORS site and surrounding transportation facilities
- Walking audit form to prompt issues identification
- On-site audit summary meeting where issues and opportunities were discussed

Appendix A includes example audit materials. SR2T Task Force members are listed below with affiliation noted.

***Curtola Park and Ride / Vallejo Transit Center***

- Ed Alberto, Vallejo Public Works
- Mick Weninger, STA Bicycle Advisory Committee
- Allan Deal, STA Pedestrian Advisory Committee

***Fairfield Transportation Center***

- Philip Kamhi, Fairfield and Suisun Transit
- Wayne Lewis, Fairfield Public Works
- Betty Livingston, STA Pedestrian Advisory Committee
- Alicia Roundtree, Independent Living
- Jim Burnett, Independent Living
- Kyrre Helmerse, Independent Living
- Lindsey Sanford, Suisun City Police Department

***Suisun Amtrak Station***

- Philip Kamhi, Fairfield and Suisun Transit
- Dan Kasperson, Suisun City Public Works
- Alicia Roundtree, Independent Living
- Lindsey Sanford, Suisun City Police Department
- Mike Hudson, Suisun City City Council

***Vacaville Transportation Center***

- Brian Mclean, Vacaville City Coach
- Shannon Nelson, Vacaville ADA Coordinator
- Rod Neal, Vacaville Police Department
- Ray Posey, STA Bicycle Advisory Committee
- Alicia Roundtree, Independent Living
- Kyrre Helmerse, Independent Living

## 5. DATA COLLECTION AND METHODOLOGIES OVERVIEW

Each TFORS was reviewed in detail to accurately capture historical trends and existing conditions. This section provides an overview of the data collection process and analysis methodologies. Chapters 6 – 10 summarize pertinent information for each individual TFORS.

### WALK SHED ANALYSIS

To identify the most promising strategies for increasing transit ridership at each study location, a detailed review of the transit facility itself and pedestrian and bicycle routes within ½ and one mile “walk shed” areas were reviewed. By focusing site reviews to these areas, recommendations are tailored to improve upon conditions associated with “first-mile” (access from home to transit) and “last-mile” (access from transit to work, school, etc.) travel.

The project analysis area was defined by reviewing both the ½ and one mile walk sheds based primarily on street centerline distance instead of a radial distance (i.e., “as the crow flies”). Radial measurements typically do not adequately account for transportation barriers and tend to overstate accessibility; therefore, street centerline is a better indication of network connectivity. Walk shed maps were reviewed and augmented to include existing multimodal features (e.g., pedestrian overcrossing north of the Suisun Amtrak Station) that would be captured with the street centerline method. The final project analysis areas are indicated on study location figures in Chapters 6 – 10.

### PEDESTRIAN AND BICYCLE COLLISIONS

Collision data was accessed from the California Highway Patrol Statewide Integrated Traffic Records System (SWITRS). This data represents all report bicyclist-vehicle and pedestrian-vehicle collisions occurring within one mile of each TFORS during the following periods:

- Fairfield: June 2006 – February 2010
- Suisun City: June 2006 – June 2010
- Vacaville: June 2006 – June 2010
- Vallejo: June 2006 – September 2010

For each TFORS, the collision data is summarized by year, collision severity, Primary Collision Factors (PCFs), and Pedestrian Action (which describes what the pedestrian was doing immediately before the collision occurred). Minor bicyclist-vehicle and pedestrian-vehicle collisions are generally underreported. Additionally, collisions that occur on off-street paths and trails are not included in the SWITRS data.

Collisions are summarized in a figure with corresponding tables in Chapters 6 – 10.

### CRIMES AGAINST PERSONS

For most of the study locations, historical crime data is available for public review on third-party Web sites. Table 3 summarizes the availability and source of crime data. Since practices vary among different law enforcement agencies, it was not possible to collect a consistent data set for comparison between the study locations. Terms of Use parameters of a third party vendor, Crimereports.com, restricts our ability to map individual crimes and present detailed findings. The jurisdictions that use Crimereports.com requested that STA work with vendor to obtain the data.

**TABLE 3:  
CRIME DATA SOURCE AND AVAILABILITY**

| <b>Jurisdiction</b> | <b>Source</b>                                      | <b>Timeframe</b>                      | <b>Notes</b>  |
|---------------------|--|---------------------------------------|---|
| Fairfield           | Fairfield Police Department                        | TBD                                   | TBD   |
| Suisun City         | Suisun City Police Department;<br>Crimereports.com | 6 months: March 6 – September 6, 2011 | Data analysis limited by vendor Terms of Use; Crime Against Persons (homicide, robbery, sexual offense assault) were reviewed.                  |
| Vacaville           | Vacaville Police Department                        | 1 year: June 2010 – May 2011          | Data reflects “calls for service”, as opposed to actual reported crime data; More than one call for service may be shown for the same incident. |
| Vallejo             | Vallejo Police Department;<br>Crimereports.com     | 6 months: March 6 – September 6, 2011 | Data analysis limited by vendor Terms of Use; Crime Against Persons (homicide, robbery, sexual offense assault) were reviewed.                  |

Source: Fehr & Peers, 2011

## **SITE REVIEWS AND GEO-CODED DATABASE**

As described in Chapter 4, consultant staff led walking audits with task force members at each of the study TFORS'. In addition to these collaborative events, consultant staff conducted additional site reviews and inventoried physical conditions to establish the best walking routes for the audits, monitor site use, and develop recommendations. Staff inventoried the sidewalk network, traffic controls and key features of each study location. The completion of a geo-coded photo database is the result of this data collection effort. Photo entries are geocoded within ArcView. The database identifies whether the photos was taken on-site or off-site; additionally, the database identifies key words that can be searched:

- Bathrooms
- Bicyclist
- Bike lane
- Bike parking
- Bike path
- Bridge
- Bus
- Bus loading
- Bus stop
- Casual carpool
- Crosswalk
- Drop off
- Emergency
- Information
- Intersection
- Lane
- Loading area
- Park
- Parking garage
- Roadway
- Sidewalk
- Signage
- Tunnel
- Walkway

Additional GIS files were developed to record and track collisions, barriers and recommendations.

## **PRIORITIZATION METHODOLOGY**

At the October 19, 2011 Steering Committee meeting, the Committee elected to use the following prioritization criteria to rank recommended strategies:

- Gap closure
- Improves access for pedestrians, bicyclists, or the disabled
- Improves safety
- Improves convenience

Appendix B includes the priority scoring matrices for each TFORS. The prioritization criteria used are meant to rank strategies within each respective TFORS. Cross-jurisdictional rankings should account for other factors including transit ridership, and walking or bicycling mode share.

## 6. CURTOLA PARK AND RIDE

### DESCRIPTION

The City of Vallejo manages the Curtola Park and Ride lot located at the southwest corner of the Curtola Parkway / Lemon Street intersection. The lot includes a bus station, public parking, and a Greyhound bus station. The facility is served primarily by the Solano Transportation Authority (SolTrans). The Safe Routes to Transit Task Force completed a walking audit at the Curtola Park and Ride on Tuesday, October 11, 2011 between 10:30 AM and 11:30 AM.

### PRIORITY DEVELOPMENT AREA

This study location is not within a priority development area (PDA). The nearest PDA is to the west – the Vallejo Waterfront and Downtown PDA.

### ACCESS MODE

SolTrans routes utilize the Curtola Park and Ride as a Transfer Center; however, most users arrive by automobile and are either dropped off or park in the surface lot.

The official parking lot for the Curtola Park and Ride, located west of Lemon Street, has 405 spaces. Additionally, a 78-space Caltrans Park and Ride lot is located at the southeast corner of the Curtola Parkway / Lemon Street intersection; transit riders likely park in this lot when the official parking lot west of Lemon Street is full.

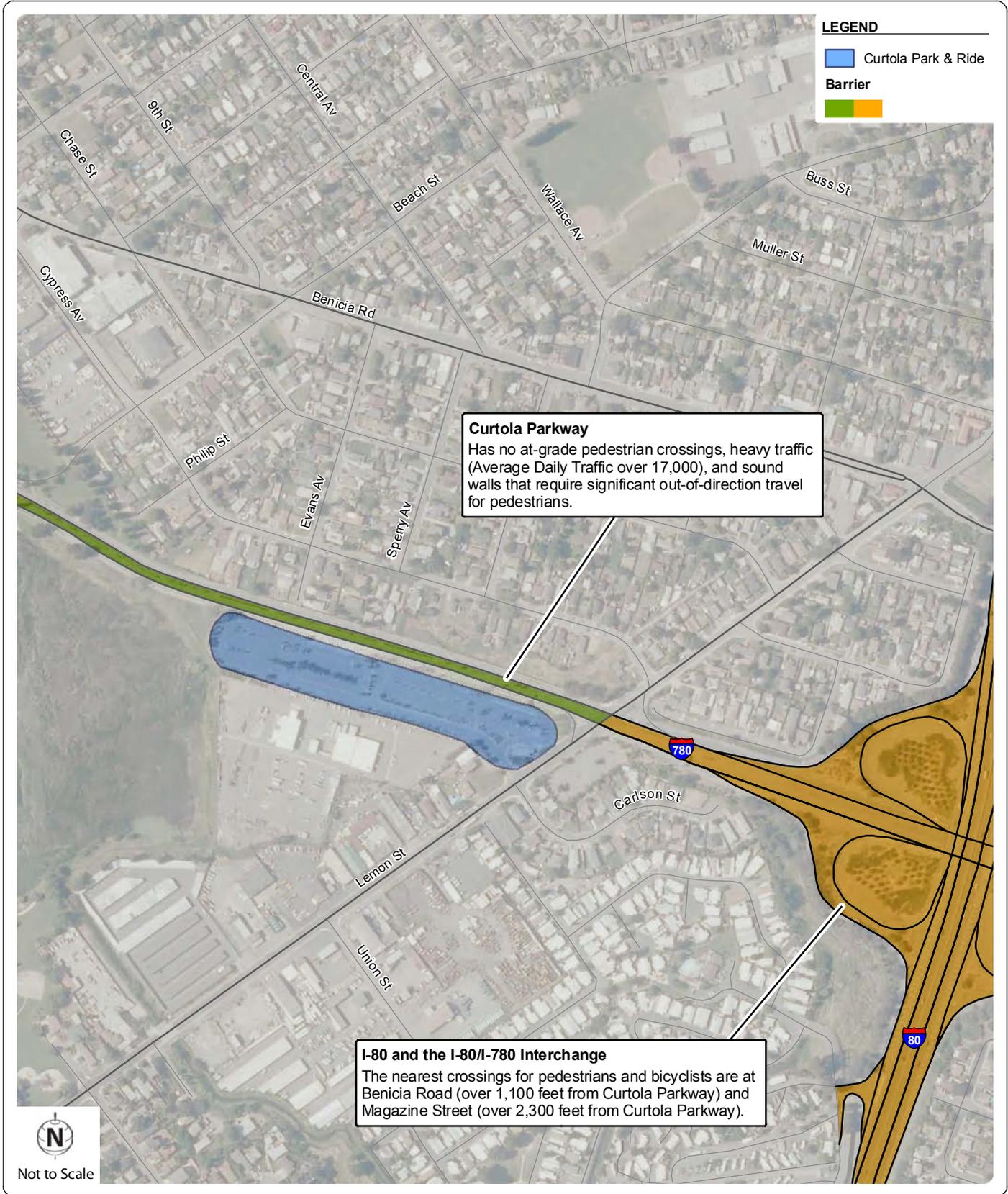
The surrounding area and transportation network is generally not pedestrian- and bicyclist-supportive. Residential neighborhoods are disjoined from the facility by large arterials and freeways. Barriers to pedestrian and bicycle travel include Curtola Parkway, I-780, and I-80, as shown on Figure CUR-1.

### TRANSIT SERVICE

SolTrans provides both local and express service (branded as Balylink) to the Curtola Park and Ride. The following SolTrans fixed bus routes serve the park and ride:

- Route 1 – a local circulator route that serves south Vallejo, downtown Vallejo, and Rancho Vallejo
- Route 6 – a citywide loop route that serves downtown Vallejo, south Vallejo, and Beverly Hills
- Route 78 (Baylink) – a commuter express route between downtown Vallejo, Benicia, the Pleasant Hill BART station, and the Walnut Creek BART station
- Route 80 (Baylink) – a commuter express route between downtown Vallejo and the El Cerrito Del Norte BART station

In addition to the SolTrans routes listed above, Greyhound operates long-distance bus service via a station located at the Curtola Park and Ride.



## COLLISION AND CRIME ANALYSIS

### Collision Analysis

Existing SWITRS data for bicyclist-vehicle and pedestrian-vehicle collisions was reviewed to identify collision locations and trends near the Curtola Park and Ride. Figure CUR-2 shows the number and severity of collisions within one mile of the Curtola Park and Ride. Table CUR-1 summarizes the collision data by year and collision severity.

| <b>TABLE CUR-1:<br/>CURTOLA PARK AND RIDE BICYCLIST/PEDESTRIAN COLLISION SUMMARY<br/>(JULY 2006 – SEPTEMBER 2010)</b> |                  |                   |            |                  |            |
|---|------------------|-------------------|------------|------------------|------------|
| Year  | Total Collisions | Injury Collisions |            | Fatal Collisions |            |
|   |                  | Bicyclist         | Pedestrian | Bicyclist        | Pedestrian |
| July - Dec. 2006  | 6                | 2                 | 4          | 0                | 0          |
| 2007  | 10               | 2                 | 6          | 0                | 0          |
| 2008  | 9                | 3                 | 5          | 0                | 0          |
| 2009  | 7                | 2                 | 5          | 0                | 0          |
| Jan. – Oct. 2010  | 2                | 0                 | 2          | 0                | 0          |
| <b>Total</b>  | <b>34</b>        | <b>9</b>          | <b>22</b>  | <b>0</b>         | <b>0</b>   |

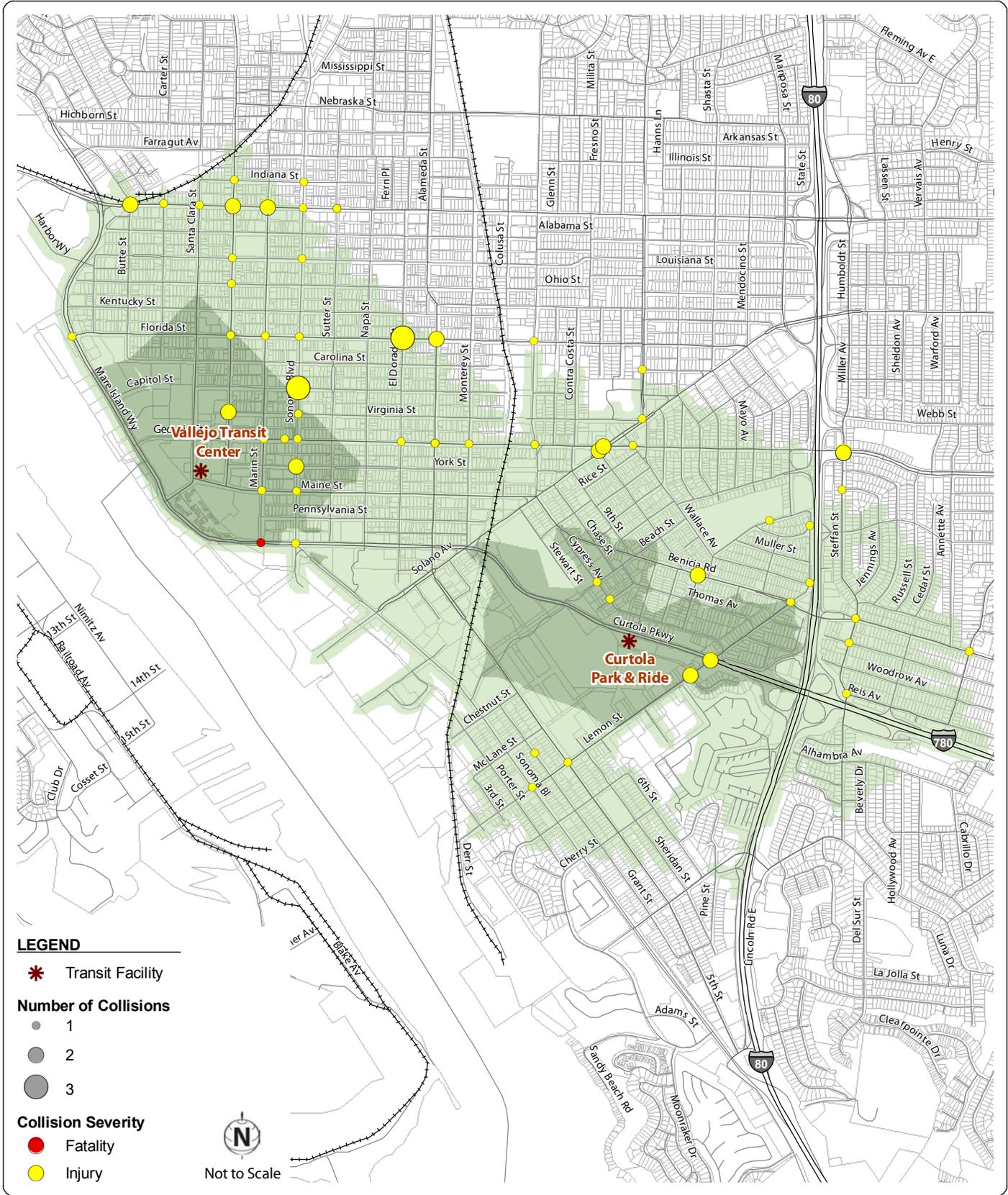
Source: California Highway Patrol

Table CUR-1 shows that most of the collisions (91 percent) resulted in some form of injury; no fatalities were recorded during the four-year period.

The SWITRS data also provides the Primary Collision Factors (PCFs) of each incident. Table CUR-2 shows the most common PCFs for bicyclist-vehicle and pedestrian-vehicle collisions within one mile of the Curtola Park and Ride.

| <b>TABLE CUR-2:<br/>CURTOLA PARK AND RIDE BICYCLIST/PEDESTRIAN COLLISION SUMMARY<br/>PRIMARY COLLISION FACTORS<br/>(JULY 2006 – SEPTEMBER 2010)</b> |                      |        |          |       |
|---|----------------------|--------|----------|-------|
| Primary Collision Factor  | Number of Collisions |        |          |       |
|   | Non-Injury           | Injury | Fatality | Total |
| Pedestrian Right of Way<br>(Driver not yielding)  | 2                    | 9      | 0        | 11    |
| Pedestrian Violation<br>(Pedestrian not yielding or<br>crossing illegally)  | 0                    | 7      | 0        | 7     |
| Traffic Signals and Signs   | 0                    | 4      | 0        | 4     |
| Wrong Side of Road  | 0                    | 3      | 0        | 3     |
| Improper Turning  | 1                    | 2      | 0        | 3     |
| Other   | 0                    | 6      | 0        | 6     |

Source: California Highway Patrol



**CURTOLA PARK & RIDE AND VALLEJO TRANSIT CENTER BICYCLE AND PEDESTRIAN COLLISIONS**  
**FIGURE CUR-2**

As shown in Table CUR-2, drivers not yielding the right-of-way to pedestrians in crosswalks and pedestrians crossing illegally (such as crossing against a signal or midblock between signals) represent the two most common PCFs.

Table CUR-3 shows the most common pedestrian actions, which describe what the pedestrian was doing immediately before the collision occurred, for pedestrian collisions within one mile of the Curtola Park and Ride.

