ATTACHMENT A

Solano Transportation Authority

FAIRFIELD AND SUISUN TRANSIT

EAST FAIRFIELD COMMUNITY-BASED TRANSPORTATION PLAN

Final Report

June 2012

NELSON NYGAARD

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1 INTRODUCTION

In 2002, the Metropolitan Transportation Commission (MTC) launched the Community-Based Transportation Planning (CBTP) Program, which evolved out of two reports completed for the 2001 Regional Transportation Plan—the Lifeline Transportation Network Report and the Environmental Justice Report. Both recommended community-based planning as a method for setting local priorities for addressing transportation gaps in low-income communities throughout the Bay Area.

In partnership with the MTC and the City of Fairfield, the Solano Transportation Authority has undertaken the development of a Community-Based Transportation Plan for East Fairfield. The Plan is intended to identify the transportation needs of residents of low-income neighborhoods of East Fairfield (known by MTC as "communities of concern") and to develop strategies to meet those needs. While Travis Air Force Base is not included in the study area, issues that affect low-income individuals residing or working on the base will also be addressed.

This report provides a context for the assessment of the needs of the low-income population throughout Fairfield and East Fairfield, where more geographically specific census tract data is available for the study area. In order to provide Fairfield and East Fairfield data where available, the demographics analysis in this report draws on the 2010 Census counts, the 2009 American Community Survey estimates, and the Association of Bay Area Governments (ABAG) 2009 Model Projections.

Structure of the Report

Chapter 2, *Existing Conditions*, provides a detailed analysis of the socio-demographics of East Fairfield including population, income, and measures of poverty, race and ethnicity, and age distribution. This is followed by analysis of auto ownership as a measure of transit dependence. Maps are provided that illustrate concentrations of population, low-income residents, seniors, and jobs. Existing transit routes are presented to show transit coverage and how this corresponds with concentrations of transit-dependent residents.

Chapter 3, *Existing Transportation Network*, documents the various transportation options available both within the city and on a regional basis. The local transit agency, Fairfield and Suisun Transit (FAST), provides five main services including FAST fixed-route, Solano Express Intercity regional service, DART ADA paratransit service, and other senior transportation services including subsidized local and intercity taxi services and a volunteer driver program. This chapter also summarizes existing facilities for pedestrians and bicycles, which include two shared-use trails (Linear Parkway and Laurel Creek) and a grade-separated overpass of Air Base Parkway within the study area.

Chapter 4, *Review of Relevant Studies and Plans*, provides an overview of relevant transportation studies that have been conducted for Fairfield and Solano County in the past decade, as well as the MTC study that formed the genesis of the community-based transportation plans. These

studies relate to both fixed-route and paratransit services, as well as pedestrian and bicycle facilities and programs. The review identifies and summarizes gaps in the existing transportation network by researching existing transportation studies, plans, and policies.

Chapter 5, *Outreach Process and Findings,* describes the outreach plan and process through which residents of East Fairfield were able to provide their views on transportation problems (gaps) and solutions affecting their daily lives. Information was gathered through surveys, stakeholder interviews, stakeholder meetings, community meetings, and focus groups.

Chapter 7, *Strategies: Evaluation and Recommendations*, concludes the report with an evaluation and prioritization of solutions and strategies, based on criteria which indicate community support and participation, funding and cost, transportation benefits, and ease and timing of implementation. Recommended strategies are discussed more fully, and indicate potential project sponsors and funding sources.

2 EXISTING CONDITIONS

STUDY AREA OVERVIEW

The City of Fairfield, California is located in central Solano County along the I-80 and I-680 corridors, about 47 miles northeast of San Francisco and 43 miles southwest of Sacramento. Fairfield was incorporated in 1903 and currently comprises just over 36 square miles of land.[1] The topography of Fairfield is relatively flat with elevation ranging from 15 to 400 feet.

The major land uses for Solano County are extensive and intensive agriculture, followed by the Travis Air Force Base and Travis Reserve areas. Residential, highway, and regional commercial uses are also dominant, making land use patterns in Fairfield, like many other Solano County cities, fairly suburban and auto-oriented. Interstate 80 bisects Fairfield, with the majority of the city's commercial districts directly to the southwest adjacent to the freeway or clustered along its main streets, West Texas Street and North Texas Street.[2] Because the city is extended along two interstate freeways, there are significant amounts of highway and regional commercial land uses along I-80. Of particular note is the business park on Highway 12 and the industrial park in the north-east corner of the study area (around Air Base Parkway and Walters). Residential zones are spread out across the city in predominately low to low-medium densities with a few smaller concentrations of higher density residential zones to the south of I-80, along the Central Business District and the Union Pacific Railroad. Very low density residential uses are clustered in northwest Fairfield. Agricultural and recreational land uses are predominant in the north and west of the city. In addition to the large recreation areas, there is a Linear Park which runs the entire length of the city from the south diagonally through the northeast, cutting through the study area in East Fairfield. Some industrial uses are clustered around the I-80 and I-680 interchanges, CA-12 and I-80 interchange, and near the Travis Air Force Base main gate.

The East Fairfield community of concern is generally bounded by Pennsylvania Avenue, Air Base Parkway, Walters Road, and Travis Boulevard. The study site is entirely contained in zip code 94533 as shown in Figure 2-1. The area is predominantly residential with the exception of a commercial corridor along North Texas Street and about ten public and service facilities, according to the City's 2007 General Plan land use map (Figure 2-2). Most public facilities are distributed along the main thoroughfares, namely Travis Boulevard, East Tabor Avenue, and Air Base Parkway. The main public facilities and services within the study area include the North Bay Medical Center, multiple schools, religious organizations, and Laurel Creek House mental health services. Amongst the many preschool, elementary, and middle schools in the area, the largest schools by enrollment rates are Grange Middle School, Anna Kyle Elementary School, and Cleo Gordon Elementary School. Fairfield High School and Armijo High School are among the high

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[1] City of Fairfield. 2012. *Demographics: About Fairfield*. Available from: http://www.fairfield.ca.gov/about/demographics.asp
[2] City of Fairfield. 2007. General Plan Map. Available from: http://www.fairfield.ca.gov/civica/filebank/blobdload.asp?BlobID=2729

schools with highest enrollment in the Fairfield, with the former located near the northern edge of the study area on East Atlantic Drive north of Air Base Parkway, and the latter located south of the study area on West Texas Street. The City of Fairfield Civic Center is located south of the site along Pennsylvania Avenue.