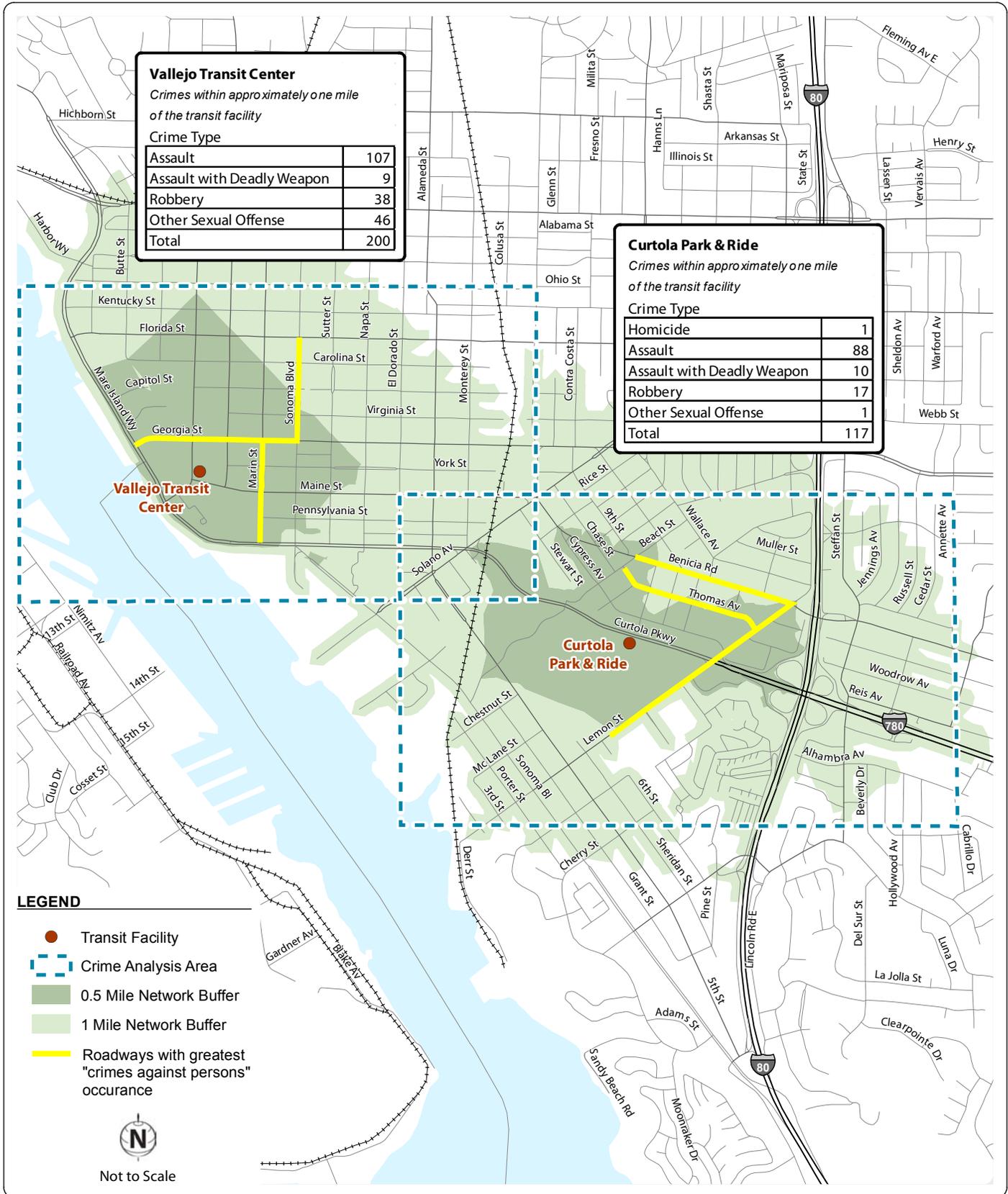
| <b>TABLE CUR-3:<br/>CURTOLA PARK AND RIDE PEDESTRIAN COLLISION SUMMARY<br/>PEDESTRIAN ACTIONS<br/>(JULY 2006 – SEPTEMBER 2010)</b> |                             |               |                 |              |
|--|-----------------------------|---------------|-----------------|--------------|
| <b>Pedestrian Action</b>   | <b>Number of Collisions</b> |               |                 |              |
|  | <b>Non-Injury</b>           | <b>Injury</b> | <b>Fatality</b> | <b>Total</b> |
| Crossing in Crosswalk at Intersection  | 2                           | 11            | 0               | 13           |
| Crossing Not in Crosswalk  | 0                           | 7             | 0               | 7            |
| Walking in Road, Including Shoulder  | 0                           | 3             | 0               | 3            |
| Crossing in Crosswalk Not at Intersection  | 0                           | 1             | 0               | 1            |
| Source: California Highway Patrol  |                             |               |                 |              |

Table CUR-3 shows “crossing in crosswalk at intersection” and “crossing not in crosswalk” represent the two most common pedestrian actions. These actions preceding a collision suggest that infrastructure enhancements, especially when paired with education and enforcement efforts, may improve pedestrian safety near the Curtola Park and Ride.

**Crime Analysis**

Reported crime data was reviewed for the study area. Figure CUR-3 identifies the analysis area and a summary of the type of crimes committed. The data represents a query conducted on “crimes against persons” only (i.e., homicide, robbery, sexual offense and assault). Within the six-month review period, 117 crimes were reported including one homicide near Curtola Parkway and Lemon Street. The most common crime committed was assault followed by robbery. No reported crimes occurred within 500 feet of the transit facility.

The City of Vallejo uses a third party vendor, Crimereports.com, to compile and present current crime data. Due to Terms of Use limitations, this report cannot map individual incidences of crimes. However, it is possible to determine that occurrences of these types of crimes are clustered along three corridors: Benicia Road between Beach Street and Lemon Street; Lemon Street between Benicia Road and 6<sup>th</sup> Street; and Thomas Avenue between Beach Street and Lemon Street.



Source: Vallejo Police Department and crimereports.com  
March 6, 2011 - September 6, 2011

**CURTOLA PARK & RIDE AND VALLEJO TRANSIT CENTER SIX MONTH CRIME ACTIVITY**

**FIGURE CUR-3**

## TRANSIT FACILITY – ISSUES AND OPPORTUNITIES

The bus loading area is located between the Curtola Park and Ride’s westernmost lot and Cutrola Parkway; buses access the platform via a bus pullout on eastbound Curtola Parkway or from within the parking lot. The bus loading area within the parking lot also doubles as a passenger drop-off area. Field observations indicate that both parking lots currently reach their capacity on weekdays.

Planned enhancements for the Curtola Park and Ride include:

- A 420-space parking structure and restriping of the remaining parking lots (including the Caltrans Park and Ride); total parking will increase from 483 spaces to 700 spaces
- A new circulation pattern that separates buses from automobiles, reconfigures the bus loading area, and defines a location for casual carpool and pick up/drop off traffic
- Access directly off of Curtola Parkway, including a traffic signal at the bus loading exit

Pedestrian access to the facility is fair. Sidewalks exist along Curtola Parkway and the south edge of the Curtola Park and Ride; however, most passengers walk through the parking lot to the bus loading area. Two small shelters for passengers are located adjacent to the bus loading area.

The bus loading area also has eight lock-and-key bike lockers; these types of lockers are generally underutilized since each locker can only be used by its assigned tenant.

## TRANSIT FACILITY STRATEGIES

Table CUR-4 shows strategies for improving passenger convenience, comfort, and safety at the Curtola Park and Ride.

| <b>TABLE CUR-4:<br/>CURTOLA PARK AND RIDE<br/>TRANSIT FACILITY STRATEGIES</b>                        |                                   |                      |   |                         |
|--|-----------------------------------|----------------------|---|-------------------------|
| <b>Strategy #</b>  | <b>Description</b>                | <b>Strategy Type</b> | <b>Detailed Recommendations</b>   | <b>Cost<sup>1</sup></b> |
| 101  | Security Cameras                  | Security             | Install security cameras at the bus loading area and in the parking lots; provide signs that indicate that security cameras are in use. | \$                      |
| 102  | Emergency Call Boxes              | Security             | Install emergency call boxes at the bus loading area.   | \$                      |
| 103  | Platform Lighting                 | Security             | Install additional lighting at the bus loading area.  | \$                      |
| 104  | Additional Parking Capacity       | Enhanced Parking     | Increase the supply of parking from the existing 483 spaces.  | \$\$\$                  |
| 105  | Improved Passenger Waiting Area   | Passenger Amenities  | Improve waiting area with more benches and shelters. Provide restrooms for public use.  | \$\$                    |
| 106  | Dedicated Passenger Drop-Off Area | Internal Circulation | Separate passenger drop-off area from bus loading area.   | \$\$                    |
| 107  | Real-Time Information             | Transit Information  | Install real-time electronic information signs at all bus stops.  | \$\$                    |
| 108  | Improved Signage                  | Transit Information  | Improved and upgrade signage to include maps and schedules; include station area map.   | \$                      |
| Notes:   |                                   |                      |   |                         |
| <sup>1</sup> Capital cost estimate: \$ - Less than \$250k; \$\$ - Between \$250k and \$1M; Over \$1M |                                   |                      |   |                         |
| Source: Fehr & Peers, 2011   |                                   |                      |   |                         |

## PEDESTRIAN AND BICYCLE – ISSUES AND OPPORTUNITIES

The Curtola Park and Ride is located on the southwest corner of the Curtola Parkway / Lemon Street intersection. East of Lemon Street, Curtola Parkway transitions into I-780 and has a nearby interchange with I-80. The Park and Ride's proximity to these major roadways facilitates bus travel and automobile access; however, the proximity to these high-volume, high-speed roadways complicates pedestrian and bicycle access to the Curtola Park and Ride.

West of Lemon Street, Curtola Parkway has no at-grade crossings for pedestrians. Residential neighborhoods north of Curtola Parkway incur significant out-of-direction travel to access the station via Lemon Street or via a pedestrian/bicycle overcrossing of Curtola Parkway located approximately 1,100 feet to the west of the bus loading platform. Additionally, limited pedestrian connections across I-80 reduce the practicality of walking to the facility for residents in the neighborhoods to the east of freeway. No convenient pedestrian crossing for passengers who park at the Caltrans Park and Ride across Lemon Street from the Curtola Park and Ride currently exists. There are no official bicycle facilities that provide access to the Park and Ride; however, many cyclists utilize Lemon Street since it connects Vallejo to Benicia and has relatively low traffic volumes and speeds.

## PEDESTRIAN AND BICYCLE STRATEGIES

Figure CUR-4 shows the locations of recommended pedestrian and bicycle strategies. Table CUR-5 shows strategies for improving pedestrian and bicyclist access to the Curtola Park and Ride.

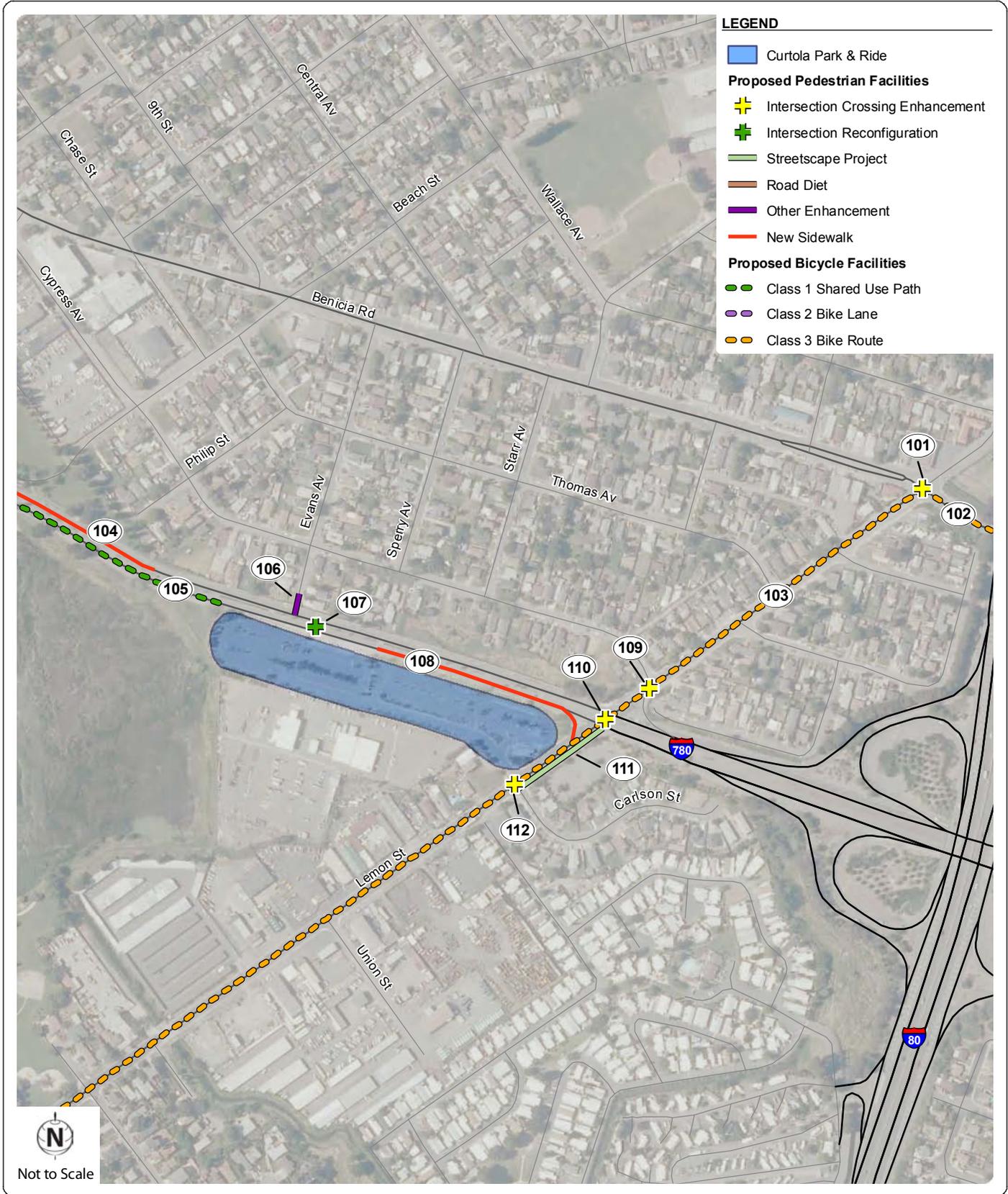
| <b>TABLE CUR-5:<br/>CURTOLA PARK AND RIDE<br/>PEDESTRIAN AND BICYCLE STRATEGIES</b> |                                    |   |  |                         |
|---|------------------------------------|---|--|-------------------------|
| <b>Strategy #</b>   | <b>Strategy Type</b>               | <b>Description</b>  | <b>Limits (N-S or E-W)</b>               | <b>Cost<sup>1</sup></b> |
| 101   | Intersection Crossing Enhancements | Bicycle detection and directional bike route signage (requires coordination with Solano County)   | Lemon St. / Benicia Rd.                  | \$                      |
| 102   | Bike Route (Class III)             | Benicia Rd. bike route with sharrows (requires coordination with Solano County)                   | Lemon St. to Vallejo City limits         | \$                      |
| 103   | Bike Route (Class III)             | Lemon St. bike route with sharrows (requires coordination with Solano County)                     | Benicia Rd. to Sonoma Blvd.              | \$                      |
| 104   | New Sidewalks                      | Widen sidewalks on Curtola Pkwy.  | West of Curtola Park and Ride            | \$\$\$                  |
| 105   | Bike Path (Class I)                | Update sidewalks on Curtola Pkwy. to Class I bike path  | Curtola Park and Ride to bike/ped bridge | \$\$                    |
| 106   | Other Enhancement                  | Pedestrian and bicycle access through sound wall (requires coordination with Solano County)       | Curtola Pkwy. to Evans Ave.              | \$                      |
| 107   | Intersection Reconfiguration       | Signalize intersection in conjunction with proposed parking garage project                        | Curtola Pkwy. at proposed parking garage | \$\$                    |
| 108   | New Sidewalks                      | Widen sidewalks on Curtola Pkwy.  | Curtola Park and Ride to Lemon St.       | \$\$                    |
| 109   | Intersection Crossing Enhancements | Bulbouts, high-visibility striping, and warning signage   | Lemon St. / Cypress Ave.                 | \$                      |
| 110   | Intersection Crossing Enhancements | Crosswalks across north and south legs; high-visibility striping and warning signage at eastbound | Lemon St. / Curtola Pkwy.                | \$                      |

|     |                                    |  |                              |      |
|-----|------------------------------------|--|------------------------------|------|
|     |                                    | and westbound free right-turns (requires coordination with Caltrans)   |                              |      |
| 111 | Streetscape Project                | Lemon St. streetscape improvements: sidewalk on south side, fencing to channelize pedestrians to nearest crosswalk (requires coordination with Caltrans) | Curtola Pkwy. to Carlson St. | \$\$ |
| 112 | Intersection Crossing Enhancements | Signalize intersection in conjunction with proposed parking garage project   | Lemon St. / Carlson St.      | \$\$ |

Notes:

<sup>1</sup>Capital cost estimate: \$ - Less than \$250k; \$\$ - Between \$250k and \$1M; Over \$1M

Source: Fehr & Peers, 2011



## PROJECT PRIORITIZATION

The recommended pedestrian and bicycle strategies shown in Figure CUR-4 and Table CUR-5 were prioritized according to the prioritization criteria discussed in Chapter 5. Table CUR-6 shows the recommended pedestrian and bicycle strategies and their total priority score.

| <b>TABLE CUR-6:<br/>CURTOLA PARK AND RIDE<br/>PEDESTRIAN AND BICYCLE STRATEGY PRIORITY SCORES</b> |                                    |  |  |                       |
|---|------------------------------------|--|--|-----------------------|
| <b>Strategy #</b>   | <b>Strategy Type</b>               | <b>Description</b>   | <b>Limits (N-S or E-W)</b>               | <b>Priority Score</b> |
| 107   | Intersection Reconfiguration       | Signalize intersection in conjunction with proposed parking garage project   | Curtola Pkwy. at proposed parking garage | 7                     |
| 110   | Intersection Crossing Enhancements | Crosswalks across north and south legs; high-visibility striping and warning signage at eastbound and westbound free right-turns (requires coordination with Caltrans) | Lemon St. / Curtola Pkwy.                | 7                     |
| 111   | Streetscape Project                | Lemon St. streetscape improvements: sidewalk on south side, fencing to channelize pedestrians to nearest crosswalk (requires coordination with Caltrans)               | Curtola Pkwy. to Carlson St.             | 6                     |
| 106   | Other Enhancement                  | Pedestrian and bicycle access from through sound wall (requires coordination with Solano County)   | Curtola Pkwy. to Evans Ave.              | 5                     |
| 112   | Intersection Crossing Enhancements | Signalize intersection in conjunction with proposed parking garage project   | Lemon St. / Carlson St.                  | 5                     |
| 109   | Intersection Crossing Enhancements | Bulbouts, high-visibility striping, and warning signage  | Lemon St. / Cypress Ave.                 | 4                     |
| 101   | Intersection Crossing Enhancements | Bicycle detection and directional bike route signage (requires coordination with Solano County)  | Lemon St. / Benicia Rd.                  | 3                     |
| 102   | Bike Route (Class III)             | Benicia Rd. bike route with sharrows (requires coordination with Solano County)  | Lemon St. to Vallejo City limits         | 3                     |
| 103   | Bike Route (Class III)             | Lemon St. bike route with sharrows (requires coordination with Solano County)  | Benicia Rd. to Sonoma Blvd.              | 3                     |
| 105   | Bike Path (Class I)                | Update sidewalks on Curtola Pkwy. to Class I bike path   | Curtola Park and Ride to bike/ped bridge | 3                     |
| 104   | New Sidewalks                      | Widen sidewalks on Curtola Pkwy.   | West of Curtola Park and Ride            | 2                     |
| 108   | New Sidewalks                      | Widen sidewalks on Curtola Pkwy.   | Curtola Park and Ride to Lemon St.       | 2                     |

Source: Fehr & Peers, 2011

## 7. FAIRFIELD TRANSPORTATION CENTER

### DESCRIPTION

The Fairfield Transportation Center, managed by the City of Fairfield, includes a 10-bay bus shelter, public parking, and administrative buildings for Fairfield and Suisun Transit (FAST). It is located in southwest Fairfield and is generally bounded by West Texas Street, Beck Avenue, Cadenasso Drive, and I-80. The Fairfield Transportation Center primarily serves FAST buses although other transit providers stop at the facility. The Safe Routes to Transit Task Force completed a walking audit at the Fairfield Transportation Center on Monday, September 12, 2011 between 9:00 AM and 10:30 AM.

### PRIORITY DEVELOPMENT AREA

The *Fairfield West Texas Street Gateway PDA* incorporates approximately 100 acres bound by West Texas Street on the north, Woolner Avenue on the south, Auto Mall Parkway on the west and Pennsylvania Avenue on the east. The PDA boundary was expanded in 2011. This commercial business corridor has direct access to I-80 and contains Allen Witt Community Park. The following elements describe the long-term vision for the PDA:

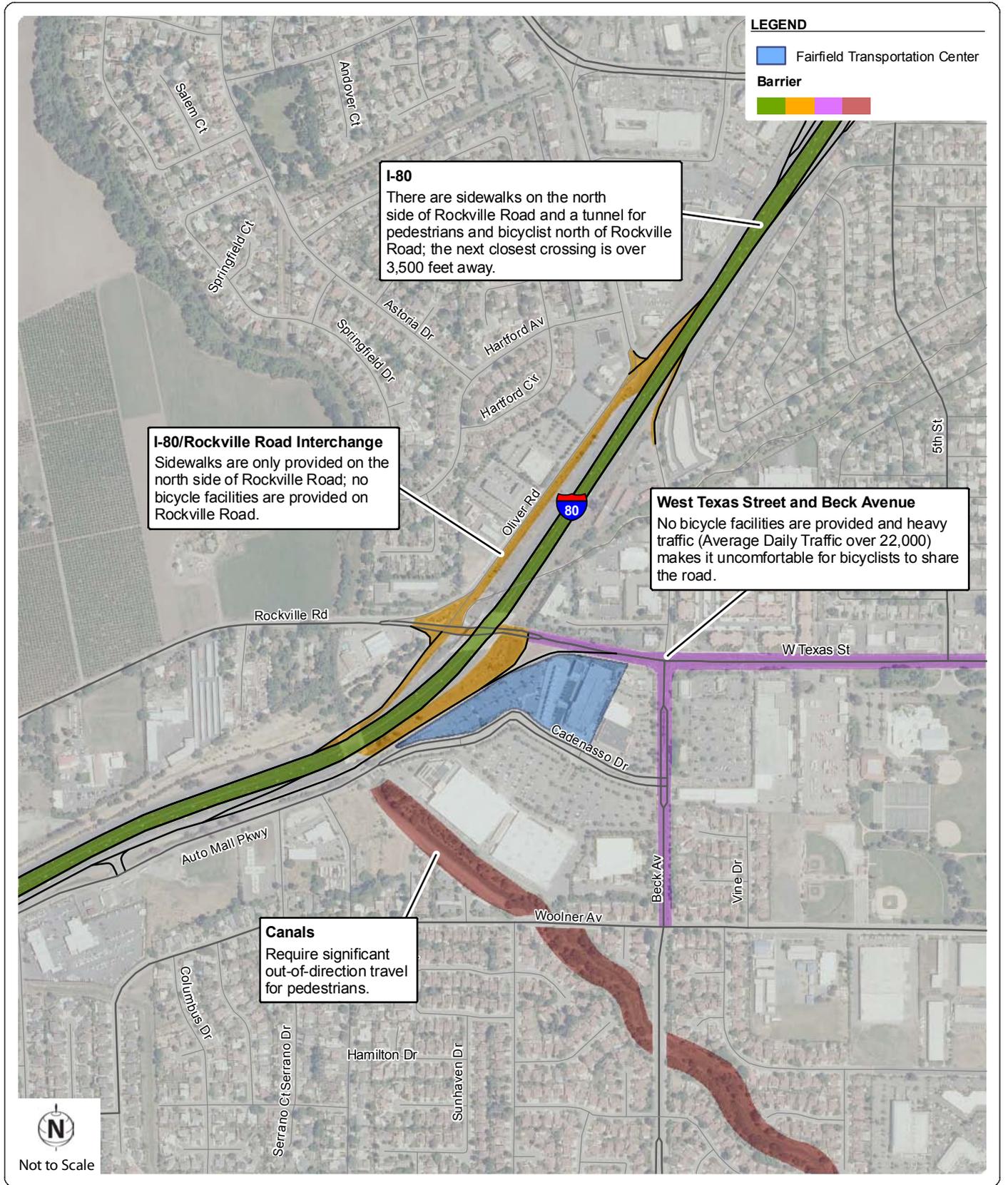
- Mixed use commercial corridor – new residential and commercial infill development
- Gateway treatments
- Revitalization of Winery Square Shopping Center
- Improved pedestrian connections for Allen Witt Community Park and the Fairfield Transportation Center
- Redevelopment of existing vacant and underutilized properties

Current and planned projects include:

- West Gateway improvements
- I-80 Undercrossing lighting and public art
- East Gateway improvements

### ACCESS MODE

Many riders use the center for transfers between buses; however, most users arrive by automobile and park in either the 240-space parking lot, the 400-space parking garage, or are dropped off. The land use pattern and transportation network surrounding the Fairfield Transportation Center is suburban. As shown in Figure FAI-1, significant barriers to pedestrian and bicycle travel in the area include I-80, the I-80 / Rockville Road / West Texas Street interchange, West Texas Street, and canals.