The study area includes four open spaces including Veterans Park, Tabor Park, Tolenas Park, Andover Park; the Linear Parkway Trail and Laurel Creek Trail also traverse the site. The residential density decreases from high along the western half of the site and the areas adjacent to the railroad tracks to low-medium in the center of the site to low just east of Laurel Creek Trail and north of East Tabor Avenue. The western part of the site is more varied and includes commercial areas whereas the eastern part is predominantly planned for low density residential uses. The area near the eastern boundary has a significant number of apartment complexes clustered in close proximity as well as a mobile home park south of the rail tracks and north of East Tabor Avenue. The majority of the housing stock in this area has been established for decades with minimal new construction in recent years.

Figure 2-1 Study Area Map with City and Zip Code Boundaries

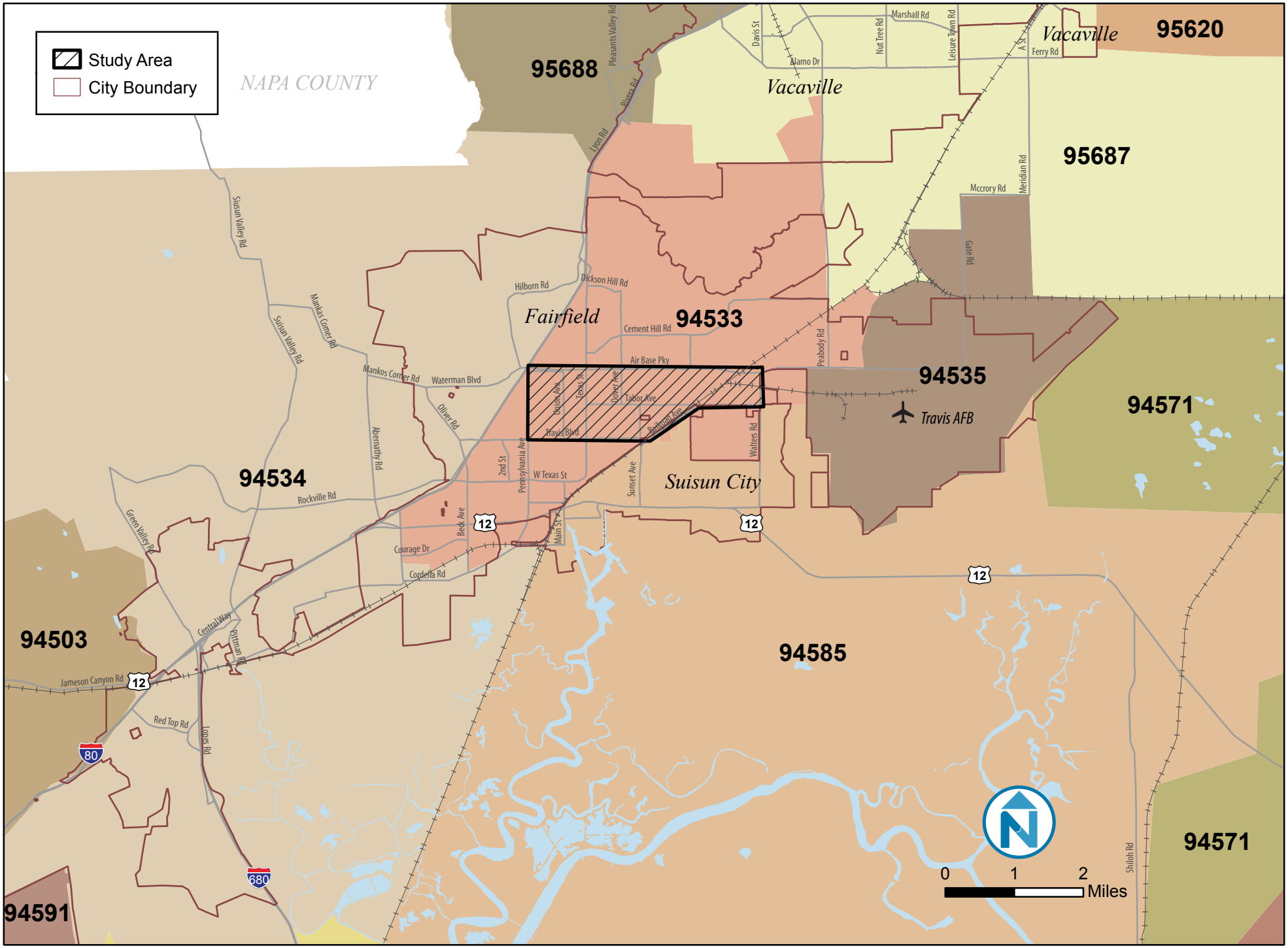
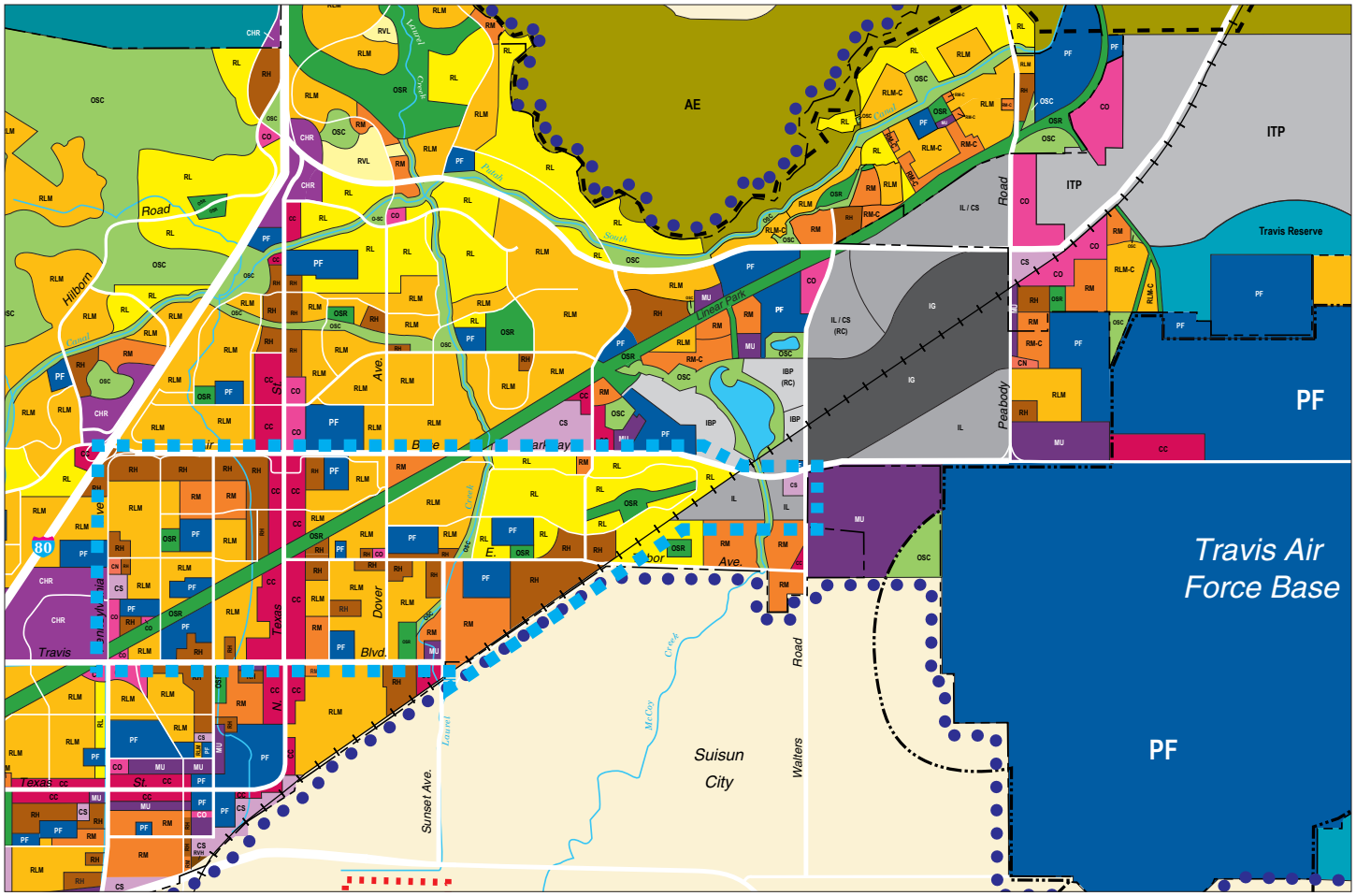


Figure 2-2 City of Fairfield Land Use Map, General Plan 2007



City of Fairfield General Plan
Land Use Diagram

SCALE

FEET 0 1000 2000 4000 5280 FEET

MILES 0 1.0 MILES

Agriculture

- AI — Intensive Agriculture
- AE — Extensive Agriculture

Open Space

- OSR — Recreation
- OSC — Conservation
- (RC) — Resource Conservation Overlay

Residential

- RVL — Very Low (up to and including 2.5 du/acre)
- RL — Low (2.5 - 4.5 du/acre)
- RLM — Low Medium (4.5 - 8.0 du/acre)*
- RM — Medium (8.0 - 15.0 du/acre)*
- RH — High (15.0 - 22.0 du/acre)
- RVH — Very High (22.0 - 32.0 du/acre)

* RLM-C permits up to 6 dwelling units per gross acre. RM-C permits up to 12 dwelling units per gross acre. (See the Peabody-Walters Master Plan text for discussion of density caps.)

Commercial

- CN — Neighborhood Commercial
- CC — Community Commercial
  CBD: Central Business District
- CS — Service Commercial
- CHR — Highway and Regional Commercial
- CO — Office Commercial

Industrial

- IBP — Business and Industrial Park
- ITP — Technology Park
- IL — Limited Industrial
- IG — General Industrial

Public Facilities
See Exhibits PF-2 and PF-5 of the Fairfield General Plan for a more specific description of each area with a PF designation.

- PF

Travis Reserve

- TR

Mixed Use
See General Plan text for permitted uses.

- MU

Master Plan/Special Study Areas
See General Plan text for development policies.

Circulation

- Freeway
- Expressway
- Collector
- Major Arterial
- Minor Arterial

Boundaries

- City Limit Line
- Suisun Marsh Protection Plan Boundary
  Undesignated marsh areas are designated as Open Space-Conservation
- Urban Limit Line
- Vacaville-Fairfield-Solano County Greenbelt Boundary
- Military Easement

N

Includes all Amendments to the Land Use Diagram through December 31, 2007

POPULATION AND HOUSING

The 2010 population of Fairfield was 105,321 people, comprising about 25% of Solano County's total population, as shown in Figure 2-3. Fairfield has experienced a 9.5% growth in its population since 2000, which is almost twice as much as Solano County's 4.8% rate. Narrowing in on the population change in East Fairfield reveals almost no change in the population—only a .7% decline in the population in the last ten years. This trend, compared to the population increase in the city and county, may be due to a number of factors including the large number of foreclosures since 2008. Also, with older homes in this area, children may have grown and moved while their parents stayed, reducing the number of people per household. This is supported by school closures in the area as the population of children has declined.