## TRANSIT SERVICE

Two transit providers provide service to the Fairfield Transportation Center via the routes described below.

- Fairfield and Suisun Transit (FAST) operates the following fixed bus routes:
  - Route 3 – a citywide loop that serves outer Fairfield
  - Route 7 – an east-west local circulator route that serves western Fairfield, including Green Valley, Solano Community College, the Fairfield Transportation Center, and the *Westfield* Mall
  - Route 8 – a citywide loop route that serves northern Suisun City and southern Fairfield
  - Route 20 – a commuter express route that connects Fairfield and Vacaville
  - Route 30 – a commuter express route that connects Fairfield, Vacaville, Dixon, Davis, and Sacramento
  - Route 40 – a commuter express route that connects Vacaville, Fairfield, and Benicia to the Pleasant Hill BART and Walnut Creek BART stations
  - Route 90 – a commuter express route that connects the El Cerrito Del Norte BART station to the Suisun Amtrak Station and Fairfield Transportation Center
- Rio Vista Delta Breeze operates deviated fixed route bus service; Route 50 serves Isleton, Rio Vista, the Suisun Amtrak Station, and Fairfield.

## COLLISION AND CRIME ANALYSIS

### *Collision Analysis*

Existing SWITRS data for bicyclist-vehicle and pedestrian-vehicle collisions was reviewed to identify collision locations and trends near the Fairfield Transportation Center. Figure FAI-2 shows the number and severity of collisions within one mile of the Fairfield Transportation Center. Table FAI-1 summarizes the collision data by year and collision severity.

| <b>TABLE FAI-1:<br/>FAIRFIELD TRANSPORTATION CENTER BICYCLIST/PEDESTRIAN COLLISION SUMMARY<br/>(JUNE 2006 – FEBRUARY 2010)</b> |                         |                          |                   |                         |                   |
|--|-------------------------|--------------------------|-------------------|-------------------------|-------------------|
| <b>Year</b>  | <b>Total Collisions</b> | <b>Injury Collisions</b> |                   | <b>Fatal Collisions</b> |                   |
|  |                         | <b>Bicyclist</b>         | <b>Pedestrian</b> | <b>Bicyclist</b>        | <b>Pedestrian</b> |
| June - Dec. 2006   | 2                       | 1                        | 1                 | 0                       | 0                 |
| 2007   | 8                       | 4                        | 3                 | 0                       | 0                 |
| 2008   | 11                      | 4                        | 6                 | 0                       | 0                 |
| 2009   | 9                       | 1                        | 7                 | 0                       | 0                 |
| Jan. – Feb. 2010   | 1                       | 1                        | 0                 | 0                       | 0                 |
| <b>Total</b>   | 31                      | 11                       | 17                | 0                       | 0                 |
| Source: California Highway Patrol  |                         |                          |                   |                         |                   |

Table FAI-1 shows that most of the collisions (90 percent) resulted in some form of injury; no fatalities were recorded during the four-year period.



The SWITRS data was also analyzed for the Primary Collision Factors (PCFs). Table FAI-2 shows the most common PCFs for bicyclist-vehicle and pedestrian-vehicle collisions within one mile of the Fairfield Transportation Center.

| <b>TABLE FAI-2:<br/>FAIRFIELD TRANSPORTATION CENTER BICYCLIST/PEDESTRIAN COLLISION<br/>SUMMARY<br/>PRIMARY COLLISION FACTORS<br/>(JUNE 2006 – FEBRUARY 2010)</b> |                             |               |                 |              |
|--|-----------------------------|---------------|-----------------|--------------|
| <b>Primary Collision Factor</b>  | <b>Number of Collisions</b> |               |                 |              |
|  | <b>Non-Injury</b>           | <b>Injury</b> | <b>Fatality</b> | <b>Total</b> |
| Pedestrian Right of Way<br>(Driver not yielding)   | 0                           | 9             | 0               | 9            |
| Pedestrian Violation<br>(Pedestrian not yielding or<br>crossing illegally)   | 0                           | 6             | 0               | 6            |
| Wrong Side of Road   | 1                           | 5             | 0               | 6            |
| Automobile Right of Way  | 0                           | 3             | 0               | 3            |
| Other  | 2                           | 5             | 0               | 7            |
| Source: California Highway Patrol  |                             |               |                 |              |

As shown in Table FAI-2, the most common PCFs were drivers not yielding the right-of-way to pedestrians in crosswalks and pedestrians crossing illegally (such as crossing against a signal or midblock between signals).

Table FAI-3 shows the most common pedestrian actions, which describe what the pedestrian was doing immediately before the collision occurred, for pedestrian collisions within one mile of the Fairfield Transportation Center.

| <b>TABLE FAI-3:<br/>FAIRFIELD TRANSPORTATION CENTER BICYCLIST/PEDESTRIAN COLLISION<br/>SUMMARY<br/>PEDESTRIAN ACTIONS<br/>(JUNE 2006 – FEBRUARY 2010)</b> |                             |               |                 |              |
|---|-----------------------------|---------------|-----------------|--------------|
| <b>Pedestrian Action</b>  | <b>Number of Collisions</b> |               |                 |              |
|   | <b>Non-Injury</b>           | <b>Injury</b> | <b>Fatality</b> | <b>Total</b> |
| Crossing in Crosswalk at<br>Intersection  | 1                           | 10            | 0               | 11           |
| Crossing Not in Crosswalk   | 0                           | 5             | 0               | 5            |
| Other   | 1                           | 1             | 0               | 2            |
| Source: California Highway Patrol   |                             |               |                 |              |

Table FAI-3 shows that the most common pedestrian actions were “crossing in crosswalk at intersection” and “crossing not in crosswalk”. These actions preceding a collision suggest that infrastructure enhancements, especially when paired with education and enforcement efforts, may improve pedestrian safety near the Fairfield Transportation Center.

## ***Crime Analysis***

TBD

## **TRANSIT FACILITY – ISSUES AND OPPORTUNITIES**

The Fairfield Transportation Center has a center-loading boarding platform that features benches, bench shelters, and a shelter roof. The center-loading boarding platform requires passengers to cross one lane of bus-only traffic; however, landscaping and fencing channelize pedestrians to preferred crossing locations. This configuration provides for excellent bus circulation, and benefits from its complete separation from automobile traffic. Buses run clockwise around the boarding platform, while automobiles enter and exit the parking areas from separate driveways. A designated lane on Auto Mall Parkway allows for passenger pick-up and drop-off, and benches and shelters are provided at this location.

Each bus bay is marked with signage indicating the transit provider and route. Transit information signage, including a station map, transit routes, and schedule/fare information, is available throughout the station; the signage is consistent with the Metropolitan Transportation Commission (MTC) 511 signage seen elsewhere in the Bay Area. Printed maps and schedules are available in the administrative building during the day and at a ticket counter in the parking garage in the evening.

Pedestrian access is good throughout the station. Pedestrian pathways connect the nearby parking garage and parking lot to the boarding platform. Additionally, there is a pathway through the north side of the parking garage that allows passengers coming from northeast of the facility to avoid out-of-direction travel by cutting through adjacent parking lots.

Bicycle parking is available in two forms: short-term racks near the parking garage entrance and bike lockers on the lower level of the parking garage and on the east side of the parking lot. The short-term racks are “wave” racks and are not ideal since they do not provide two points of contact to properly secure a bicycle. All racks were full at the time of the walking audit. During the audit, the task force observed several bicycles locked to various railings throughout the garage. A total of 22 lock-and-key bike lockers are available: 16 in the parking garage and six in the parking lot. Lock-and-key lockers are generally underutilized since each locker can only be used by its assigned tenant.

Parking is free at the Fairfield Transportation Center and is usually full early in the morning. Fairfield and Suisun Transit staff indicated that parking typically overflows to the Home Depot and Target parking lots across Cadenasso Street. The City plans to eventually build a five-story parking garage in place of the existing surface parking lot, expanding the parking capacity from the existing 640 spaces to 1,600 spaces.

**Figure FAI-3: Fairfield Transportation Center – Crime Data (HOLD)**

## TRANSIT FACILITY STRATEGIES

Table FAI-4 shows strategies for improving passenger convenience, comfort, and safety the Fairfield Transportation Center.

| <b>TABLE FAI-4:<br/>FAIRFIELD TRANSPORTATION CENTER<br/>TRANSIT FACILITY STRATEGIES</b>  |                                      |                      |   |                         |
|--|--------------------------------------|----------------------|---|-------------------------|
| <b>Strategy #</b>  | <b>Description</b>                   | <b>Strategy Type</b> | <b>Detailed Recommendations</b>   | <b>Cost<sup>1</sup></b> |
| 201  | Security Guard Signs                 | Security             | Provide signs that indicate that security guards are present.   | \$                      |
| 202  | Emergency Call Boxes                 | Security             | Install emergency call boxes on the passenger platforms.  | \$                      |
| 203  | Short-Term Bike Racks                | Bike Parking         | Add additional bike racks in parking garage; one vehicle space typically has room for 10-20 bikes.  | \$                      |
| 204  | Real-Time Information                | Transit Information  | Install real-time electronic information signs for bus routes.  | \$\$                    |
| 205  | Improved Signage                     | Transit Information  | Add signs that indicate where passengers can find printed maps and schedules (it is currently unclear that they can be picked up from the administrative building). | \$                      |
| 206  | Additional Parking Capacity          | Parking              | Increase the supply of parking from the existing 640 spaces.  | \$\$\$                  |
| 207  | Improved Pedestrian Signage/Markings | Internal Circulation | Enhance bus circulation entrance/exit and pedestrian crossings with crosswalk striping, "Look" stencils, and improved signage.                                      | \$                      |
| Notes:<br><sup>1</sup> Capital cost estimate: \$ - Less than \$250k; \$\$ - Between \$250k and \$1M; Over \$1M<br>Source: Fehr & Peers, 2011 |                                      |                      |   |                         |

## PEDESTRIAN AND BICYCLE – ISSUES AND OPPORTUNITIES

The Fairfield Transportation Center is located adjacent to the I-80 / Rockville Road / West Texas Street Interchange. Access restrictions across I-80 and West Texas Street make it difficult for pedestrians or bicyclists to access the Fairfield Transportation Center from the west or north. Canals to the south result in pedestrians from some residential areas incurring out-of-direction travel to access the facility.

The land uses surrounding the Fairfield Transportation Center are predominantly suburban. Residential neighborhoods feature mostly single-family homes, although there is one large apartment complex on the northeast corner of the West Texas Street / Beck Avenue intersection. Several large commercial and municipal parcels immediately surround the facility, increasing the walk or bicycle distance from nearby residences.

Sidewalk coverage is good surrounding the Fairfield Transportation Center, although some key gaps do exist. There are sidewalks only on the north side of the Rockville Road undercrossing of I-80 and no sidewalks on the south side of the roadway.

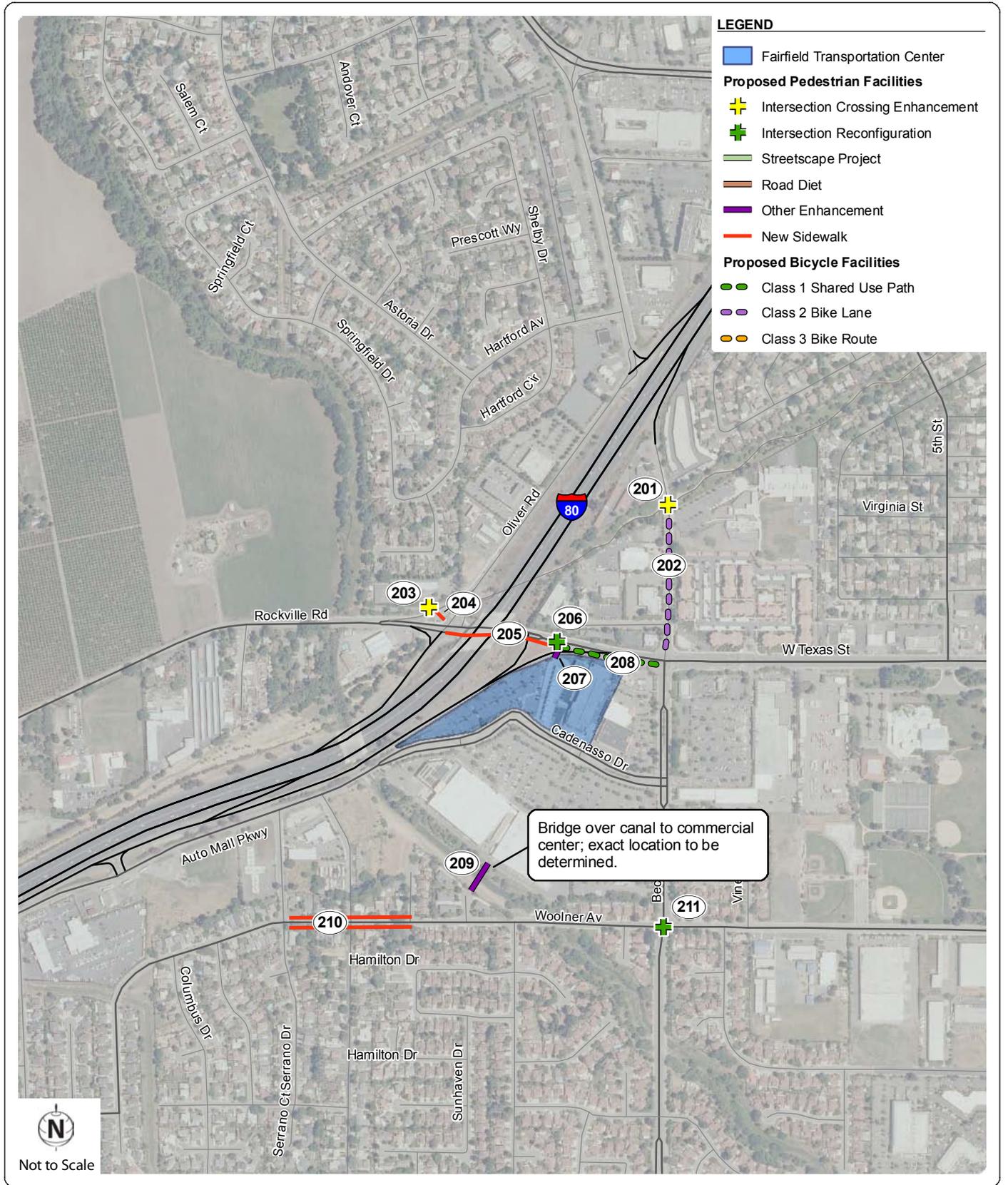
No bicycle facilities directly access the Fairfield Transportation Center. The Fairfield Linear Park, a Class I shared-use path that connects west Fairfield to central Fairfield, intersects Beck Avenue approximately a quarter mile from the Fairfield Transportation Center, but has no official bikeway connection. There are no facilities on

West Texas Street and the traffic volumes and speeds make sharing the roadway uncomfortable for bicyclists. Bike lanes on Beck Avenue begin south of Cadenasso Drive.

## PEDESTRIAN AND BICYCLE STRATEGIES

Figure FAI-4 shows the locations of recommended pedestrian and bicycle strategies. Table FAI-5 shows strategies for improving pedestrian and bicyclist access to the Fairfield Transportation Center.

| <b>TABLE FAI-5:<br/>FAIRFIELD TRANSPORTATION CENTER<br/>PEDESTRIAN AND BICYCLE STRATEGIES</b>  |                                    |   |   |                         |
|--|------------------------------------|---|---|-------------------------|
| <b>Strategy #</b>  | <b>Strategy Type</b>               | <b>Description</b>  | <b>Limits (N-S or E-W)</b>                        | <b>Cost<sup>1</sup></b> |
| 201  | Intersection Crossing Enhancements | High visibility striping and Rapid Rectangular Flashing Beacon (RRFB) (requires coordination with Caltrans)           | Linear Bike Trail / Beck Ave.                     | \$                      |
| 202  | Bike Lanes (Class II)              | Beck Ave. Class II bike lanes; add directional signage to Transportation Center (requires coordination with Caltrans) | I-80 to West Texas St.                            | \$                      |
| 203  | Intersection Crossing Enhancements | High visibility striping and Rapid Rectangular Flashing Beacon (RRFB) at channelized right-turn                       | Oliver Rd. / Rockville Rd.                        | \$                      |
| 204  | New Sidewalks                      | Through landscaped channelized right-turn   | Oliver Rd. / Rockville Rd.                        | \$                      |
| 205  | New Sidewalks                      | Sidewalks on south side of Rockville road (requires coordination with Caltrans)                                       | I-80 EB Off to Oliver Rd.                         | \$\$\$                  |
| 206  | Intersection Reconfiguration       | Replace channelized free right-turn with controlled right-turn (requires coordination with Caltrans)                  | I-80 EB Off / West Texas St.                      | \$\$                    |
| 207  | Other Enhancement                  | North side access to Fairfield Transportation Center  | West Texas St. at Fairfield Transportation Center | \$                      |
| 208  | Bike Path (Class I)                | West Texas St. Class I shared use path (north side)   | I-80 EB Off to Beck Ave.                          | \$                      |
| 209  | Other Enhancement                  | Canal crossing  | Woolner Ave. to Auto Mall Pkwy.                   | \$\$                    |
| 210  | New Sidewalks                      | Woolner Ave. sidewalks  | Midway Rd. to Serrano Dr.                         | \$\$                    |
| 211  | Intersection Reconfiguration       | Reduce curb radii   | Woolner Ave. / Beck Ave.                          | \$\$                    |
| Notes:<br><sup>1</sup> Capital cost estimate: \$ - Less than \$250k; \$\$ - Between \$250k and \$1M; Over \$1M<br>Source: Fehr & Peers, 2011 |                                    |   |   |                         |



## PROJECT PRIORITIZATION

The recommended pedestrian and bicycle strategies shown in Figure FAI-4 and Table FAI-5 were prioritized according to the prioritization criteria discussed in Chapter 5. Table FAI-6 shows the recommended pedestrian and bicycle strategies and their total priority score.

| <b>TABLE FAI-6:<br/>FAIRFIELD TRANSPORTATION CENTER<br/>PEDESTRIAN AND BICYCLE STRATEGY PRIORITY SCORES</b> |                                    |   |   |                       |
|---|------------------------------------|---|---|-----------------------|
| <b>Strategy #</b>   | <b>Strategy Type</b>               | <b>Description</b>  | <b>Limits (N-S or E-W)</b>                        | <b>Priority Score</b> |
| 205   | New Sidewalks                      | Sidewalks on south side of Rockville road (requires coordination with Caltrans)                                       | I-80 EB Off to Oliver Rd.                         | 7                     |
| 208   | Bike Path (Class I)                | West Texas St. Class I shared use path (north side)   | I-80 EB Off to Beck Ave.                          | 7                     |
| 201   | Intersection Crossing Enhancements | High visibility striping and Rapid Rectangular Flashing Beacon (RRFB) (requires coordination with Caltrans)           | Linear Bike Trail / Beck Ave.                     | 5                     |
| 202   | Bike Lanes (Class II)              | Beck Ave. Class II bike lanes; add directional signage to Transportation Center (requires coordination with Caltrans) | I-80 to West Texas St.                            | 5                     |
| 207   | Other Enhancement                  | North side access to Fairfield Transportation Center  | West Texas St. at Fairfield Transportation Center | 5                     |
| 210   | New Sidewalks                      | Woolner Ave. sidewalks  | Midway Rd. to Serrano Dr.                         | 5                     |
| 203   | Intersection Crossing Enhancements | High visibility striping and Rapid Rectangular Flashing Beacon (RRFB) at channelized right-turn                       | Oliver Rd. / Rockville Rd.                        | 4                     |
| 206   | Intersection Reconfiguration       | Replace channelized free right-turn with controlled right-turn (requires coordination with Caltrans)                  | I-80 EB Off / West Texas St.                      | 4                     |
| 209   | Other Enhancement                  | Canal crossing  | Woolner Ave. to Auto Mall Pkwy.                   | 4                     |
| 204   | New Sidewalks                      | Through landscaped channelized right-turn   | Oliver Rd. / Rockville Rd.                        | 3                     |
| 211   | Intersection Reconfiguration       | Reduce curb radii   | Woolner Ave. / Beck Ave.                          | 3                     |

Source: Fehr & Peers, 2011

## 8. SUISUN AMTRAK STATION

### DESCRIPTION

The Suisun Amtrak Station is managed by the Capitol Corridor Joint Powers Authority (CCJPA), and serves only Capitol Corridor trains. The station has a surface parking lot as well as an adjacent bus facility. The Suisun Amtrak Station is located in northern Suisun City on Main Street at Lotz Way, underneath the State Route 12 overpass; downtown Fairfield is located across the railroad tracks from the Suisun Amtrak Station. In addition to Capitol Corridor trains, local bus service to Fairfield and Suisun City is also provided from the station. The Safe Routes to Transit Task Force completed a walking audit at the Suisun Amtrak Station on Monday, September 19, 2011 between 9:00 AM and 10:30 AM.

### PRIORITY DEVELOPMENT AREA

The Suisun Amtrak Station is within the Suisun City Downtown and Waterfront District PDA and adjacent to the Fairfield – Downtown South PDA, both of which are described below:

The ***Suisun City Downtown and Waterfront District PDA*** is 448 acres bound by Union Pacific Railroad on the north and west, Marina Boulevard on the east, and Suisun Bay on the south. Key assets include open space including Suisun March, Harbor Plaza and Josiah Park, the pedestrian overcrossing to the Solano County Government Center, Central County Bikeway and Suisun City Hall.

The following elements describe the long-term vision for the PDA:

- Unique waterfront destination
- Improved pedestrian and bicycle connections
- Major in-fill redevelopment within a half mile of the Suisun Amtrak Station
- Revitalized downtown anchored by a multimodal transit hub, Suisun Amtrak Station
- Open space preservation

Current and planned projects include:

- Railroad Avenue Extension
- Marina Boulevard Overcrossing
- Infrastructure to support development (water/sewer)

The ***Fairfield – Downtown South PDA*** is approximately 200 acres bound by Kentucky Street on the north, Highway 12 on the south, Pennsylvania Avenue on the west and North Texas Street on the east. The original boundary PDA boundary was expanded in 2011. Key assets of the PDA are the pedestrian overcrossing to Suisun Amtrak Station and downtown Suisun, the Solano County Government Center, Union Avenue commercial corridor. The area is best defined as small lot residential, office and commercial. The following elements describe the long term vision for the PDA:

- Mixed use urban center with higher density residential and office
- Enhanced streetscapes along Union Avenue and Jefferson Avenue side streets south of Delaware Street
- Redevelopment of existing vacant and underutilized properties
- Pedestrian connectivity projects to activity centers including Armijo High School and downtown Fairfield

Current and planned projects include:

- Downtown South Street Lighting Program
- Union/Jefferson Avenue Corridor Pedestrian Enhancements
- Infill housing and mixed use property acquisitions, lot consolidation, affordable housing subsidies
- Downtown Parking Garage
- Infrastructure to support development (water/sewer)

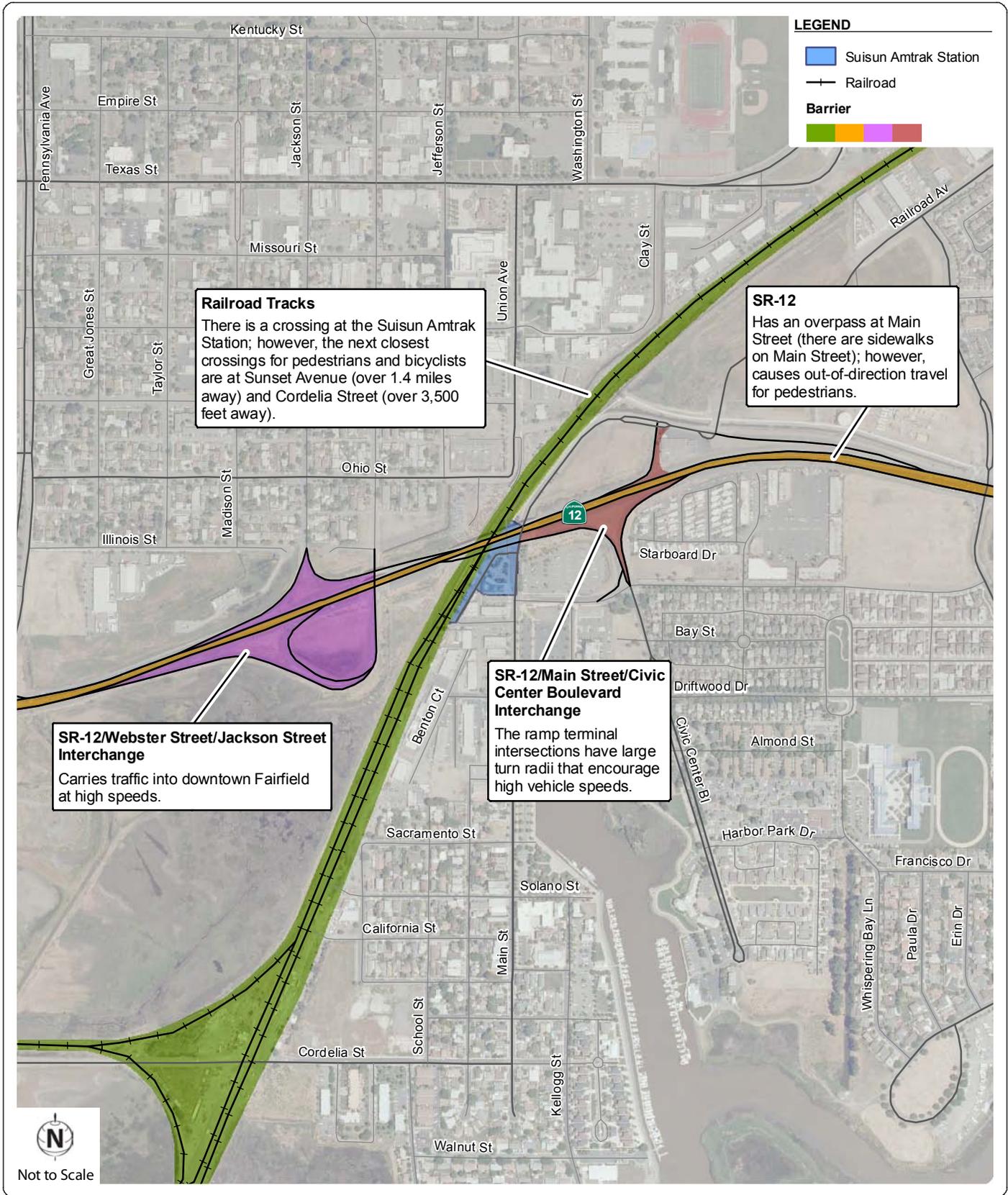
## **ACCESS MODE**

Many station users transfer between buses and trains; however, most Capitol Corridor users arrive by automobile and either park in the 267 space lot or are dropped off. Some bus and Capitol Corridor users were observed arriving on foot. The surrounding area and transportation network is relatively supportive of pedestrian and bicycle travel. Streets in Suisun City and downtown Fairfield are generally narrow (i.e., a single traffic lane in either direction) and feature low vehicle travel speeds; terrain in the area is flat, a pedestrian/bicyclist bridge crosses over the railroad tracks, and a high-quality Class I bike path runs along the north side of SR-12 connecting the Suisun Amtrak Station to nearby residential neighborhoods. Some barriers to pedestrian and bicycle travel exist, as shown in Figure SUI-1; significant barriers in Suisun City include SR-12 and the railroad tracks.

## **TRANSIT SERVICE**

Four transit providers serve the Suisun Amtrak Station:

- Amtrak (Capitol Corridor) operates commuter trains between Auburn and San Jose, with stations in major destinations such as Sacramento, Davis, Richmond (Bay Area Rapid Transit [BART] connection), San Francisco (via Amtrak bus connection in Emeryville), Oakland, and San Jose. Capitol Corridor operates 24 trains that serve the transit center; most operate only between Sacramento and Oakland.
- Fairfield and Suisun Transit (FAST) operates several bus routes that serve the Suisun Amtrak Station:
  - Route 5 – a local circulator route that serves downtown Suisun City and downtown Fairfield and nearby destinations such as the *Westfield* Mall and Sunset Center
  - Route 8 – a citywide loop route that serves northern Suisun City and southern Fairfield
  - Route 90 – a commuter express route that connects the El Cerrito Del Norte BART station to the Suisun Amtrak Station and Fairfield Transportation Center
- Rio Vista Delta Breeze operates deviated fixed route bus service; Route 50 serves Isleton, Rio Vista, the Suisun Amtrak Station, and Fairfield.
- Greyhound operates long-distance bus travel and stops at the Suisun Amtrak Station.



## COLLISION AND CRIME ANALYSIS

### Collision Analysis

Existing SWITRS data for bicyclist-vehicle and pedestrian-vehicle collisions was reviewed to identify collision locations and trends near the Suisun Amtrak Station. Figure SUI-2 shows the number and severity of collisions within one mile of the Suisun Amtrak Station. Table SUI-1 summarizes the collision data by year and collision severity.

| TABLE SUI-1:<br>SUISUN AMTRAK STATION BICYCLIST/PEDESTRIAN COLLISION SUMMARY<br>(JUNE 2006 – JUNE 2010) |                  |                   |            |                  |            |
|---|------------------|-------------------|------------|------------------|------------|
| Year  | Total Collisions | Injury Collisions |            | Fatal Collisions |            |
|   |                  | Bicyclist         | Pedestrian | Bicyclist        | Pedestrian |
| June - Dec. 2006  | 6                | 1                 | 5          | 0                | 0          |
| 2007  | 12               | 1                 | 9          | 0                | 0          |
| 2008  | 14               | 6                 | 6          | 0                | 0          |
| 2009  | 10               | 3                 | 6          | 0                | 0          |
| Jan. - June 2010  | 4                | 2                 | 1          | 0                | 0          |
| <b>Total</b>  | <b>46</b>        | <b>13</b>         | <b>27</b>  | <b>0</b>         | <b>0</b>   |

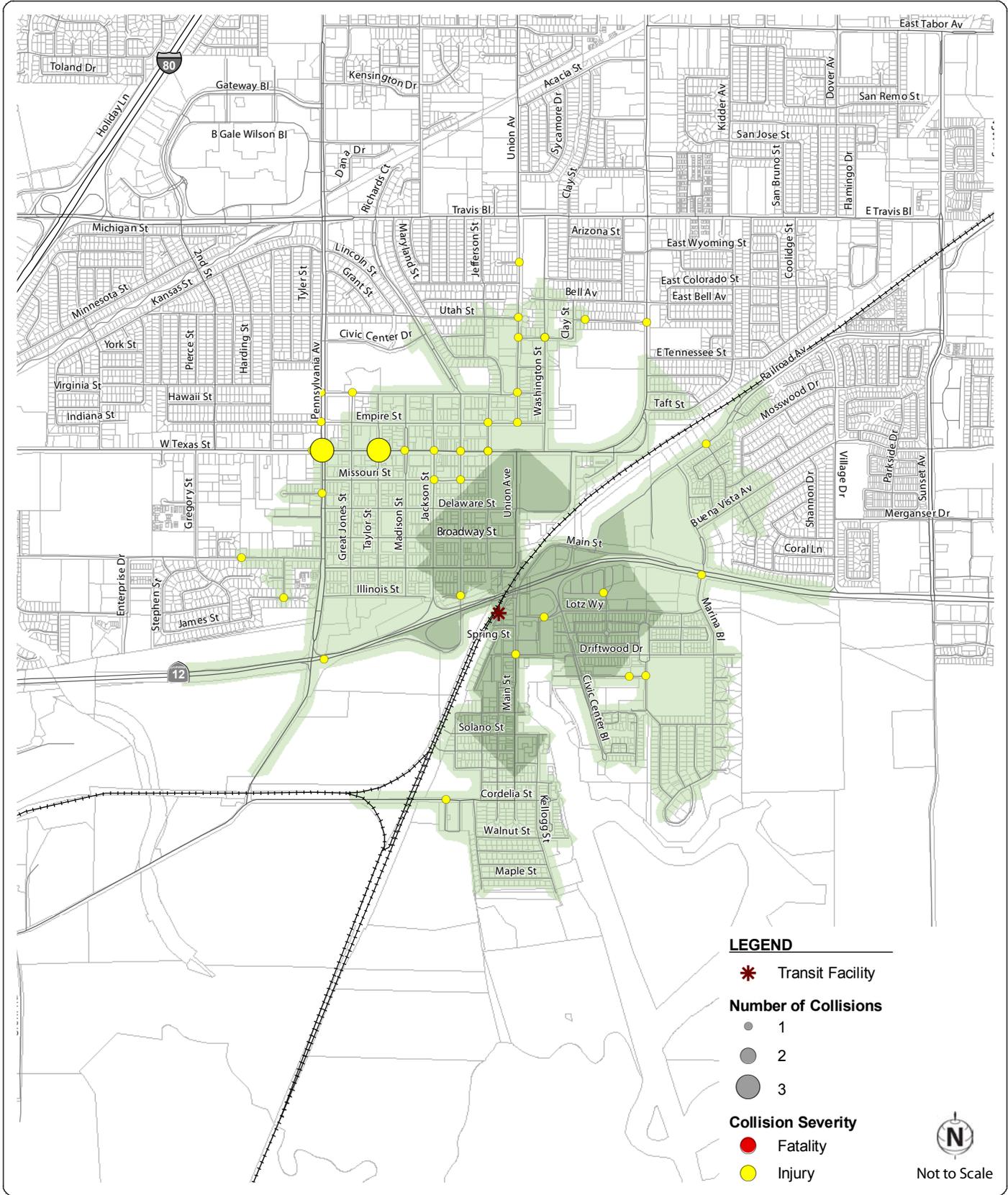
Source: California Highway Patrol

Table SUI-1 shows that most of the collisions (87 percent) resulted in some form of injury; no fatalities were recorded during the four-year period.

The SWITRS data was also analyzed for the Primary Collision Factors (PCFs). Table SUI-2 shows the most common PCFs for bicyclist-vehicle and pedestrian-vehicle collisions within one mile of the Suisun Amtrak Station.

| TABLE SUI-2:<br>SUISUN AMTRAK STATION BICYCLIST/PEDESTRIAN COLLISION SUMMARY<br>PRIMARY COLLISION FACTORS<br>(JUNE 2006 – JUNE 2010) |                      |        |          |       |
|--|----------------------|--------|----------|-------|
| Primary Collision Factor   | Number of Collisions |        |          |       |
|  | Non-Injury           | Injury | Fatality | Total |
| Pedestrian Violation<br>(Pedestrian not yielding or<br>crossing illegally)   | 0                    | 12     | 0        | 12    |
| Pedestrian Right of Way<br>(Driver not yielding)   | 1                    | 8      | 0        | 9     |
| Wrong Side of Road   | 2                    | 2      | 0        | 4     |
| Improper Turning   | 0                    | 4      | 0        | 4     |
| Traffic Signals and Signs  | 1                    | 3      | 0        | 4     |
| Other  | 2                    | 11     | 0        | 13    |

Source: California Highway Patrol



As shown in Table SUI-2, the most common PCFs were pedestrians crossing illegally (such as crossing against a signal or midblock between signals) and drivers not yielding the right-of-way to pedestrians in crosswalks.

Table SUI-3 shows the most common pedestrian actions, which describe what the pedestrian was doing immediately before the collision occurred, for pedestrian collisions within one mile of the Suisun Amtrak Station.

| <b>TABLE SUI-3:<br/>SUISUN AMTRAK STATION PEDESTRIAN COLLISION SUMMARY<br/>PEDESTRIAN ACTIONS<br/>(JUNE 2006 – JUNE 2010)</b> |                             |               |                 |              |
|---|-----------------------------|---------------|-----------------|--------------|
| <b>Pedestrian Action</b>  | <b>Number of Collisions</b> |               |                 |              |
|   | <b>Non-Injury</b>           | <b>Injury</b> | <b>Fatality</b> | <b>Total</b> |
| Crossing Not in Crosswalk   | 1                           | 10            | 0               | 11           |
| Crossing in Crosswalk at Intersection   | 0                           | 10            | 0               | 10           |
| Walking In Road, Including Shoulder   | 0                           | 3             | 0               | 3            |
| Crossing in Crosswalk Not at Intersection   | 0                           | 2             | 0               | 2            |
| Other   | 0                           | 1             | 0               | 1            |
| Source: California Highway Patrol   |                             |               |                 |              |

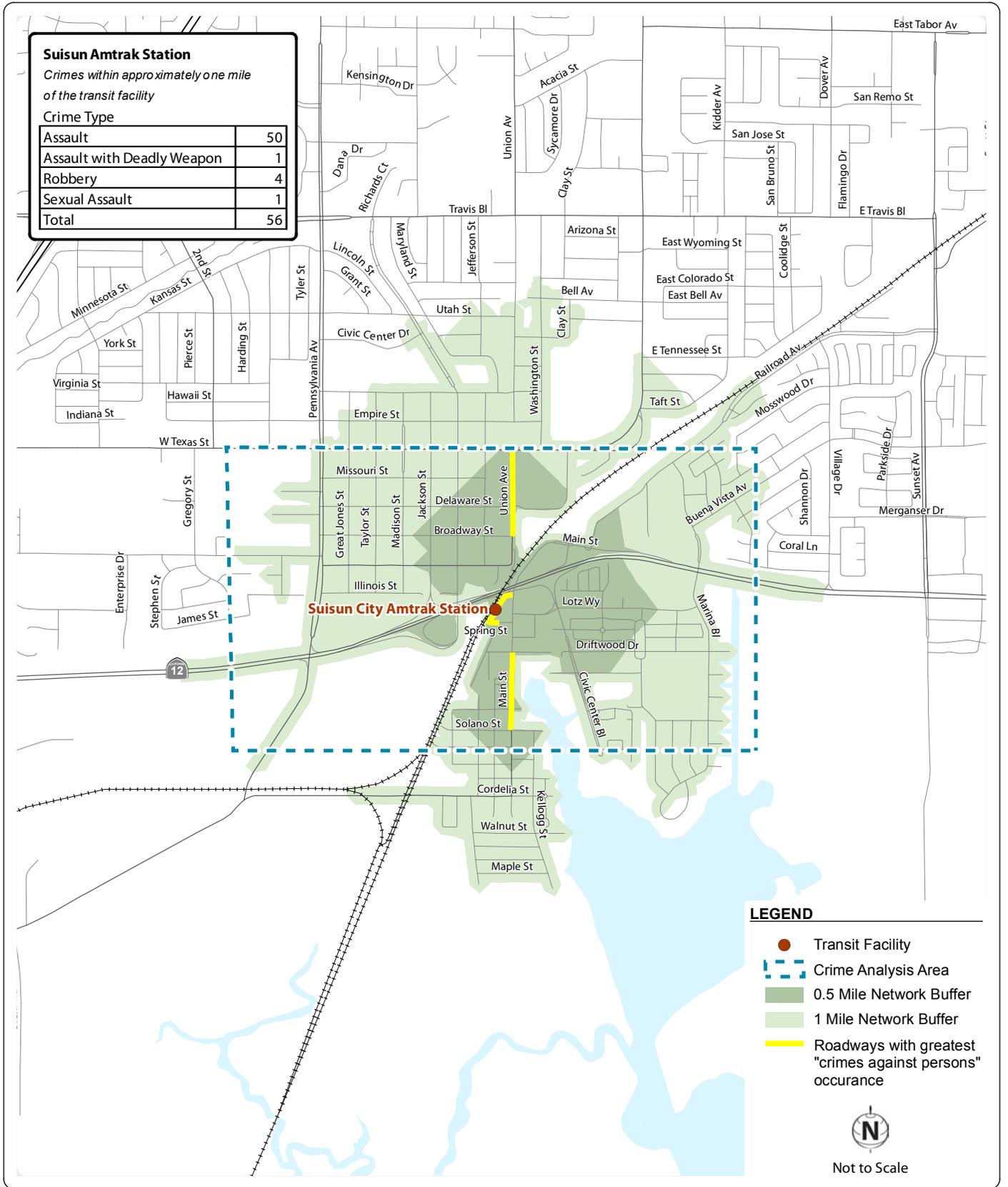
Table SUI-3 shows that the most common pedestrian actions were “crossing not in crosswalk” and “crossing in crosswalk at intersection.” These actions preceding a collision suggest that infrastructure enhancements, especially when paired with education and enforcement efforts, may improve pedestrian safety near the Suisun Amtrak Station.

**Crime Analysis**

Reported crime data was reviewed for the study area. Figure SUI-3 identifies the analysis area and a summary of the type of crimes committed. The data represents a query conducted on “crimes against persons” only (i.e., homicide, robbery, sexual offense and assault). Within the six-month review period, 56 crimes were reported. The most common crime committed was assault, including one assault near the transit facility.

Suisun City uses a third party vendor, Crimereports.com to compile and present current crime data. Due to Terms of Use limitations, this report cannot map individual incidence of crime. However, it is possible to determine that occurrences of these types of crimes are clustered along three corridors: Main Street between Driftwood and Solano; Union Avenue between West Texas Street and Broadway Street; and on Spring Street.

Additionally, representatives from the Suisun City Police Department indicated that many residents have personal security concerns regarding the pedestrian bridge over the railroad tracks.