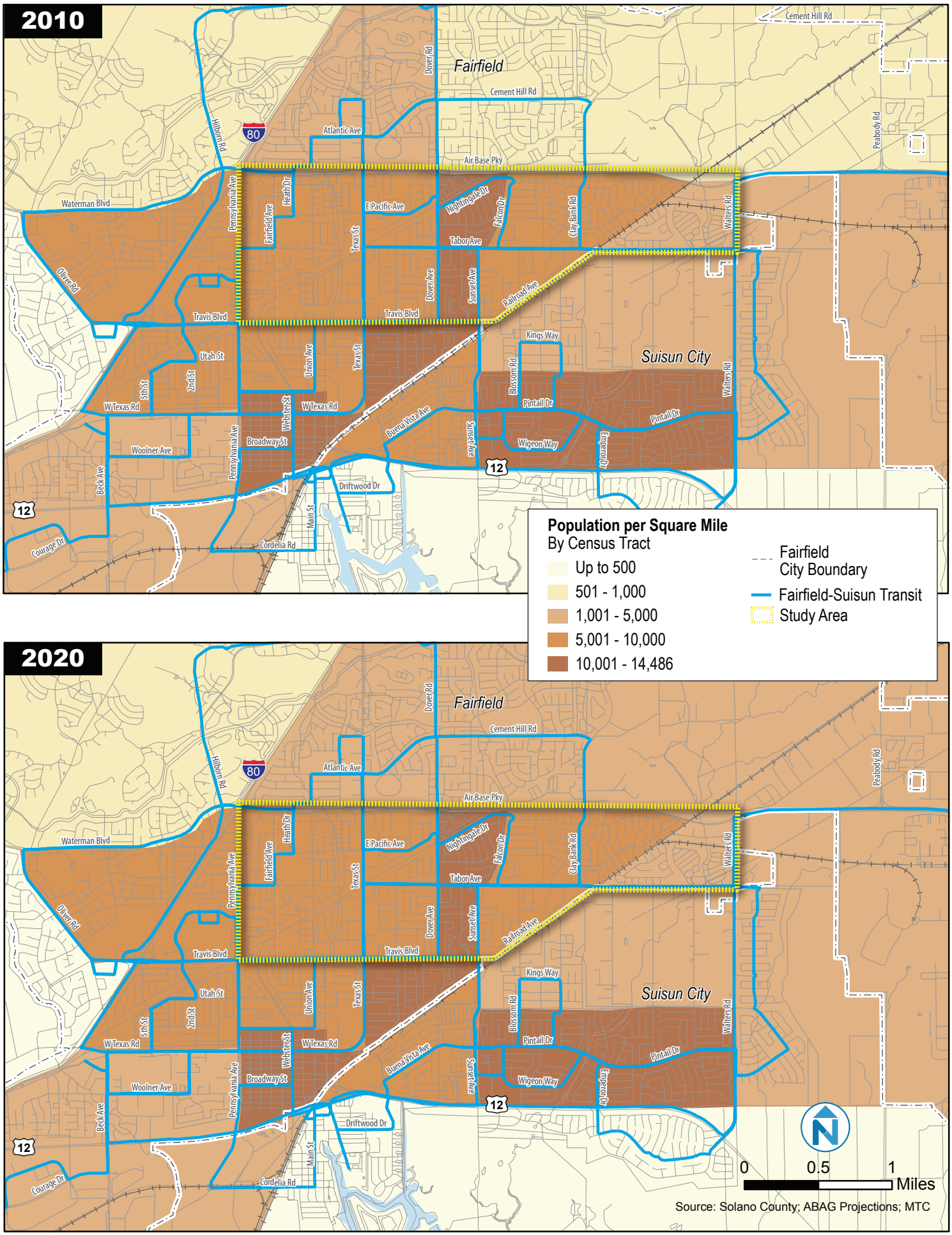
Figure 2-3 Population Change, 2000 to 2010

	2000 Population	2010 Population	% Change
East Fairfield	26,399	26,208	-.7%
Fairfield	96,178	105,321	9.5%
Solano County	394,542	413,344	4.8%

Source: 2000 and 2010U.S. Census, P1, P001

Despite the relatively flat trend in population change, the population *density* in East Fairfield is much higher than elsewhere in Fairfield and Solano County. By weighted average, the East Fairfield population density is about 8,900 persons per square mile compared to the surrounding Fairfield weighted average of about 3,300.Figure 2-4 shows the variation in the population densities by tract. The East Fairfield population density is projected to remain higher than Fairfield's through 2020. According to the Association of Bay Area Governments (ABAG), the population in East Fairfield is also projected to increase.

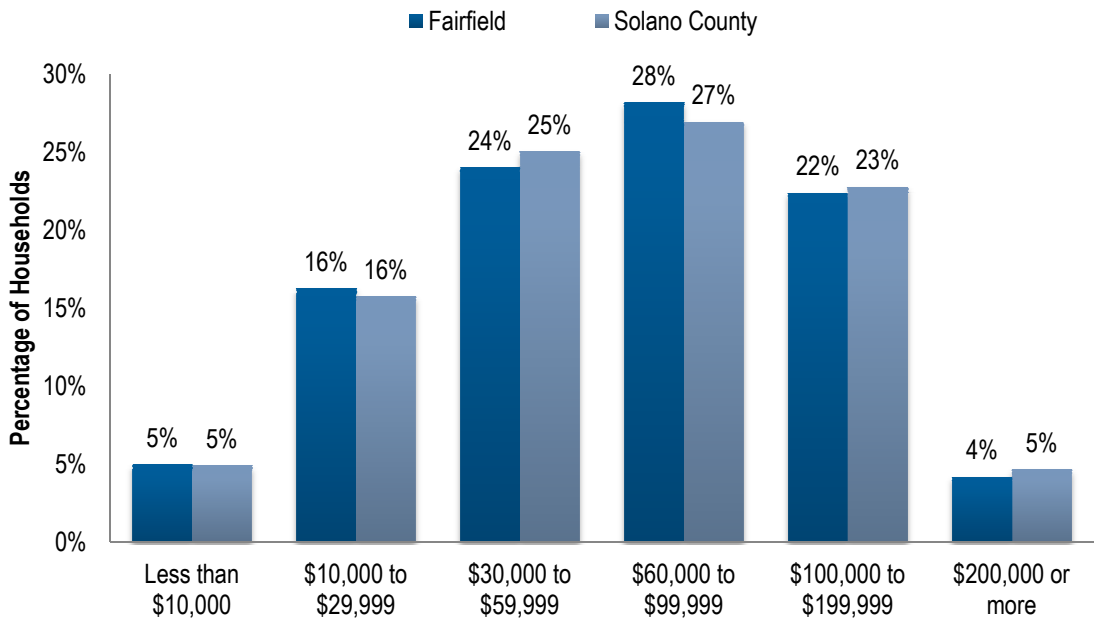
Figure 2-4 East Fairfield Projected Population Density



INCOME AND POVERTY STATUS

In 2009, median family income for the City of Fairfield was estimated at $73,427, slightly less than that of Solano County as a whole, where median family income was $74,093. Per capita income for Fairfield and Solano County diverged more noticeably, at $25,700 and $27,727, respectively. Figure 2-5 shows the distribution of household income for both Fairfield and Solano County. Fairfield and Solano County have similar household income ratios across all income brackets. The main finding from these metrics is that Fairfield households have very similar incomes to those in Solano County.

Figure 2-5 Distribution of Household Income, 2009

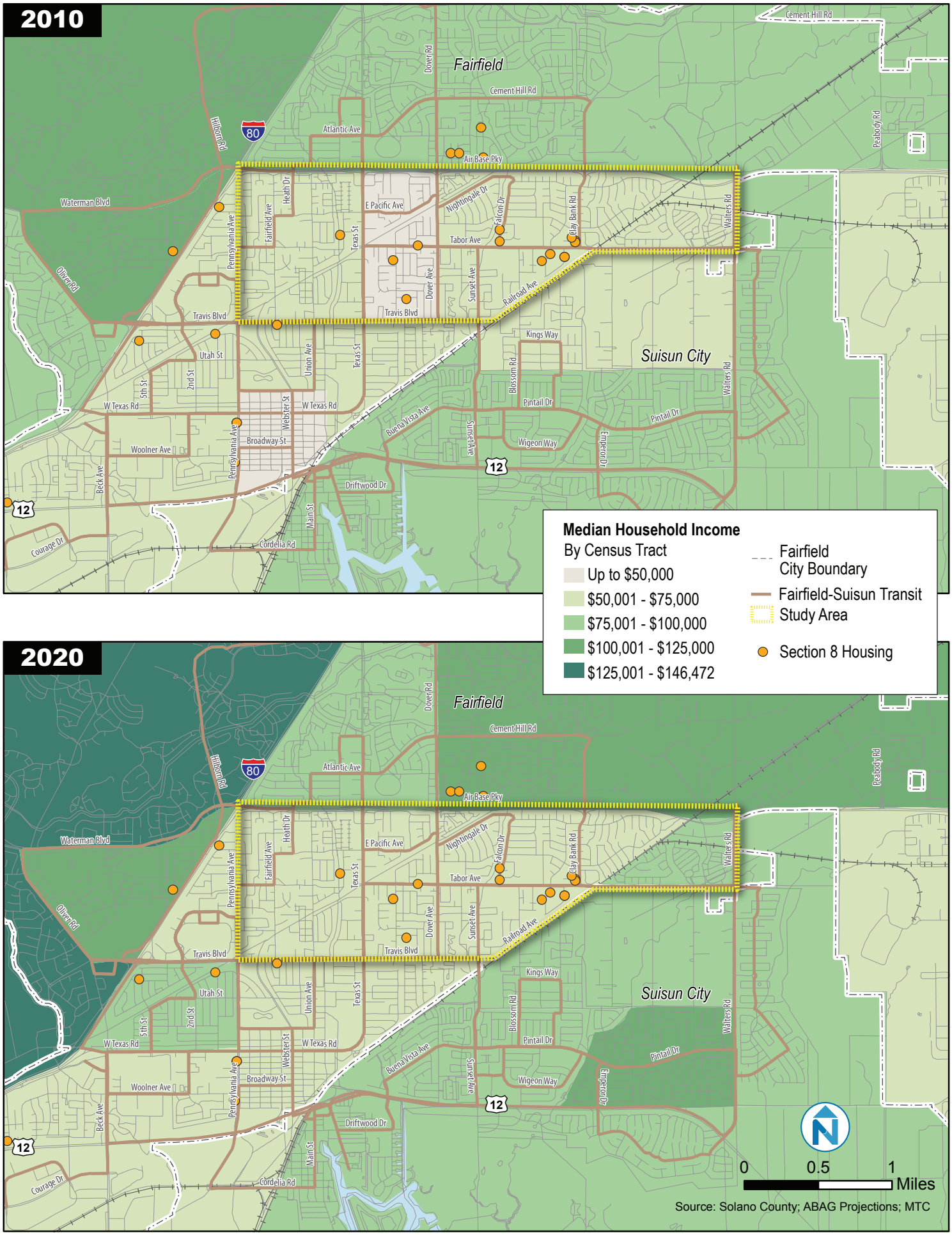


Source: 2009 American Community Survey, B19001

In addition to the Census figures shown above, other sources offer a more detailed picture on the economic state of households in East Fairfield. Figure 2-6 below shows data from ABAG and MTC indicating that the area of concern is economically disadvantaged when compared to other parts of Solano County. The area bounded by Travis Boulevard, North Texas Street, Air Base Parkway, and Dover Avenue is particularly disadvantaged, comprising 5,148 households which are projected to be earning $50,000 or below. The majority of the households in the study area are earning between just over $50,000 and $75,000. The projections for household income in 2020 show a slight improvement in household earnings, with the lowest income bracket set to increase to the next level ($50,000 to $75,000) and a few thousand households in East Fairfield set to earn in the $75,000 to $100,000 level. The main finding is that over ten years, household income for the majority of people in East Fairfield will stay within the same income bracket.

Affordable housing is another metric for the economic status of East Fairfield residents. A significant portion of Fairfield's affordable housing is in the study area with a concentration of Section 8 housing near Air Base Parkway, with a cluster on or near Tabor Avenue, particularly near the rail tracks. There are also pockets of low-income households to the south of the study area. These are shown in Figure 2-6.

Figure 2-6 East Fairfield Median Household Income, 2010 and 2020



Poverty Level

The U.S. Census Bureau determines poverty level using a set of income thresholds that vary by family size and age of the members. There are 48 different poverty thresholds based on a household's composition. If a family's total income is less than the poverty threshold, then that family and every individual in it is considered to be living in poverty. According to Census poverty thresholds, the City of Fairfield had an estimated 3,888 households (or just under 12%) with earnings below the poverty level (Figure 2-7). This is slightly higher than Solano County as a whole, where 14,375 households, or about 10% of households, were below the poverty level.

Figure 2-7 Household Poverty Status, Last 12 Months, 2009

	Fairfield	%	Solano County	%
Below Poverty Level	3,888	11.8%	14,375	10.3%
At or Above Poverty Level	29,156	88.2%	124,811	89.7%
Total	**33,044**	**100.0%**	**139,186**	**100.0%**

Source: 2009 American Community Survey, B17017

The majority of households in the study area earned in the $50,000 to $75,000 range, well above the 2010 federal poverty thresholds, which range from $10,450 to about $48,500[3]. This is reflected in the projected median household income map above (Figure 2-6).However, it is not possible to determine the total number of households in East Fairfield living under the poverty line from this data without knowing household composition, and Census data is not available for East Fairfield alone. We can infer that some of the 5,148 households in the small area earning on average below $50,000 may well be living under the poverty line, but it is not possible to determine the how many.