Source: Suisun City Police Department and crimereports.com  
March 6, 2011 - September 6, 2011

## TRANSIT FACILITY – ISSUES AND OPPORTUNITIES

Adequate pedestrian access is provided throughout the station. The proximity of the bus platform and drop-off area to the train platform allows for convenient connections between modes. However, conflicts between buses and automobiles occur when drop-off vehicles block the turning path of inbound buses.

Parking is available for train or bus passengers at the 267-space Park and Ride lot across Main Street. There is no charge for parking at this facility. Field observations indicated that the lot is currently at capacity on weekdays, and some vehicles overflow to parking lots at nearby businesses.

Bicycle parking is available in two forms: short-term racks in front of the depot building and bike lockers near the train platform. The short-term racks do not meet industry standards because they hold the bicycle by only one wheel and do not provide two points of contact to properly secure bicycles. The four BikeLink on-demand bike lockers are high-quality and easy to use; however, all lockers were empty at the time of the walking audit.

The depot building serves as an interior waiting area that provides comfortable indoor seating and public restrooms. Real-time train arrival/departure is provided for Capitol Corridor service. Wayfinding signage directs passengers to Suisun City’s Waterfront District.

## TRANSIT FACILITY STRATEGIES

Table SUI-4 shows strategies for improving passenger convenience, comfort, and safety the Suisun Amtrak Station.

| <b>TABLE SUI-4:<br/>SUISUN AMTRAK STATION<br/>TRANSIT FACILITY STRATEGIES</b>  |                              |                      |  |                         |
|--|------------------------------|----------------------|--|-------------------------|
| <b>Strategy #</b>  | <b>Description</b>           | <b>Strategy Type</b> | <b>Detailed Recommendations</b>  | <b>Cost<sup>1</sup></b> |
| 301  | Security Cameras             | Security             | Install security cameras on the passenger platforms. Provide signs that indicate that security cameras are in use.                         | \$                      |
| 302  | Emergency Call Boxes         | Security             | Install emergency call boxes on the passenger platforms.   | \$                      |
| 303  | Platform Lighting            | Security             | Install additional lighting on the passenger platforms; either as free-standing fixtures or mounted on the SR-12 overpass.                 | \$                      |
| 304  | Station Map                  | Passenger Amenities  | Provide station maps on the passenger platforms that indicate the location of key amenities (ticket kiosks, restrooms, bike parking, etc.) | \$                      |
| 305  | Bus Circulation Improvements | Internal Circulation | Restrict all vehicle parking in front of the station building so that inbound buses are not blocked.                                       | \$                      |
| 306  | Short-Term Bike Racks        | Bike Parking         | Replace existing bike racks with appropriate bike racks.   | \$                      |
| 307  | Additional Parking Capacity  | Parking              | Increase the supply of parking from the existing 267 spaces.   | \$\$\$                  |
| 308  | Real-Time Information        | Transit Information  | Install real-time electronic information signs for bus routes.   | \$\$                    |
| Notes:<br><sup>1</sup> Capital cost estimate: \$ - Less than \$250k; \$\$ - Between \$250k and \$1M; Over \$1M<br>Source: Fehr & Peers, 2011 |                              |                      |  |                         |

## PEDESTRIAN AND BICYCLE – ISSUES AND OPPORTUNITIES

The Suisun Amtrak Station's location and surrounding land uses generally assist in supporting walking and bicycling as viable methods of accessing the station. Residential neighborhoods surround the station on all sides; many of these neighborhoods, including the Waterfront District, are within a half mile walk of the station. Pedestrians and bicyclists from residential neighborhoods in south and east Suisun City access the station primarily via Main Street, Driftwood Drive, and Lotz Way. Pedestrians and bicyclists in residential neighborhoods in south Fairfield must access the station via a pedestrian/bicyclist bridge over the railroad tracks.

There are few official bicycle facilities that provide access to the station. A high-quality, Class I shared use path connects the station to residential neighborhoods in east Suisun City north of SR-12. Low-volume, low speed streets in Suisun City and south Fairfield (such as Main Street and Union Avenue) adequately accommodate casual bicyclists. An improved bicycle facility on Lotz Way would better serve bicyclists; Lotz Way traffic volume is greatest between Main Street and the SR-12 eastbound ramps.

SR-12 and the railroad tracks represent the primary barriers to walking and bicycling access. The SR-12 overpass at Main Street allows for pedestrian and bicyclist access. The next nearest pedestrian crossing of SR-12 is over a half mile east of the station. The pedestrian/bicyclist bridge over the railroad tracks is well placed to provide pedestrian and bicyclist station access. However, representatives from the Suisun City Police Department indicated that many residents have personal security concerns regarding the pedestrian bridge over the railroad tracks.

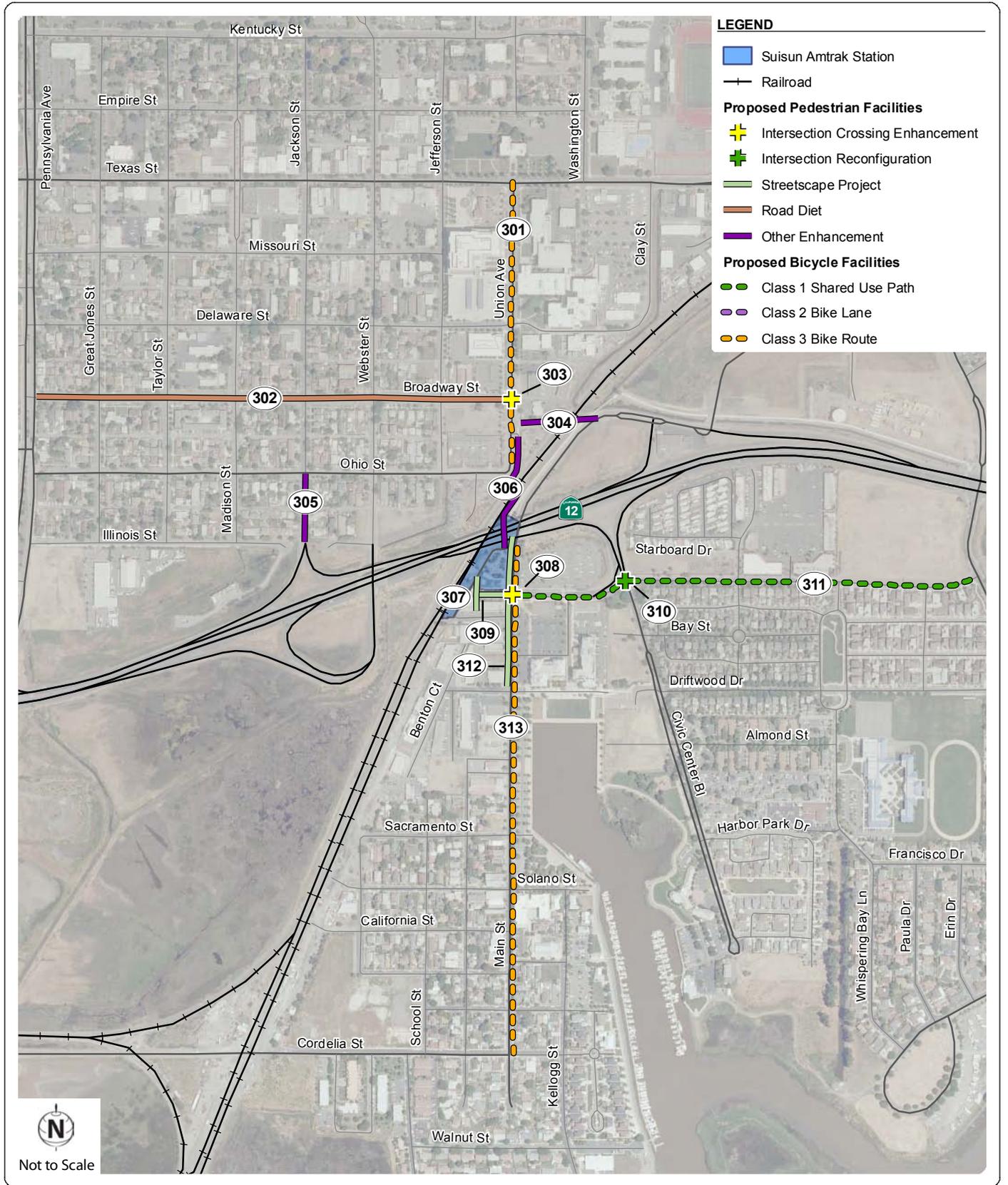
Suisun City has recently completed streetscape improvements in the Waterfront District. These improvements include new sidewalks, curb ramps, landscaping, street lighting, crosswalks, and wayfinding signage. The project's first phase included improvements south of Driftwood Drive; the project's second phase will make similar improvements on Main Street between Driftwood Drive and SR-12. The second phase does not yet have an identified funding source.

## PEDESTRIAN AND BICYCLE STRATEGIES

Figure SUI-4 shows the locations of recommended pedestrian and bicycle strategies. Table SUI-5 shows strategies for improving pedestrian and bicyclist access to the Suisun Amtrak Station.

| <b>TABLE SUI-5:<br/>SUISUN AMTRAK STATION<br/>PEDESTRIAN AND BICYCLE STRATEGIES</b> |                                    |   |  |                         |
|---|------------------------------------|---|--|-------------------------|
| <b>Strategy #</b>   | <b>Strategy Type</b>               | <b>Description</b>  | <b>Limits (N-S or E-W)</b>                       | <b>Cost<sup>1</sup></b> |
| 301   | Bike Route (Class III)             | Union Ave. bike route with sharrows   | Texas St. to Ohio St.                            | \$                      |
| 302   | Road Diet                          | Broadway St. road diet from four lanes to three lanes with bike lanes   | Union Ave. to Pennsylvania Ave.                  | \$\$                    |
| 303   | Intersection Crossing Enhancements | Pedestrian refuge island at uncontrolled crosswalk  | Union Ave. / Broadway St.                        | \$                      |
| 304   | Other Enhancement                  | Consider new grade-separated or at-grade crossing (requires coordination with Capitol Corridor and Public Utilities Commission) | Union Ave. (Fairfield) to Main St. (Suisun City) | \$\$\$                  |
| 305   | Other Enhancement                  | Jackson St. traffic calming: radar speed signs, speed humps, etc. (requires coordination with Caltrans)                         | Broadway St. to Illinois St.                     | \$                      |

|  |                                    |  |  |        |
|--|------------------------------------|--|--|--------|
| 306  | Other Enhancement                  | Short-term – security enhancements (lighting, security cameras, etc.); long-term – replace with wider, ADA-compliant bridge  | Union Ave. (Fairfield) to Main St. (Suisun City) | \$\$\$ |
| 307  | Streetscape Project                | Alley streetscape improvements (speed bumps, stop sign at Spring Street, curb ramps at Spring Street, etc.)  | Depot building to Spring St.                     | \$     |
| 308  | Intersection Crossing Enhancements | Crosswalk striping, truncated domes, and pedestrian signal heads at west leg; add “Turning Traffic Must Yield to Pedestrians” (CAMUTCD R10-15) sign for westbound left-turn vehicles | Main St. / Lotz Way                              | \$     |
| 309  | Streetscape Project                | Enhanced signage/striping through one-way parking area   | Alley to Lotz Way                                | \$     |
| 310  | Intersection Reconfiguration       | Replace channelized free right-turn with controlled right-turn (requires coordination with Caltrans)   | SR-12 off-ramp / Civic Center Blvd. / Lotz Way   | \$     |
| 311  | Bike Path (Class I)                | Lotz Way Class I shared use path (north side)  | Marina Blvd. to Lotz Way                         | \$\$   |
| 312  | Streetscape Project                | Main St. streetscape improvements (sidewalk, curb ramps, crosswalks, street lighting, wayfinding signage, etc.)  | SR-12 to Driftwood Dr.                           | \$\$\$ |
| 313  | Bike Route (Class III)             | Main St. bike route with sharrows  | SR-12 to Cordelia St.                            | \$     |
| Notes:<br><sup>1</sup> Capital cost estimate: \$ - Less than \$250k; \$\$ - Between \$250k and \$1M; Over \$1M<br>Source: Fehr & Peers, 2011 |                                    |  |  |        |



## PROJECT PRIORITIZATION

The recommended pedestrian and bicycle strategies shown in Figure SUI-4 and Table SUI-5 were prioritized according to the prioritization criteria discussed in Chapter 5. Table SUI-6 shows the recommended pedestrian and bicycle strategies and their total priority score.

| <b>TABLE SUI-6:<br/>SUISUN AMTRAK STATION<br/>PEDESTRIAN AND BICYCLE STRATEGY PRIORITY SCORES</b> |                                    |  |  |                       |
|---|------------------------------------|--|--|-----------------------|
| <b>Strategy #</b>   | <b>Strategy Type</b>               | <b>Description</b>   | <b>Limits (N-S or E-W)</b>                       | <b>Priority Score</b> |
| 311   | Bike Path (Class I)                | Lotz Way Class I shared use path (north side)  | Marina Blvd. to Lotz Way                         | 6                     |
| 310   | Intersection Reconfiguration       | Replace channelized free right-turn with controlled right-turn (requires coordination with Caltrans)   | SR-12 off-ramp / Civic Center Blvd. / Lotz Way   | 5                     |
| 302   | Road Diet                          | Broadway St. road diet from four lanes to three lanes with bike lanes  | Union Ave. to Pennsylvania Ave.                  | 4                     |
| 303   | Intersection Crossing Enhancements | Pedestrian refuge island at uncontrolled crosswalk   | Union Ave. / Broadway St.                        | 4                     |
| 304   | Other Enhancement                  | Consider new grade-separated or at-grade crossing (requires coordination with Capitol Corridor and Public Utilities Commission)  | Union Ave. (Fairfield) to Main St. (Suisun City) | 4                     |
| 305   | Other Enhancement                  | Jackson St. traffic calming: radar speed signs, speed humps, etc. (requires coordination with Caltrans)  | Broadway St. to Illinois St.                     | 4                     |
| 306   | Other Enhancement                  | Short-term – security enhancements (lighting, security camers, etc.); long-term – replace with wider, ADA-compliant bridge   | Union Ave. (Fairfield) to Main St. (Suisun City) | 4                     |
| 307   | Streetscape Project                | Alley streetscape improvements (speed bumps, stop sign at Spring Street, curb ramps at Spring Street, etc.)  | Depot building to Spring St.                     | 4                     |
| 308   | Intersection Crossing Enhancements | Crosswalk striping, truncated domes, and pedestrian signal heads at west leg; add “Turning Traffic Must Yield to Pedestrians” (CAMUTCD R10-15) sign for westbound left-turn vehicles | Main St. / Lotz Way                              | 4                     |
| 301   | Bike Route (Class III)             | Union Ave. bike route with sharrows  | Texas St. to Ohio St.                            | 3                     |
| 313   | Bike Route (Class III)             | Main St. bike route with sharrows  | SR-12 to Cordelia St.                            | 3                     |
| 312   | Streetscape Project                | Main St. streetscape improvements (sidewalk, curb ramps, crosswalks, street lighting, wayfinding signage, etc.)  | SR-12 to Driftwood Dr.                           | 2                     |
| 309   | Streetscape Project                | Enhanced signage/striping through  | Alley to Lotz Way                                | 1                     |

|                            |  |                      |  |  |
|----------------------------|--|----------------------|--|--|
|                            |  | one-way parking area |  |  |
| Source: Fehr & Peers, 2011 |  |                      |  |  |

## 9. VACAVILLE TRANSPORTATION CENTER

### DESCRIPTION

The Vacaville Transportation Center opened on March 1, 2011 and is operated by the City of Vacaville. The center has a 10-bay bus shelter and public parking. It is centrally located in Vacaville on Allison Drive north of Ulatis Drive, and primarily serves Vacaville City Coach although other transit providers stop at the facility. The Safe Routes to Transit Task Force completed a walking audit at the Vacaville Transportation Center on Monday, September 12, 2011 between 3:00 PM and 4:30 PM.

### PRIORITY DEVELOPMENT AREA

The **Vacaville Allison/Ulatis PDA** is approximately 290 acres bound by Interstate 80 on the north, Elmira Road on the south, Ulatis Creek on the west, and Putah Canal on the east. The area is best described as commercial, office and retail. Key assets include the I-80 / Allison Drive interchange, Ulatis Cultural Center and County Library, Ulatis Creek multi-use trail and utility infrastructure in place to support development. The following elements describe the long-term vision for the PDA:

- Smart growth development anchored by a regional transit hub – Vacaville Transportation Center
- Development of existing vacant and underutilized properties
- Medium to high density housing within a half mile of the Vacaville Transportation Center
- Expand Ulatis Creek Trail system as a natural open space recreational corridor

Current and planned projects include:

- Vacaville Intermodal Station Phase 2 – Parking Structure
- Streetscape and public art enhancements
- Ulatis Creek Multi-use Trail (I-80 to Allison Drive)

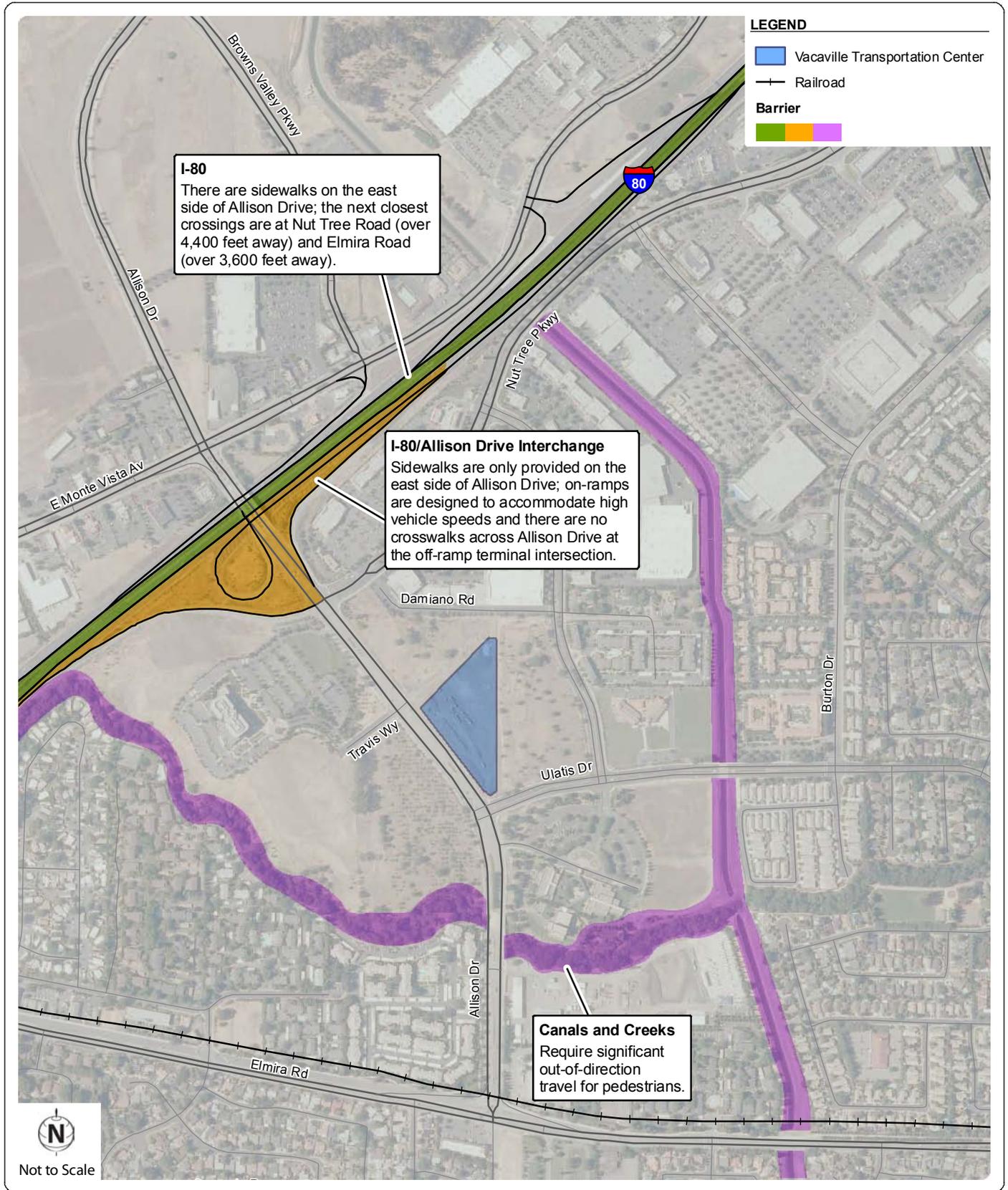
### ACCESS MODE

Most current users of the station transfer between buses; however, some users arrive by automobile and either park in the 250 space parking lot or are dropped off. The public parking lot, meant to accommodate park-and-ride transit users, was mostly empty at the time of the walking audit. Since the center opened very recently and Vacaville City Coach does not operate any regional commuter express routes from the lot, the low utilization of the parking lot is expected. The land use pattern and transportation network surrounding the Vacaville Transportation Center is suburban. As shown in Figure VAC-1, significant barriers to pedestrian and bicycle travel include I-80, the I-80 / Allison Drive interchange, and watercourses.

### TRANSIT SERVICE

Three transit providers serve the Vacaville Transportation Center

- Vacaville City Coach provides the following local fixed bus routes:
  - Route 1 – a radial route that runs between the Vacaville Transportation Center and northeast Vacaville, including the commercial centers along Burton Drive, the Vacaville Premium Outlets, and neighborhoods along Yellowstone Drive
  - Route 2 – a circulator route that serves west and north Vacaville, including downtown Vacaville



- Route 4 – a loop route that runs between the Vacaville Transportation Center and northeast Vacaville, including the Genentech and Kaiser Permanente campuses in north Vacaville and commercial centers along Orange Drive and Burton Drive
- Route 5 – a feeder route that serves southern and western Vacaville, connecting the Vacaville Transportation Center with the downtown Transit Plaza
- Route 6 – a bidirectional circulator that connects the Vacaville Transportation Center and the Downtown Transit Plaza with several of Vacaville’s commercial centers
- Route 8 – a circulator route that serves southeast Vacaville, including downtown Vacaville
- Fairfield and Suisun Transit (FAST) operates three commuter express routes that serve the Vacaville Transportation Center:
  - Route 20 – a commuter express route connecting Fairfield and Vacaville
  - Route 30 – a commuter express route that connects Fairfield, Vacaville, Dixon, Davis, and Sacramento
  - Route 40 – a commuter express route that connects Vacaville, Fairfield, and Benicia to the Pleasant Hill BART and Walnut Creek BART stations
- Yolobus operates the Route 220 commuter express that connects Davis, Winters, and Vacaville

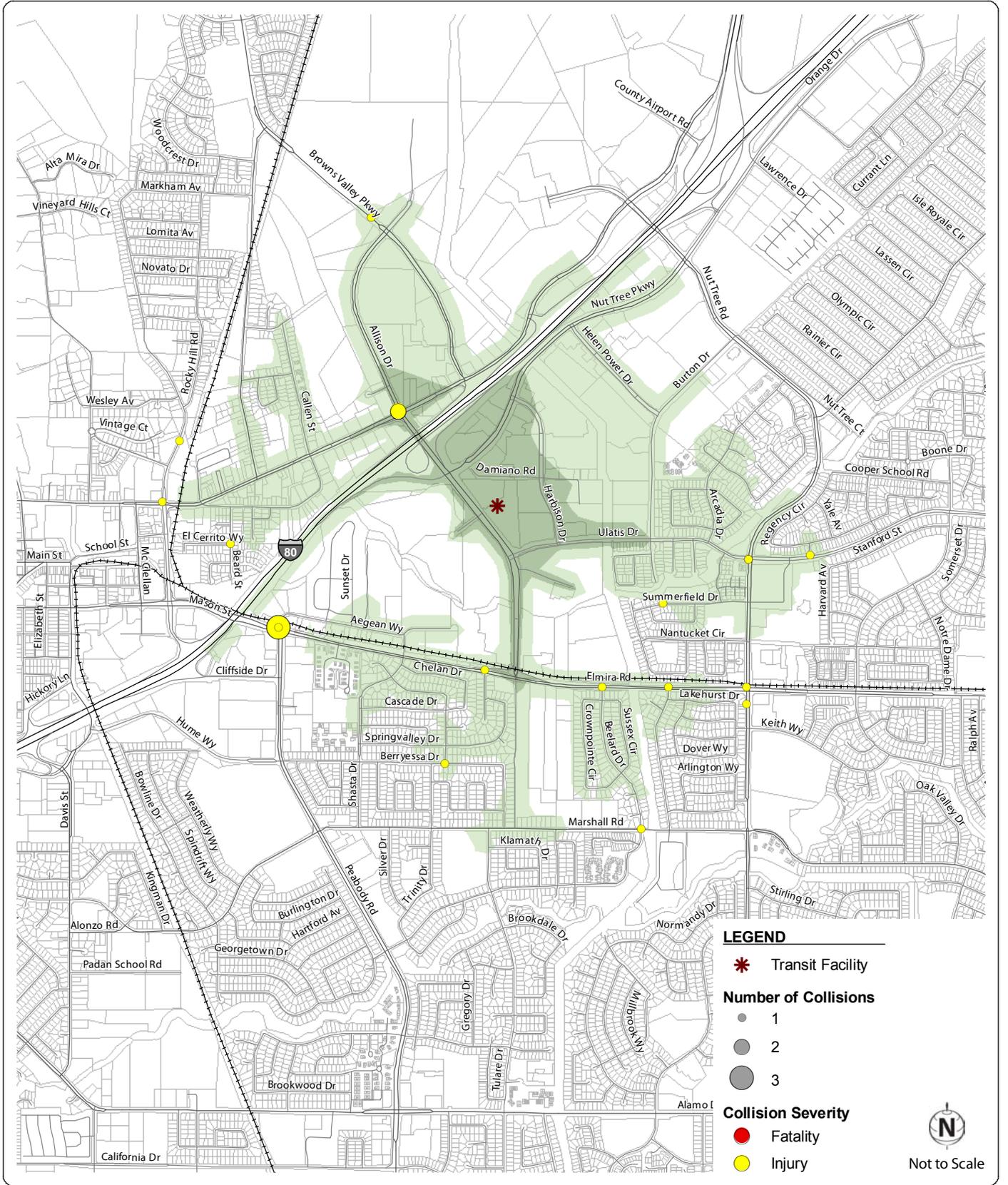
## COLLISION AND CRIME ANALYSIS

### *Collision Analysis*

Existing SWITRS data for bicyclist-vehicle and pedestrian-vehicle collisions was reviewed to identify collision locations and trends near the Vacaville Transportation Center. Figure VAC-2 shows the number and severity of collisions within one mile of the Vacaville Transportation Center. Table VAC-1 summarizes the collision data by year and collision severity.

| <b>TABLE VAC-1:<br/>VACAVILLE TRANSPORTATION CENTER BICYCLIST/PEDESTRIAN COLLISION SUMMARY<br/>(JUNE 2006 – JUNE 2010)</b> |                         |                          |                   |                         |                   |
|--|-------------------------|--------------------------|-------------------|-------------------------|-------------------|
| <b>Year</b>  | <b>Total Collisions</b> | <b>Injury Collisions</b> |                   | <b>Fatal Collisions</b> |                   |
|  |                         | <b>Bicyclist</b>         | <b>Pedestrian</b> | <b>Bicyclist</b>        | <b>Pedestrian</b> |
| June - Dec. 2006   | 2                       | 2                        | 0                 | 0                       | 0                 |
| 2007   | 7                       | 5                        | 2                 | 0                       | 0                 |
| 2008   | 7                       | 2                        | 5                 | 0                       | 0                 |
| 2009   | 7                       | 5                        | 1                 | 0                       | 0                 |
| Jan. – June 2010   | 1                       | 1                        | 0                 | 0                       | 0                 |
| <b>Total</b>   | 24                      | 15                       | 8                 | 0                       | 0                 |
| Source: California Highway Patrol  |                         |                          |                   |                         |                   |

Table VAC-1 shows that most of the collisions (96 percent) resulted in some form of injury; no fatalities were recorded during the four-year period.



The SWITRS data was also analyzed for the Primary Collision Factors (PCFs). Table VAC-2 shows the most common PCFs for bicyclist-vehicle and pedestrian-vehicle collisions within one mile of the Vacaville Transportation Center.

| <b>TABLE VAC-2:<br/>VACAVILLE TRANSPORTATION CENTER BICYCLIST/PEDESTRIAN COLLISION<br/>SUMMARY<br/>PRIMARY COLLISION FACTORS<br/>(JUNE 2006 – JUNE 2010)</b> |                             |               |                 |              |
|--|-----------------------------|---------------|-----------------|--------------|
| <b>Primary Collision Factor</b>  | <b>Number of Collisions</b> |               |                 |              |
|  | <b>Non-Injury</b>           | <b>Injury</b> | <b>Fatality</b> | <b>Total</b> |
| Wrong Side of Road   | 0                           | 7             | 0               | 7            |
| Automobile Right of Way  | 0                           | 4             | 0               | 4            |
| Pedestrian Violation<br>(Pedestrian not yielding or<br>crossing illegally)   | 0                           | 4             | 0               | 4            |
| Traffic Signals and Signs  | 0                           | 4             | 0               | 4            |
| Pedestrian Right of Way  | 1                           | 2             | 0               | 3            |
| Other  | 0                           | 2             | 0               | 2            |
| Source: California Highway Patrol  |                             |               |                 |              |

As shown in Table VAC-2, the most common PCF was bicycling on the wrong side of the road. Other common PCFs were bicyclists or pedestrians not yielding the right-of-way to automobiles, pedestrians crossing illegally (such as crossing against a signal or midblock between signals), or bicyclists not obeying traffic signals and/or signs.

Table VAC-3 shows the most common Pedestrian Actions, which describe what the pedestrian was doing immediately before the collision occurred, for pedestrian collisions within one mile of the Vacaville Transportation Center.

| <b>TABLE VAC-3:<br/>VACAVILLE TRANSPORTATION CENTER BICYCLIST/PEDESTRIAN COLLISION<br/>SUMMARY<br/>PEDESTRIAN ACTIONS<br/>(JUNE 2006 – JUNE 2010)</b> |                             |               |                 |              |
|---|-----------------------------|---------------|-----------------|--------------|
| <b>Pedestrian Action</b>  | <b>Number of Collisions</b> |               |                 |              |
|   | <b>Non-Injury</b>           | <b>Injury</b> | <b>Fatality</b> | <b>Total</b> |
| Crossing in Crosswalk at<br>Intersection  | 1                           | 5             | 0               | 6            |
| Crossing Not in Crosswalk   | 0                           | 1             | 0               | 1            |
| In Road, Including Shoulder   | 0                           | 1             | 0               | 1            |
| Not In Road   | 0                           | 1             | 0               | 1            |
| Source: California Highway Patrol   |                             |               |                 |              |

Table VAC-3 shows that the most common pedestrian action was Crossing in Crosswalk at Intersection. This action preceding a collision suggests that education and enforcement efforts targeted at drivers and pedestrians, may improve pedestrian safety near the Vacaville Transportation Center.

## ***Crime Analysis***

Available crime data was reviewed for the study area. Figure VAC-3 identifies the analysis area and a summary of the type of crimes committed or calls for service received. The data represents a query conducted on “crimes against persons” only (i.e., homicide, battery, robbery, sexual offense, domestic violence and assault) provided directly from the City of Vacaville Police Department. Within the one-year review period, 460 crimes were reported including one homicide on Hume Way. The most common crime committed was battery. No reported crimes occurred within 500 feet of the transit facility. Data reflects “calls for service”, as opposed to actual reported crime data. More than one call for service may be shown for the same incident.

## **TRANSIT FACILITY – ISSUES AND OPPORTUNITIES**

The Vacaville Transportation Center has a center-loading boarding platform that includes benches and a shelter roof. The center-loading boarding platform requires passengers to cross one lane of bus-only traffic. This configuration provides for excellent bus circulation, and benefits from its complete separation from automobile traffic. Buses run clockwise around the boarding platform (unlike typical roundabouts in the United States, which circulate counterclockwise).

Each bus bay is marked with signage indicating the transit provider and route. Real-time electronic information signs that indicate the next bus arrival time are available for each Vacaville City Coach route. Transit information signage for Vacaville City Coach is available at the station; however, transit rider information is not available for other transit providers (FAST and Yolobus).

The Vacaville Transportation Center has sufficient pedestrian access from Allison Drive. The parcels on Allison Drive, Ulatis Drive, and Harbison Drive surrounding the station are vacant so the station does not connect to nearby commercial and residential uses.

Public restrooms, an emergency call box, and bike lockers are provided northeast of the boarding platform across the bus circulation area. Curb ramps are only provided at the corners of the boarding platform; wheelchair users incur significant out-of-direction travel to access the restrooms or emergency call box from the boarding platform. Sixteen bicycle lockers are available at the station. The lockers, which require users to provide their own lock, are generally more convenient than lock-and-key bike lockers since different users can access the lockers each day. Locks were on several of the lockers at the time of the walking audit.

Parking is free at the Vacaville Transportation Center and the quantity of parking available is currently sufficient to serve demand. Future demand may warrant expanded parking.

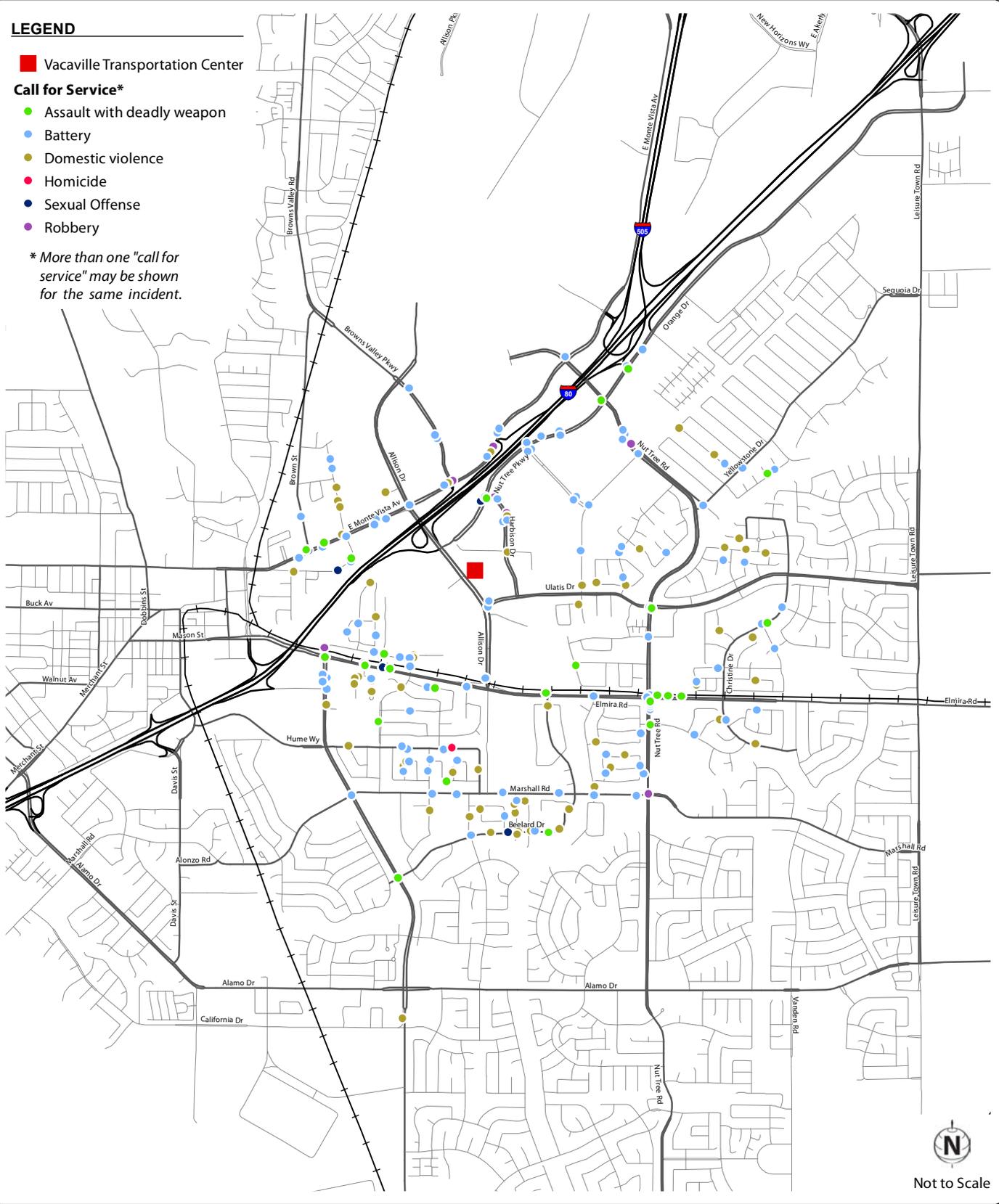
**LEGEND**

■ Vacaville Transportation Center

**Call for Service\***

- Assault with deadly weapon
- Battery
- Domestic violence
- Homicide
- Sexual Offense
- Robbery

\* More than one "call for service" may be shown for the same incident.



Source: City of Vacaville Police Department

**VACAVILLE TRANSPORTATION CENTER  
CALLS FOR SERVICE (CRIMES AGAINST PERSONS)  
AND CLASSIFICATIONS, JUNE 2010 - MAY 2011**



## TRANSIT FACILITY STRATEGIES

Table VAC-4 shows strategies for improving passenger convenience, comfort, and safety the Vacaville Transportation Center.

| <b>TABLE VAC-4:<br/>VACAVILLE TRANSPORTATION CENTER<br/>TRANSIT FACILITY STRATEGIES</b>  |                                      |                      |   |                         |
|--|--------------------------------------|----------------------|---|-------------------------|
| <b>Strategy #</b>  | <b>Description</b>                   | <b>Strategy Type</b> | <b>Detailed Recommendations</b>   | <b>Cost<sup>1</sup></b> |
| 401  | Security Camera Signs                | Security             | Provide signs that indicate that security cameras are in use.   | \$                      |
| 402  | Improved Signage                     | Transit Information  | Add bus route maps and schedules for all transit providers.   | \$                      |
| 403  | Improved Pedestrian Signage/Markings | Internal Circulation | Enhance bus circulation entrance/exit and pedestrian crossings with "Look" stencils, add curb ramp/crosswalk to restrooms | \$                      |
| 404  | Printed Schedules and Maps           | Transit Information  | Provide printed schedules and maps for all transit providers.   | \$                      |
| Notes:<br><sup>1</sup> Capital cost estimate: \$ - Less than \$250k; \$\$ - Between \$250k and \$1M; Over \$1M<br>Source: Fehr & Peers, 2011 |                                      |                      |   |                         |

## PEDESTRIAN AND BICYCLE – ISSUES AND OPPORTUNITIES

The Vacaville Transportation Center is located adjacent to the I-80 / Allison Drive Interchange. The parcels on Allison Drive, Ulatis Drive, and Harbison Drive surrounding the station are vacant so the station does not connect to nearby commercial and residential uses. Transit users walking to/from these parcels incur significant out-of-direction travel. Additionally, nearby creeks and canals cause some neighborhoods to incur out-of-direction travel.

The land uses surrounding the Vacaville Transportation Center are predominantly suburban. There are several apartment complexes near the station. Additionally, the station is near some of Vacaville's many commercial centers.

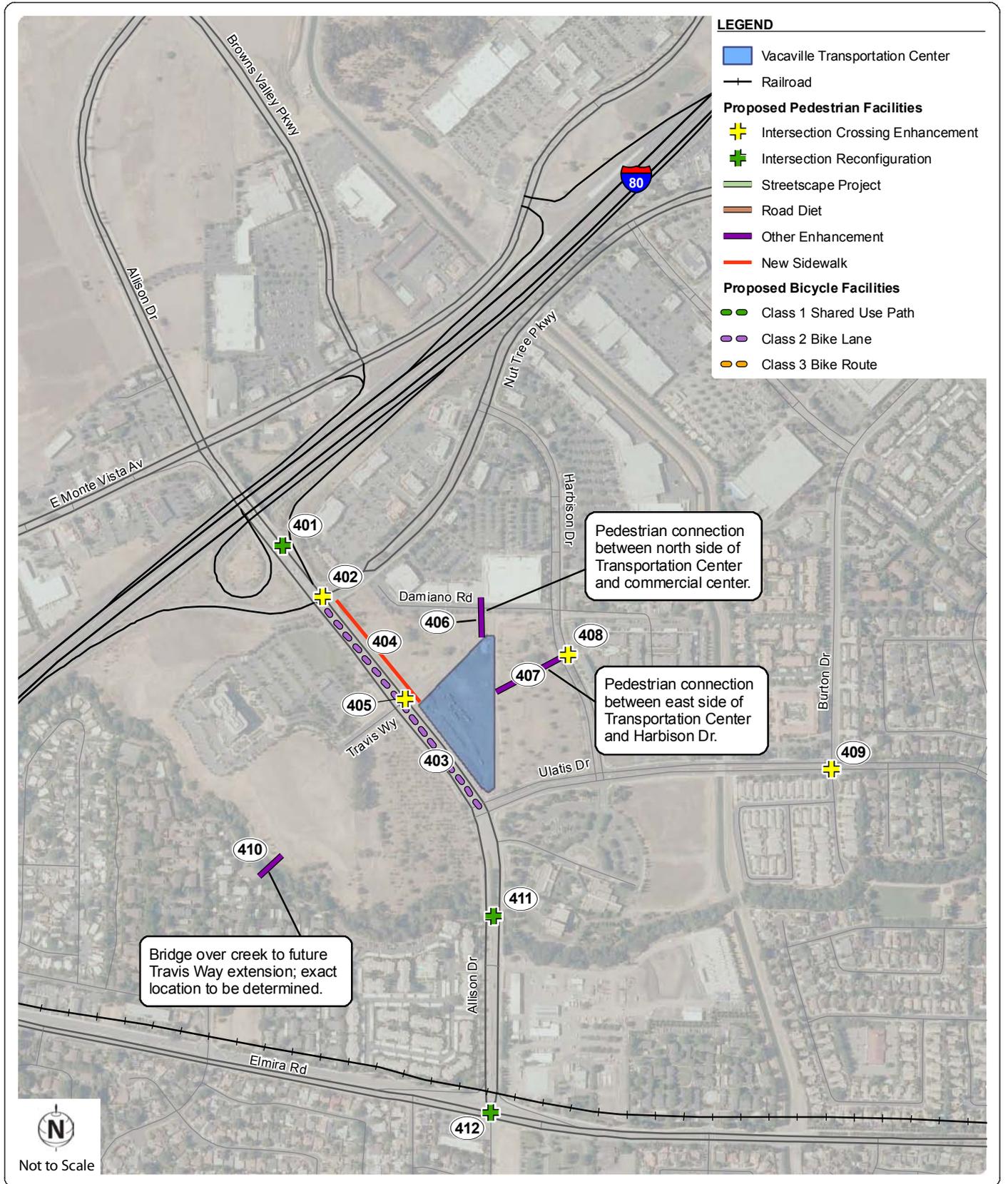
Sidewalk coverage is good surrounding the Vacaville Transportation Center. All developed parcels, and some undeveloped parcels, have sidewalks. North of Travis Way, there are no concrete sidewalks on the east side of Allison Drive. The asphalt path that is provided is difficult to use for most wheelchair users. Sidewalks are only available on the east side of the I-80 / Allison Drive interchange.