There are two other measures of economic self-sufficiency that more accurately capture the state of economic security. One is the Family Self-Sufficiency Index and the other is the Elder Economic Security Index. These indexes account for cost of living based on geographic location and specific costs (e.g. health costs for elderly, or the cost of diapers or childcare for infants) and are a more accurate measure. The Family Self-Sufficiency Index for Solano County indicates that a family of three would have difficulty living on less than $60,000 a year for one adult and two children and $69,000 for a family of four including two adults and two children.[4] The self-sufficiency living standard for elders in Solano County is $21,857 for a single senior and $30,632 for two seniors (assuming housing rental status).[5] It is possible that many families in East Fairfield (for the areas shown in Figure 2-6 as earning $50,000-$75,000) may be living under the economic sufficiency standard. While the federal poverty thresholds indicate that the majority of households in East Fairfield do not live under the poverty line, these alternative indices suggest that the entire East Fairfield area is likely more disadvantaged than the federal figures suggest.

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[3] US Census Bureau. 2010. "How the Census Bureau Measure Poverty." Available from: http://www.census.gov/hhes/www/poverty/about/overview/measure.html
[4]Insight Center for Community Economic Development. 2011. "The Self-Sufficiency Standard for Solano County, CA 2011" http://www.insightcced.org/uploads/cfes/2011/Solano.pdf
[5]Insight Center for Community Economic Development. 2007. Elder Economic Security Standard™ Index for Solano County 2007. http://www.healthpolicy.ucla.edu/eess0208_pdf/solano.pdf

RACE AND ETHNICITY

According to the 2009 American Community Survey, the largest group of residents in the City of Fairfield was White, at 35% of the city's population. Hispanic or Latino populations ranked as the second largest racial group (at 27%) followed by African Americans (at 15%). Figures 2-8 and 2-9 show the full race and ethnicity proportions of the population.

The main finding from the East Fairfield study area is that the Hispanic/Latino group is the largest ethnic group, at 37%. The study area had higher percentages of Hispanics and African Americans, and lower percentages of Whites and Asian groups.

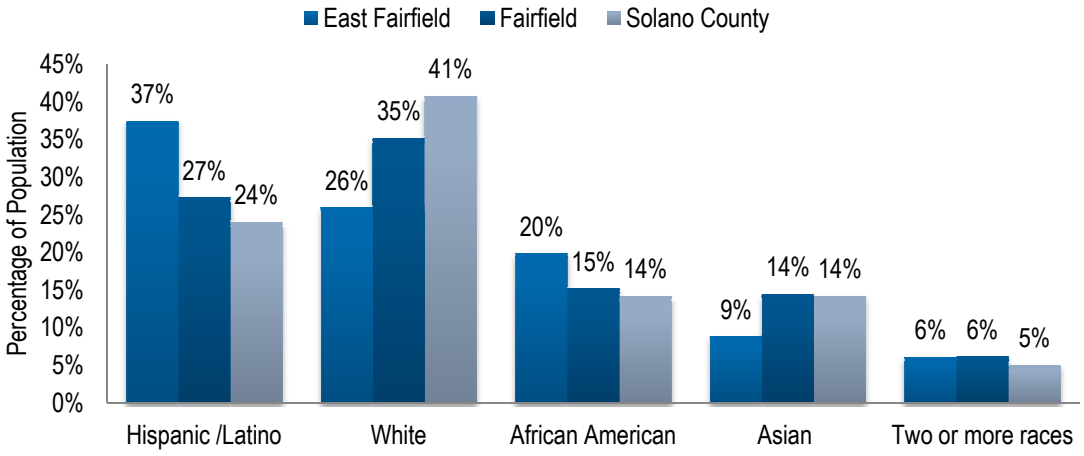
Figure 2-8 Race/Ethnicity of Residents of Fairfield, 2010

	Fairfield	% of Population	East Fairfield	% of Population
Hispanic /Latino	28,789	27%	9,825	37%
White	37,091	35%	6,807	26%
African American	15,979	15%	5,209	20%
Asian	15,265	14%	2,320	9%
Two or more races	6,455	6%	1,599	6%
Native Hawaiian/Pacific Islander	1,049	1%	300	1%
Other race	231	0.22%	50	0%
American Indian Alaska Native	462	0.44%	98	0%
Total	**105,321**	**100%**	**26,208**	**100.0%**

Source: 2010 Census, P5

Compared to Solano County as a whole, Fairfield and East Fairfield are more racially and ethnically diverse. Fairfield and East Fairfield have higher proportions of all non-White groups, with the exception of Asians, which is the same for Fairfield and Solano County.

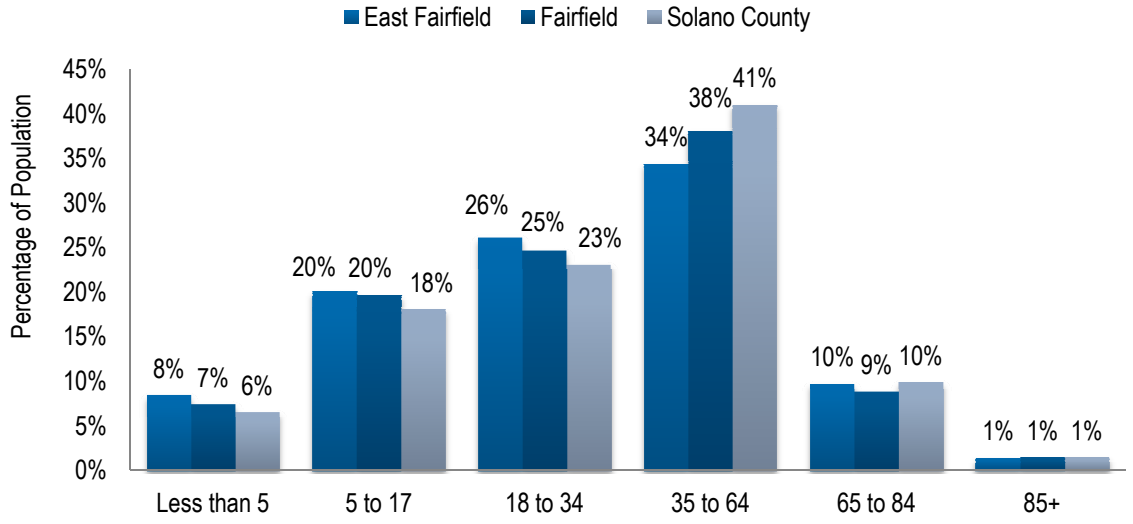
Figure 2-9 Race and Ethnicity of Population, 2010