Bike lanes are provided on most major roadways in Vacaville; however, key gaps exist near the Vacaville Transportation Center. There are no bike lanes on Allison Drive between I-80 and Ulatis Drive. Additionally, there is no westbound bike lane on the north side of Ulatis Drive between Allison Drive and Harbison Drive. A creek-side Class I bike path intersects Allison Drive south of Ulatis Drive; however, there is no way for bicyclists to cross Allison Drive.

## PEDESTRIAN AND BICYCLE STRATEGIES

Figure VAC-4 shows the locations of recommended pedestrian and bicycle strategies. Table VAC-5 shows strategies for improving pedestrian and bicyclist access to the Vacaville Transportation Center.

| <b>TABLE VAC-5:<br/>VACAVILLE TRANSPORTATION CENTER<br/>PEDESTRIAN AND BICYCLE STRATEGIES</b>  |                                    |  |  |                         |
|--|------------------------------------|--|--|-------------------------|
| <b>Strategy #</b>  | <b>Strategy Type</b>               | <b>Description</b>   | <b>Limits (N-S or E-W)</b>   | <b>Cost<sup>1</sup></b> |
| 401  | Intersection Reconfiguration       | Reduce radius of free right-turns (requires coordination with Caltrans)                        | I-80 EB On Ramps / Allison Dr.                                       | \$\$\$                  |
| 402  | Intersection Crossing Enhancements | Add crosswalk and curb ramps at intersection's south leg (requires coordination with Caltrans) | I-80 EB Off / Allison Dr. / Nut Tree Pkwy.                           | \$                      |
| 403  | Bike Lanes (Class II)              | Allison Dr. Class II bike lanes (requires coordination with Caltrans)                          | Nut Tree Pkwy. to Elmira Rd.   | \$                      |
| 404  | New Sidewalks                      | East side of Allison Dr.   | Travis Way to Nut Tree Pkwy.   | \$\$                    |
| 405  | Intersection Crossing Enhancements | Convert E-W left-turns to protected operation, add crosswalk at intersection's south leg       | Travis Way / Allison Dr.   | \$                      |
| 406  | Other Enhancement                  | North side access to Vacaville Transportation Center   | Vacaville Transportation Center to Vacaville Commons Shopping Center | \$\$                    |
| 407  | Other Enhancement                  | East side access to Vacaville Transportation Center  | Vacaville Transportation Center to Harbison Dr.                      | \$\$                    |
| 408  | Intersection Crossing Enhancements | High visibility striping and Rapid Rectangular Flashing Beacon (RRFB) or HAWK beacon           | Harbison Dr. at Morgan Park apartments                               | \$                      |
| 409  | Intersection Crossing Enhancements | Add crosswalk at intersection's east leg   | Ulatis Dr. / Burton Dr.  | \$                      |
| 410  | Other Enhancement                  | Ped/bike connection  | South of creek to Travis Way connection                              | \$\$\$                  |
| 411  | Intersection Crossing Enhancements | Shared-use path crossing at Allison Dr. with HAWK beacon                                       | Allison Dr. at shared-use path                                       | \$\$                    |
| 412  | Intersection Reconfiguration       | Replace channelized free right-turns with controlled right-turns                               | Elmira Rd. / Allison Dr.   | \$\$                    |
| <p>Notes:</p> <p><sup>1</sup>Capital cost estimate: \$ - Less than \$250k; \$\$ - Between \$250k and \$1M; Over \$1M</p> <p>Source: Fehr &amp; Peers, 2011</p> |                                    |  |  |                         |



## PROJECT PRIORITIZATION

The recommended pedestrian and bicycle strategies shown in Figure VAC-4 and Table VAC-5 were prioritized according to the prioritization criteria discussed in Chapter 5. Table VAC-6 shows the recommended pedestrian and bicycle strategies and their total priority score.

| <b>TABLE VAC-6:<br/>VACAVILLE TRANSPORTATION CENTER<br/>PEDESTRIAN AND BICYCLE STRATEGY PRIORITY SCORES</b> |                                    |  |  |                       |
|---|------------------------------------|--|--|-----------------------|
| <b>Strategy #</b>   | <b>Strategy Type</b>               | <b>Description</b>   | <b>Limits (N-S or E-W)</b>   | <b>Priority Score</b> |
| 411   | Intersection Crossing Enhancements | Shared-use path crossing at Allison Dr. with HAWK beacon                                       | Allison Dr. at shared-use path                                       | 9                     |
| 402   | Intersection Crossing Enhancements | Add crosswalk and curb ramps at intersection's south leg (requires coordination with Caltrans) | I-80 EB Off / Allison Dr. / Nut Tree Pkwy.                           | 6                     |
| 406   | Other Enhancement                  | North side access to Vacaville Transportation Center   | Vacaville Transportation Center to Vacaville Commons Shopping Center | 6                     |
| 407   | Other Enhancement                  | East side access to Vacaville Transportation Center  | Vacaville Transportation Center to Harbison Dr.                      | 6                     |
| 410   | Other Enhancement                  | Ped/bike connection  | South of creek to Travis Way connection                              | 6                     |
| 401   | Intersection Reconfiguration       | Reduce radius of free right-turns (requires coordination with Caltrans)                        | I-80 EB On Ramps / Allison Dr.                                       | 5                     |
| 403   | Bike Lanes (Class II)              | Allison Dr. Class II bike lanes (requires coordination with Caltrans)                          | Nut Tree Pkwy. to Elmira Rd.   | 5                     |
| 405   | Intersection Crossing Enhancements | Convert E-W left-turns to protected operation, add crosswalk at intersection's south leg       | Travis Way / Allison Dr.   | 5                     |
| 408   | Intersection Crossing Enhancements | High visibility striping and Rapid Rectangular Flashing Beacon (RRFB) or HAWK beacon           | Harbison Dr. at Morgan Park apartments                               | 5                     |
| 409   | Intersection Crossing Enhancements | Add crosswalk at intersection's east leg   | Ulatis Dr. / Burton Dr.  | 4                     |
| 412   | Intersection Reconfiguration       | Replace channelized free right-turns with controlled right-turns                               | Elmira Rd. / Allison Dr.   | 4                     |
| 404   | New Sidewalks                      | East side of Allison Dr.   | Travis Way to Nut Tree Pkwy.   | 3                     |

Source: Fehr & Peers, 2011

## 10. VALLEJO TRANSIT CENTER

### DESCRIPTION

The Vallejo Transit Center is a bus transfer station managed by the City of Vallejo that includes 12 sheltered bus bays, public parking, and administrative buildings for Solano County Transit (SolTrans). The nearby Vallejo Ferry Terminal serves ferry services operated by Baylink. The Vallejo Transit Center is the first phase of the Vallejo Station Intermodal Facility and is located in downtown Vallejo on the block bounded by Georgia Street, Sacramento Street, Maine Street and Santa Clara Street. Across Santa Clara Street from the Vallejo Transit Center, the City is currently building a new parking garage that includes several improvements on Mare Island Way. The Safe Routes to Transit Task Force completed a walking audit at the Vallejo Transit Center on Tuesday, October 11, 2011 between 8:30 AM and 10:30 AM.

### PRIORITY DEVELOPMENT AREA

The **Vallejo Waterfront and Downtown PDA** is approximately 189 acres combined: 92 acres at the Waterfront site west of Mare Island Way; 97 acres downtown south of Capitol Street and west of Sutter Street. Key assets include two regionally-significant transit facilities and a historic downtown. The following elements describe the long-term vision for the PDA:

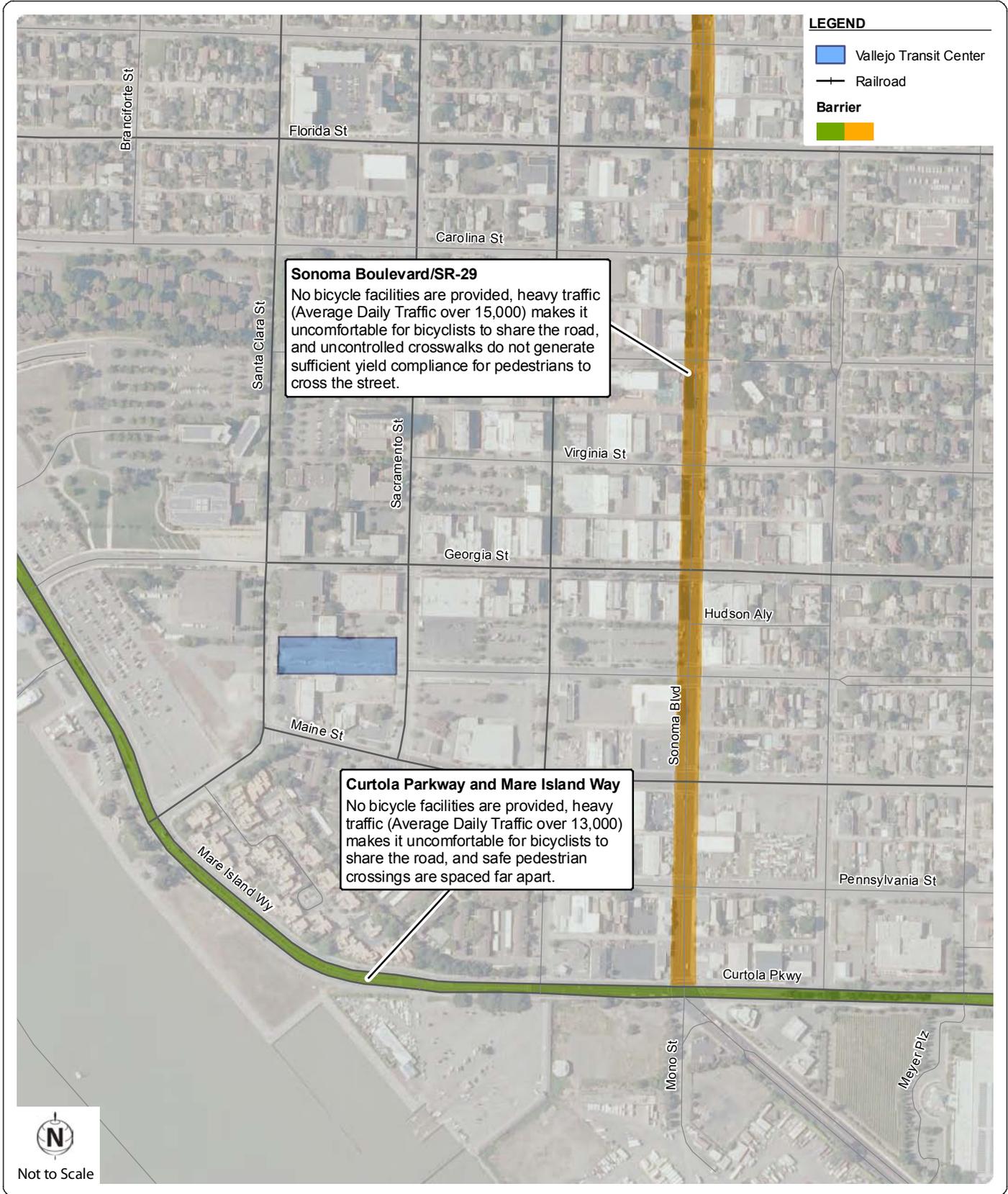
- Consolidate surface parking to structured parking
- High-density, mixed-use redevelopment within walking distance to regional transit centers
- Modified land use regulations for ground floor retail and higher densities
- Preserve historic architectural character

Current and planned projects include:

- Vallejo Intermodal Station
- Streetscape and public art enhancements
- Downtown Vallejo Square Pedestrian Enhancements

### ACCESS MODE

Many station users transfer between buses and ferries; however, the majority of bus passengers either walk to the facility or park in one of the parking lots off of Mare Island Way. Downtown Vallejo has short block lengths that provide for high levels of pedestrian connectivity; however, there are very few continuous bicycle facilities through downtown Vallejo. Streets are generally narrow and traffic operates at low speeds. Some barriers to pedestrian and bicycle travel do exist, as shown in Figure VAL-1; significant barriers in Vallejo include Sonoma Boulevard (SR-29), Mare Island Way, and Curtola Parkway.



## **TRANSIT SERVICE**

SolTrans is the primary transit provider serving the Vallejo Transit Center, and offers both local and express (branded as Baylink) service:

- Route 1 – a local circulator route that serves south Vallejo, downtown Vallejo, and Rancho Vallejo
- Route 2 – a local circulator route that serves downtown Vallejo and Northeast Vallejo
- Route 3 – a local circulator route that serves downtown Vallejo, Somerset, and Glen Cove
- Route 4 – a local circulator route that serves downtown Vallejo and areas just north of downtown
- Routes 5 and 7 – a citywide loop route that serves downtown Vallejo, Federal Terrace, and East Vallejo (Route 5 runs clockwise, Route 7 runs counterclockwise)
- Route 6 – a citywide loop route that serves downtown Vallejo, south Vallejo, and Beverly Hills
- Route 78 (Baylink) – a commuter express route between downtown Vallejo, Benicia, the Pleasant Hill BART station, and the Walnut Creek BART station
- Route 80 (Baylink) – a commuter express route between downtown Vallejo and the El Cerrito Del Norte BART station
- Route 85 (Baylink) – a commuter express route between downtown Vallejo, Solano Community College, and the Fairfield Transportation Center

Baylink provides ferry service at the nearby Vallejo Ferry Terminal. Most routes run between the Vallejo Ferry Terminal and the San Francisco Ferry Building; some routes also stop at Pier 41 (Fisherman's Wharf) in San Francisco. During home San Francisco Giants games, Baylink also operates ferries between the Vallejo Ferry Terminal and AT&T Park.

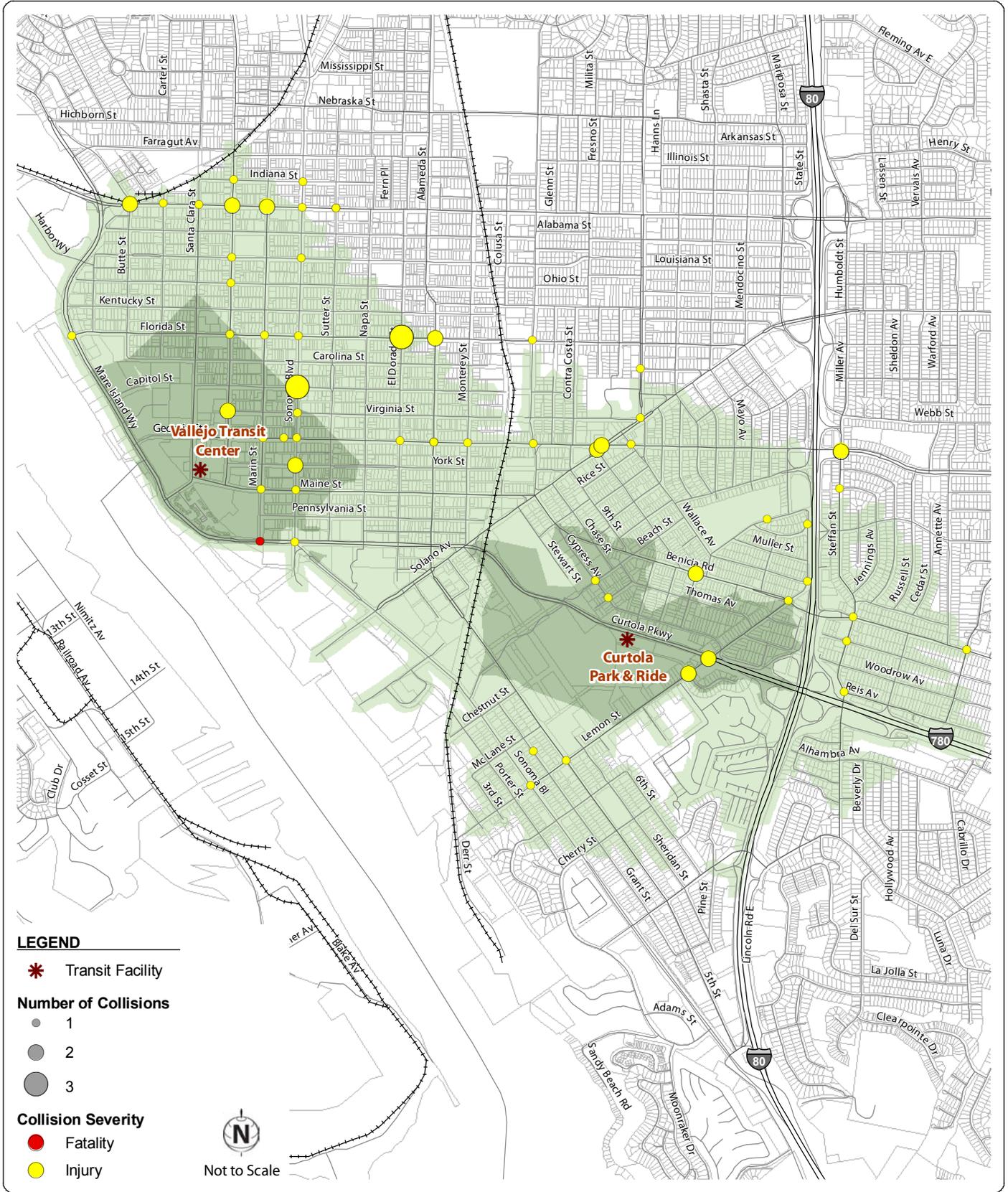
The Vine, Napa Valley's fixed-route bus system, operates two bus routes that serve the Vallejo Transit Center:

- Route 10N and 10S – a north-south regional circulator connecting Vallejo with Napa, Yountville, St. Helena, and Calistoga
- Route 29N and 29S – a commuter express route between Calistoga, St. Helena, Yountville, Napa, Vallejo, and the El Cerrito del Norte BART Station

## **COLLISION AND CRIME ANALYSIS**

### ***Collision Analysis***

Existing SWITRS data for bicyclist-vehicle and pedestrian-vehicle collisions was reviewed to identify collision locations and trends near the Vallejo Transit Center. Figure VAL-2 shows the number and severity of collisions within one mile of the Vallejo Transit Center. Table VAL-1 summarizes the collision data by year and collision severity.



| <b>TABLE VAL-1:<br/>VALLEJO TRANSIT CENTER BICYCLIST/PEDESTRIAN COLLISION SUMMARY<br/>(JULY 2006 – OCTOBER 2010)</b> |                         |                          |                   |                         |                   |
|--|-------------------------|--------------------------|-------------------|-------------------------|-------------------|
| <b>Year</b>  | <b>Total Collisions</b> | <b>Injury Collisions</b> |                   | <b>Fatal Collisions</b> |                   |
|  |                         | <b>Bicyclist</b>         | <b>Pedestrian</b> | <b>Bicyclist</b>        | <b>Pedestrian</b> |
| July - Dec. 2006   | 9                       | 1                        | 7                 | 0                       | 0                 |
| 2007   | 11                      | 3                        | 6                 | 0                       | 0                 |
| 2008   | 15                      | 6                        | 8                 | 0                       | 0                 |
| 2009   | 13                      | 3                        | 9                 | 0                       | 0                 |
| Jan. – Oct. 2010   | 7                       | 3                        | 2                 | 0                       | 1                 |
| <b>Total</b>   | <b>55</b>               | <b>16</b>                | <b>32</b>         | <b>0</b>                | <b>1</b>          |
| Source: California Highway Patrol  |                         |                          |                   |                         |                   |

Table VAL-1 shows that most of the collisions (87 percent) resulted in some form of injury; one pedestrian fatality was recorded during the four-year period.

The SWITRS data was also analyzed for the Primary Collision Factors (PCFs). Table VAL-2 shows the most common PCFs for bicyclist-vehicle and pedestrian-vehicle collisions within one mile of the Vallejo Transit Center.

| <b>TABLE VAL-2:<br/>VALLEJO TRANSIT CENTER BICYCLIST/PEDESTRIAN COLLISION SUMMARY<br/>PRIMARY COLLISION FACTORS<br/>(JULY 2006 – OCTOBER 2010)</b> |                             |               |                 |              |
|--|-----------------------------|---------------|-----------------|--------------|
| <b>Primary Collision Factor</b>  | <b>Number of Collisions</b> |               |                 |              |
|  | <b>Non-Injury</b>           | <b>Injury</b> | <b>Fatality</b> | <b>Total</b> |
| Pedestrian Right of Way<br>(Driver not yielding)   | 1                           | 14            | 1               | 16           |
| Pedestrian Violation<br>(Pedestrian not yielding or<br>crossing illegally)   | 0                           | 11            | 0               | 11           |
| Wrong Side of Road   | 2                           | 4             | 0               | 6            |
| Automobile Right of Way  | 1                           | 5             | 0               | 6            |
| Traffic Signals and Signs  | 0                           | 6             | 0               | 6            |
| Other  | 2                           | 8             | 0               | 10           |
| Source: California Highway Patrol  |                             |               |                 |              |

As shown in Table VAL-2, the most common PCFs were drivers not yielding the right-of-way to pedestrians in crosswalks and pedestrians crossing illegally (such as crossing against a signal or midblock between signals).

Table VAL-3 shows the most common Pedestrian Actions, which describe what the pedestrian was doing immediately before the collision occurred, for pedestrian collisions within one mile of the Vallejo Transit Center.

| <b>TABLE VAL-3:<br/>SUISUN AMTRAK STATION PEDESTRIAN COLLISION SUMMARY<br/>PEDESTRIAN ACTIONS<br/>(JULY 2006 – OCTOBER 2010)</b> |                             |               |                 |              |
|--|-----------------------------|---------------|-----------------|--------------|
| <b>Pedestrian Action</b>   | <b>Number of Collisions</b> |               |                 |              |
|  | <b>Non-Injury</b>           | <b>Injury</b> | <b>Fatality</b> | <b>Total</b> |
| Crossing in Crosswalk at Intersection  | 1                           | 19            | 1               | 21           |
| Crossing Not in Crosswalk  | 0                           | 11            | 0               | 11           |
| Other  | 1                           | 2             | 0               | 3            |
| Source: California Highway Patrol  |                             |               |                 |              |

Table VAL-3 shows that the most common pedestrian actions were Crossing in Crosswalk at Intersection and Crossing Not in Crosswalk. These actions preceding a collision suggest that infrastructure enhancements, especially when paired with education and enforcement efforts, may improve pedestrian safety near the Vallejo Transit Center.

### ***Crime Analysis***

Reported crime data was reviewed for the study area. Figure VAL-3 identifies the analysis area and a summary of the type of crimes committed. The data represents a query conducted on “crimes against persons” only (i.e., homicide, robbery, sexual offense and assault). Within the six-month review period, 200 crimes were reported. The most common crime committed was assault followed by sexual offense. No reported crimes occurred within 500 feet of the transit facility. The City of Vallejo uses a third party vendor, Crimereports.com to compile and present current crime data. Due to Terms of Use limitations, this report cannot map individual incidence of crime. However, we have determined that the greatest occurrences of these types of crimes occur on three corridors: Georgia Street between Mare Island Way and Sonoma Boulevard; Marin Street between Curtola Parkway and Georgia Street; and Sonoma Boulevard between Florida Street and Georgia Street.

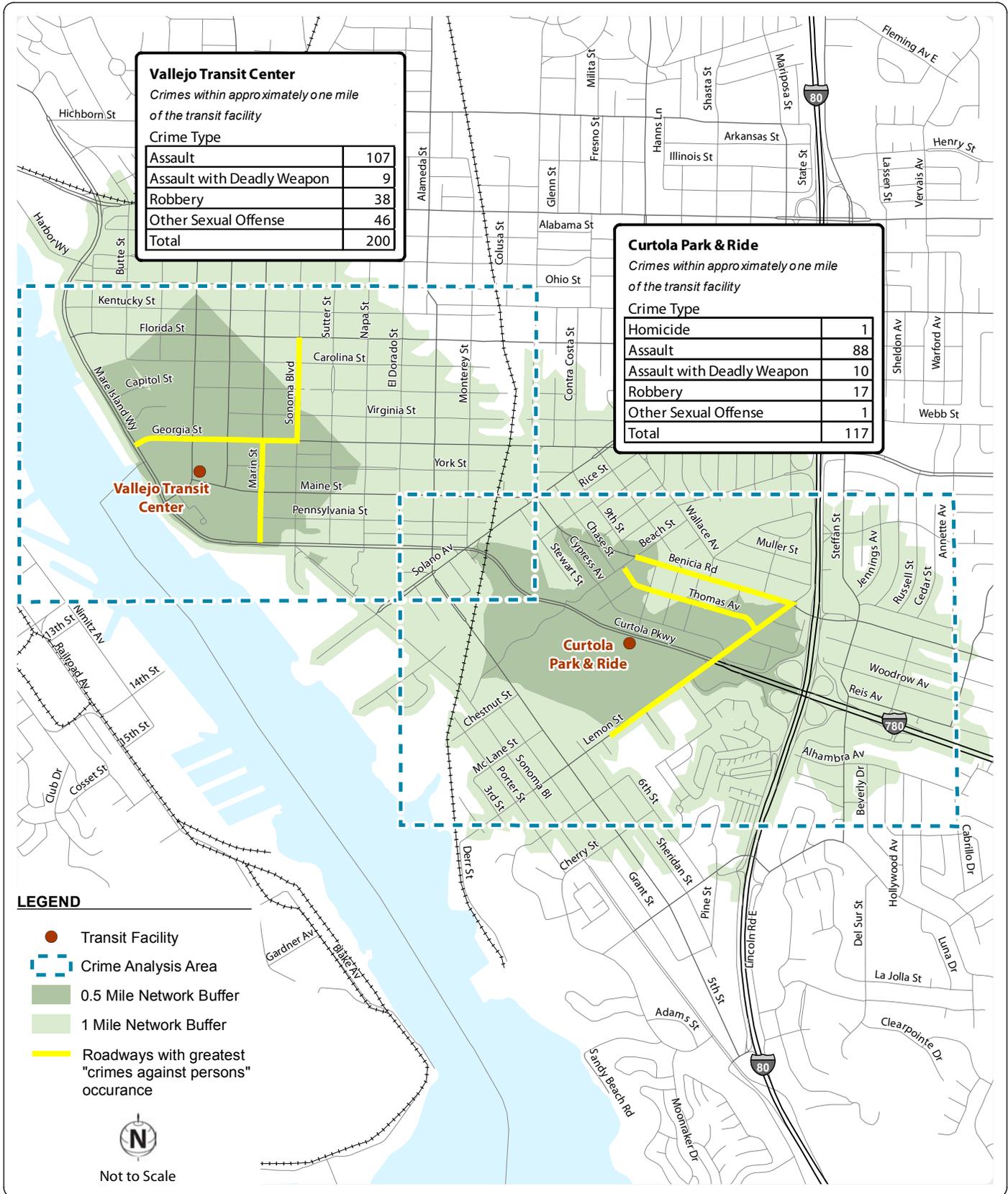
### **TRANSIT FACILITY – ISSUES AND OPPORTUNITIES**

The Vallejo Transit Center has a center-loading boarding platform that includes benches, bench shelters, and a shelter roof. The center-loading boarding platform requires passengers to cross one lane of bus-only traffic. Landscaping and fencing channelize pedestrians to preferred crossing locations. At the time of the walking audit, bus bays were marked with temporary signs indicating the transit agencies and routes servicing the stop; permanent signs are awaiting installation. Passenger drop-off occurs in the parking lot north of the Vallejo Transit Center, as well as on Sacramento Street and Santa Clara Street.

The Vallejo Transit Center and the Vallejo Ferry Terminal currently share two parking lots with a combined 489 spaces; these lots usually fill on week days. A 1,200 space parking structure is currently under construction west of the Vallejo Transit Center, across Santa Clara Street.

Twenty BikeLink on-demand bike lockers are provided on the north side of the Vallejo Transit Center. These lockers are of high-quality and are easy-to-use; however, they were empty at the time of the walking audit.

The administrative building at the south side of the Vallejo Transit Center has information for passengers, security guards, and public restrooms.



Source: Vallejo Police Department and crimereports.com  
March 6, 2011 - September 6, 2011

**VALLEJO TRANSIT CENTER  
AND CURTOLA PARK & RIDE  
SIX MONTH CRIME ACTIVITY**

## TRANSIT FACILITY STRATEGIES

Table VAL-4 shows strategies for improving passenger convenience, comfort, and safety the Vallejo Transit Center.

| TABLE VAL-4:<br>VALLEJO TRANSIT CENTER<br>TRANSIT FACILITY STRATEGIES  |                       |                     |   |                   |
|--|-----------------------|---------------------|---|-------------------|
| Strategy #   | Description           | Strategy Type       | Detailed Recommendations  | Cost <sup>1</sup> |
| 501  | Security Camera Signs | Security            | Provide signs that indicate that security cameras are in use.   | \$                |
| 502  | Emergency Call Boxes  | Security            | Install emergency call boxes on the passenger platforms.  | \$                |
| 503  | Station Map           | Passenger Amenities | Provide station maps on the passenger platforms that indicate the location of key amenities (ticket kiosks, restrooms, bike parking, etc.). | \$                |
| 504  | Improved Signage      | Transit Information | Add bus route maps and schedules for all transit providers.   | \$                |
| 505  | Short-Term Bike Racks | Bike Parking        | Add bike racks near administrative building for building visitors.  | \$                |
| 506  | Real-Time Information | Transit Information | Install real-time electronic information signs for bus routes.  | \$\$              |
| Notes:<br><sup>1</sup> Capital cost estimate: \$ - Less than \$250k; \$\$ - Between \$250k and \$1M; Over \$1M<br>Source: Fehr & Peers, 2011 |                       |                     |   |                   |

## PEDESTRIAN AND BICYCLE – ISSUES AND OPPORTUNITIES

The Vallejo Transit Center is located in downtown Vallejo, a short walk from nearby residences and businesses. Sacramento Street, Santa Clara Street, and York Street provide primary accesses to the Transit Station; each of these roads has low traffic volumes and speeds. Sidewalks are provided on both sides of every street in downtown Vallejo; however, many sidewalk segments are in poor condition.

There are no continuous bicycle facilities that provide access to the Transit Station. Many bicyclists would be comfortable riding on one of the several low volume, low speed streets. Bike lanes and bicycle detection at intersections would significantly improve conditions for bicyclists.

Sonoma Boulevard (SR-29), Curtola Parkway, and Mare Island Way are the primary barriers to walking and bicycling access. Each of these streets has high traffic volumes and fast moving traffic. Crossing these streets can be difficult.

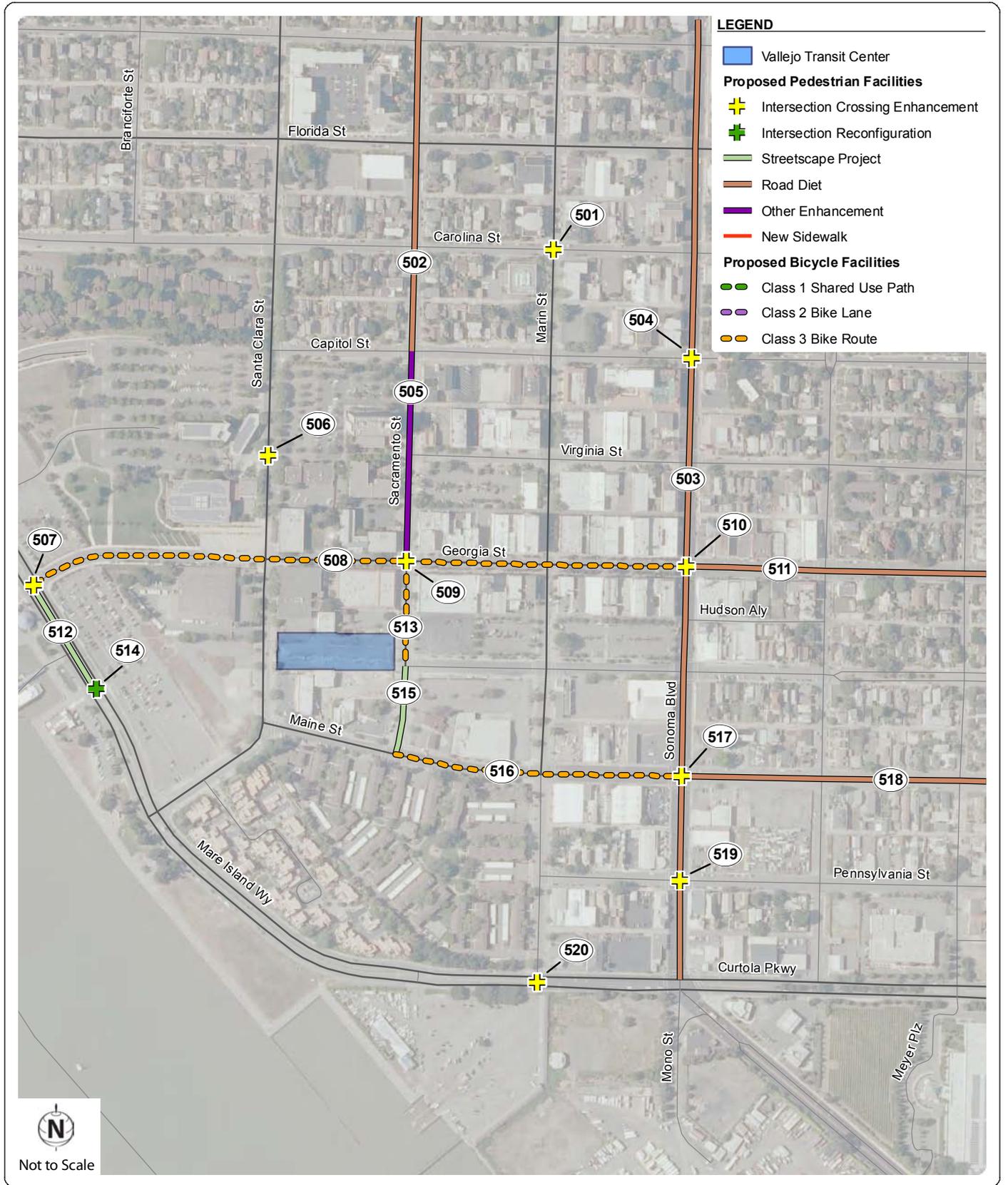
The City of Vallejo has recent complete streetscape improvements in downtown, including new sidewalks, curb ramps, landscaping, street lighting, crosswalks, and bike racks. Virginia Street between Sacramento Street and Sonoma Boulevard and Sacramento Street between Georgia Street and Main Street are some of the first streets to have been improved. Other streets will be improved as funding becomes available.

## PEDESTRIAN AND BICYCLE STRATEGIES

Figure VAL-4 shows the locations of recommended pedestrian and bicycle strategies. Table VAL-5 shows strategies for improving pedestrian and bicyclist access to the Vallejo Transit Center.

| <b>TABLE VAL-5:<br/>VALLEJO TRANSPORTATION STATION<br/>PEDESTRIAN AND BICYCLE STRATEGIES</b> |                                    |   |  |                         |
|--|------------------------------------|---|--|-------------------------|
| <b>Strategy #</b>  | <b>Strategy Type</b>               | <b>Description</b>  | <b>Limits (N-S or E-W)</b>                 | <b>Cost<sup>1</sup></b> |
| 501  | Intersection Crossing Enhancements | Bulbouts, high-visibility striping, and Rapid Rectangular Flashing Beacon   | Marin St. / Carolina St.                   | \$                      |
| 502  | Road Diet                          | Sacramento Street road diet from four lanes to three lanes with bike lanes  | Redwood St. to Capitol St.                 | \$\$                    |
| 503  | Road Diet                          | Sonoma Blvd. (SR-29) road diet from four lanes to three lanes with bike lanes (requires coordination with Caltrans)                             | Tennessee St. to Curtola Pkwy.             | \$                      |
| 504  | Intersection Crossing Enhancements | High-visibility striping and Rapid Rectangular Flashing Beacon in conjunction with Sonoma Blvd. road diet (requires coordination with Caltrans) | Sonoma Blvd. / Capitol St.                 | \$                      |
| 505  | Bike Lanes (Class II)              | Sacramento Street Class II bike lanes   | Capitol St. to Georgia St.                 | \$                      |
| 506  | Intersection Crossing Enhancements | Bulbouts and move bus stops to far side of crosswalk  | Santa Clara St. at Vallejo City Hall       | \$                      |
| 507  | Intersection Crossing Enhancements | Add crosswalk and curb ramps at intersection's north leg  | Mare Island Way / Georgia St.              | \$                      |
| 508  | Bike Route (Class III)             | Georgia St. bike route with sharrows  | Sonoma Blvd. to Mare Island Way            | \$                      |
| 509  | Intersection Crossing Enhancements | Bike detection  | Sacramento St. / Georgia St.               | \$                      |
| 510  | Intersection Crossing Enhancements | Bike detection, pedestrian push buttons at north-south crosswalks (requires coordination with Caltrans)   | Sonoma Blvd. / Georgia St.                 | \$                      |
| 511  | Road Diet                          | Georgia St. road diet from four lanes to three lanes with bike lanes  | Fernwood Dr. / Sonoma Blvd.                | \$\$                    |
| 512  | Streetscape Project                | Fencing on east side of Mare Island Way to channelize pedestrians to nearest crosswalk  | Georgia St. to Maine St.                   | \$                      |
| 513  | Bike Route (Class III)             | Sacramento St. Class III bike route   | Georgia St. to York St.                    | \$                      |
| 514  | Intersection Reconfiguration       | Signalize intersection in conjunction with proposed parking garage project  | Mare Island Way at proposed parking garage | \$\$                    |
| 515  | Streetscape Project                | Main St. streetscape improvements (sidewalk, curb   | York St. to Maine St.                      | \$\$\$                  |

|  |                                    |   |                                 |      |
|--|------------------------------------|---|---------------------------------|------|
|  |                                    | ramps, bulbouts, street lighting, landscaping, etc.)  |                                 |      |
| 516  | Bike Route (Class III)             | Maine St. Class III bike route  | Sonoma Blvd. to Sacramento St.  | \$   |
| 517  | Intersection Crossing Enhancements | Bike detection (requires coordination with Caltrans)  | Maine St. / Sonoma Blvd.        | \$   |
| 518  | Road Diet                          | Maine St. road diet from four lanes to three lanes with bike lanes  | Solano Ave. to Sonoma Blvd.     | \$   |
| 519  | Intersection Crossing Enhancements | High-visibility striping and Rapid Rectangular Flashing Beacon in conjunction with Sonoma Blvd. road diet (requires coordination with Caltrans) | Sonoma Blvd. / Pennsylvania St. | \$   |
| 520  | Intersection Crossing Enhancements | HAWK beacon or pedestrian signal  | Curtola Pkwy. / Marin St.       | \$\$ |
| Notes:<br><sup>1</sup> Capital cost estimate: \$ - Less than \$250k; \$\$ - Between \$250k and \$1M; Over \$1M<br>Source: Fehr & Peers, 2011 |                                    |   |                                 |      |



## PROJECT PRIORITIZATION

The recommended pedestrian and bicycle strategies shown in Figure VAL-4 and Table VAL-5 were prioritized according to the prioritization criteria discussed in Chapter 5. Table VAL-6 shows the recommended pedestrian and bicycle strategies and their total priority score.

| <b>TABLE VAL-6:<br/>VALLEJO TRANSIT CENTER<br/>PEDESTRIAN AND BICYCLE STRATEGY PRIORITY SCORES</b> |                                    |   |  |                       |
|--|------------------------------------|---|--|-----------------------|
| <b>Strategy #</b>  | <b>Strategy Type</b>               | <b>Description</b>  | <b>Limits (N-S or E-W)</b>                 | <b>Priority Score</b> |
| 514  | Intersection Reconfiguration       | Signalize intersection in conjunction with proposed parking garage project  | Mare Island Way at proposed parking garage | 7                     |
| 504  | Intersection Crossing Enhancements | High-visibility striping and Rapid Rectangular Flashing Beacon in conjunction with Sonoma Blvd. road diet (requires coordination with Caltrans) | Sonoma Blvd. / Capitol St.                 | 5                     |
| 501  | Intersection Crossing Enhancements | Bulbouts, high-visibility striping, and Rapid Rectangular Flashing Beacon   | Marin St. / Carolina St.                   | 4                     |
| 502  | Road Diet                          | Sacramento Street road diet from four lanes to three lanes with bike lanes  | Redwood St. to Capitol St.                 | 4                     |
| 503  | Road Diet                          | Sonoma Blvd. (SR-29) road diet from four lanes to three lanes with bike lanes (requires coordination with Caltrans)                             | Tennessee St. to Curtola Pkwy.             | 4                     |
| 505  | Bike Lanes (Class II)              | Sacramento Street Class II bike lanes   | Capitol St. to Georgia St.                 | 4                     |
| 506  | Intersection Crossing Enhancements | Bulbouts and move bus stops to far side of crosswalk  | Santa Clara St. at Vallejo City Hall       | 4                     |
| 507  | Intersection Crossing Enhancements | Add crosswalk and curb ramps at intersection's north leg  | Mare Island Way / Georgia St.              | 4                     |
| 510  | Intersection Crossing Enhancements | Bike detection, pedestrian push buttons at north-south crosswalks (requires coordination with Caltrans)   | Sonoma Blvd. / Georgia St.                 | 4                     |
| 511  | Road Diet                          | Georgia St. road diet from four lanes to three lanes with bike lanes  | Fernwood Dr. / Sonoma Blvd.                | 4                     |
| 518  | Road Diet                          | Maine St. road diet from four lanes to three lanes with bike lanes  | Solano Ave. to Sonoma Blvd.                | 4                     |
| 519  | Intersection Crossing Enhancements | High-visibility striping and Rapid Rectangular Flashing Beacon in conjunction with Sonoma Blvd. road diet (requires coordination with Caltrans) | Sonoma Blvd. / Pennsylvania St.            | 4                     |
| 520  | Intersection Crossing Enhancements | HAWK beacon or pedestrian signal  | Curtola Pkwy. / Marin St.                  | 4                     |

|     |                                    |  |                                 |   |
|-----|------------------------------------|--|---------------------------------|---|
| 508 | Bike Route (Class III)             | Georgia St. bike route with sharrows   | Sonoma Blvd. to Mare Island Way | 3 |
| 509 | Intersection Crossing Enhancements | Bike detection   | Sacramento St. / Georgia St.    | 3 |
| 513 | Bike Route (Class III)             | Sacramento St. Class III bike route  | Georgia St. to York St.         | 3 |
| 516 | Bike Route (Class III)             | Maine St. Class III bike route   | Sonoma Blvd. to Sacramento St.  | 3 |
| 517 | Intersection Crossing Enhancements | Bike detection (requires coordination with Caltrans)   | Maine St. / Sonoma Blvd.        | 3 |
| 512 | Streetscape Project                | Fencing on east side of Mare Island Way to channelize pedestrians to nearest crosswalk                 | Georgia St. to Maine St.        | 2 |
| 515 | Streetscape Project                | Main St. streetscape improvements (sidewalk, curb ramps, bulbouts, street lighting, landscaping, etc.) | York St. to Maine St.           | 2 |

Source: Fehr & Peers, 2011