AGE DISTRIBUTION

As shown in Figure 2-10, the age distribution for Fairfield was skewed towards younger age groups compared to that of Solano County. The proportion of youth (younger than 18 years of age) and young adults (18-34 years of age) is higher in Fairfield and East Fairfield, by 1 to 2 percentage points, than in the county. The trend shifts when considering the middle age (35-64 years) and senior (65-84 years of age) brackets, with Solano County leading with a 1% to 7% margin. For the 85 and older category, all geographies had similar proportions of seniors, around 1%. Both Fairfield and Solano County have slightly younger populations compared to the national average; the percentage of the population 65 years old and older is 11% for East Fairfield and Solano County, compared to 13% for the national average.

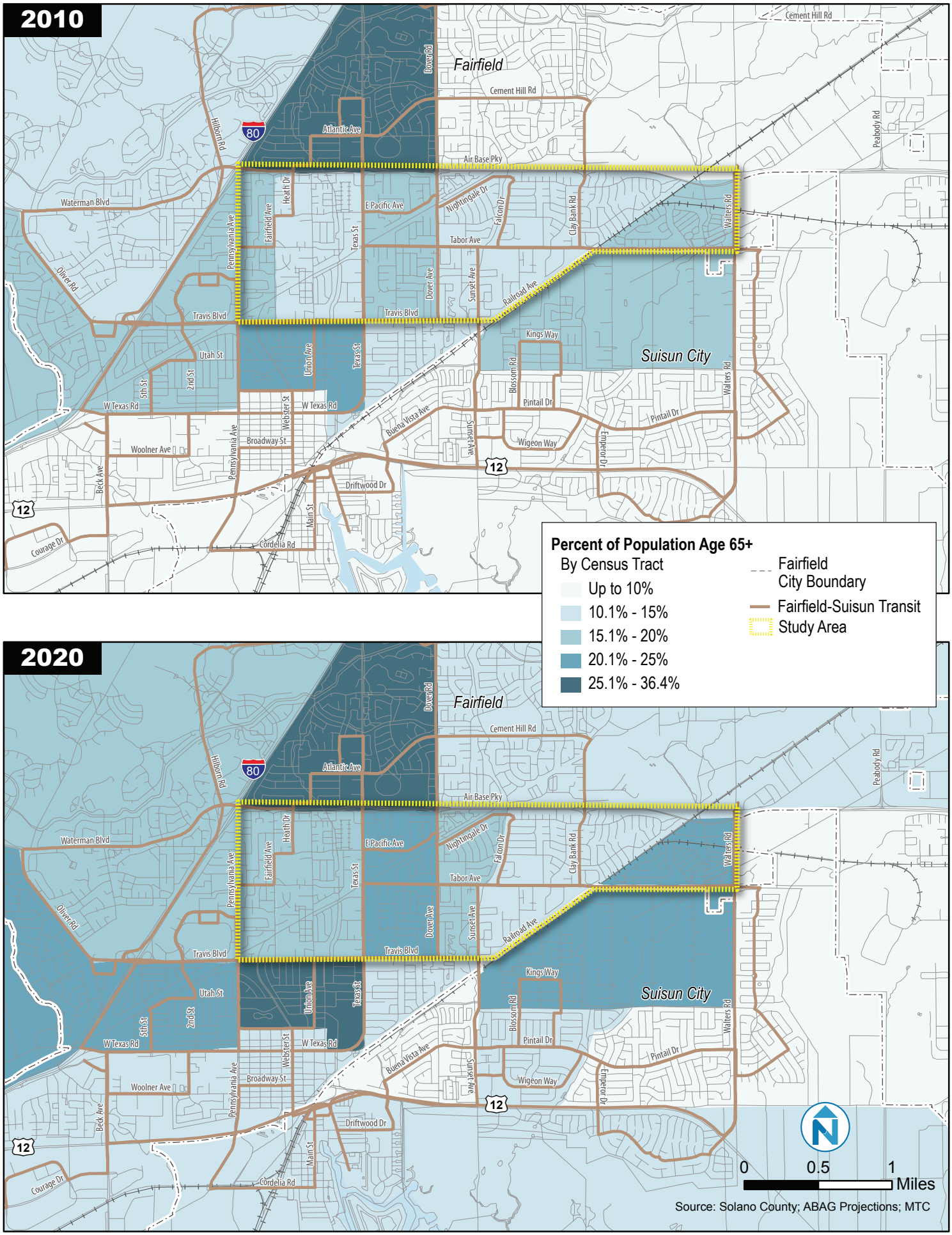
Figure 2-10 Age Distribution of Population, 2010



Source: 2010 Census, P12

The maps below show the 2010 and projected 2020 senior population density for East Fairfield (Figure 2-11). Between 10 and 20% of the population across the study area are seniors. The area with the highest concentration of seniors is bounded by Travis Boulevard, North Texas Street, Air Base Parkway, and Dover Avenue. The presence of several skilled nursing facilities around Travis Boulevard and Pennsylvania Avenue, adjacent to the study area, may have some impact on the distribution of seniors across the study area. It is noteworthy that the area with the highest concentration of seniors—15-20% —is also the most economically disadvantaged tract in the area and most likely to have households living below the poverty level. The senior population in this area is projected to increase 5% by 2020. Over time, the populations around the site are also projected to age in place, comprising up to 25-36% of the population. Thus seniors living in neighborhoods adjacent to the study area would also be impacted by existing transportation service gaps.

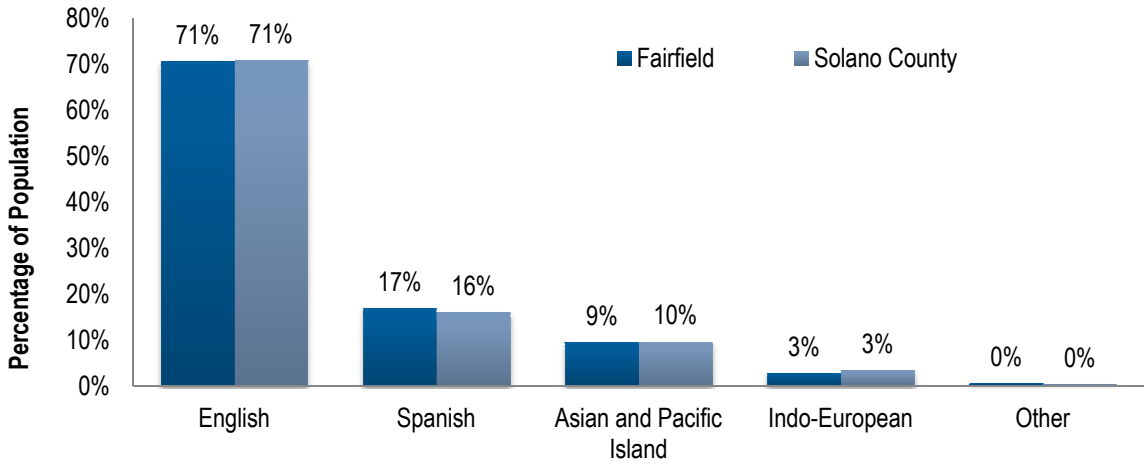
Figure 2-11 East Fairfield Senior Population Density, 2010 and 2020



LANGUAGE AND LINGUISTIC ISOLATION

Slightly more than 70% of Fairfield residents speak English as their primary language at home, as shown in Figure 2-12. Spanish is the second most common language spoken at home, at around 17%. A significant share of the population in Fairfield speaks an Asian/Pacific Island language at home, around 9%. While Fairfield and East Fairfield are more ethnically diverse than Solano County, they are almost identical linguistically with the majority of residents speaking English at home. It is noteworthy that while the majority of residents in East Fairfield are Hispanic, the dominant language appears to be English, as can be inferred from the City of Fairfield estimates of languages spoken at home.

Figure 2-12 Language Spoken at Home, Five Years or Older, 2009



Source: 2009 American Community Survey, C16001

Another important measure of language is linguistic isolation. As defined by the Census Bureau, "A household in which all members age 14 years and over speak a non-English language and also speak English less than 'very well' (have difficulty with English) is 'linguistically isolated.'" In Fairfield, 7% of households are linguistically isolated compared to 5% in Solano County (Figure 2-13). The majority of linguistically isolated households are Spanish speaking households in both Fairfield and Solano County, at 72% and 76%, respectively (Figure 2-14).Note that these household ratios constitute a percentage of the 2,332 linguistically isolated households, not of the total households in the study area.

Figure 2-13 Household Language by Linguistic Isolation, 2009

	Fairfield	%	Solano County	%
English	22,424	68%	97,532	70%
Non-English, Not Linguistically Isolated	8,288	25%	34,113	25%
Non-English, Linguistically Isolated	2,332	7%	7,541	5%
Total	**33,044**	**100%**	**139,186**	**100%**

Source: 2009 American Community Survey, B16002

Figure 2-14 Linguistically Isolated Households by Ethnic Group, 2009

	Fairfield	%	Solano County	%
Spanish	1,682	72%	5,760	76%
Indo-European	130	6%	577	8%
Asian/Pacific Island	471	20%	1,104	15%
Other	49	2%	100	1%
Total	**2,332**	**100%**	**7,541**	**100%**

Source: 2009 ACS, B16002

TRANSPORTATION-RELATED DEMOGRAPHICS

Vehicle Availability

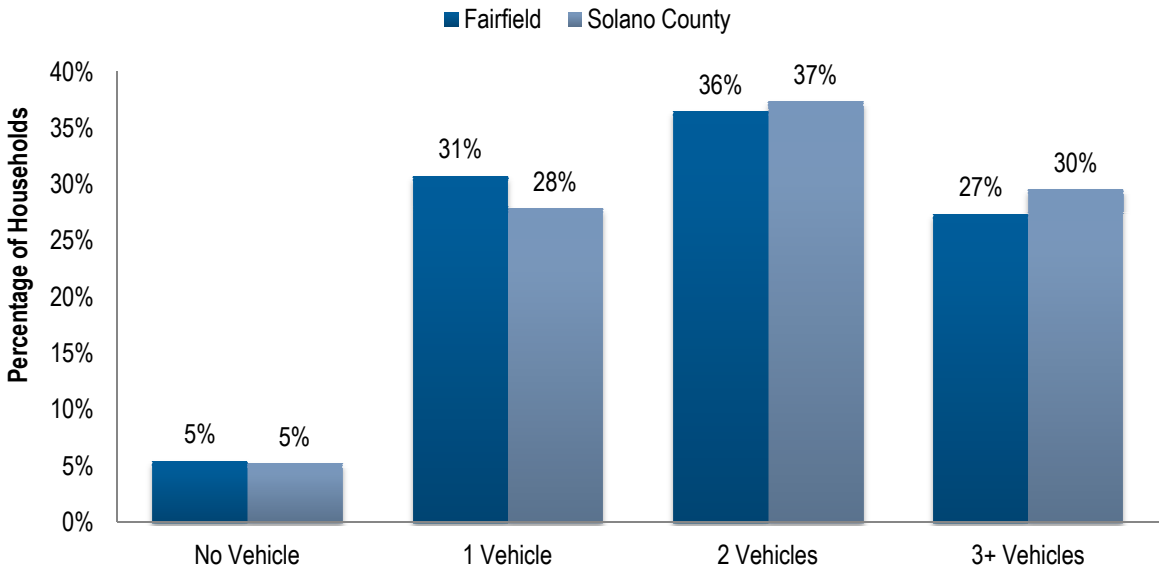
In 2009, 1,794 households in Fairfield did not have access to a car, which represents a significant mobility barrier in a largely car-oriented city (Figures 2-15 and 2-16). Most Fairfield households (approximately 63%) had two or more vehicles available. Overall, the breakdown of vehicle availability is similar between Fairfield and Solano County. However, in Fairfield, the population is more dependent on transit, or shared or non-motorized modes of travel, since the proportion of households with no vehicles or only one vehicle is higher than Solano County's, and the proportion of households with two or more cars is lower than the County's share.

Figure 2-15 Number of Vehicles Available by Household, 2009

	Fairfield	%	Solano County	%
No Vehicle Available	1,794	5%	7,283	5%
1 Vehicle Available	10,156	31%	38,750	28%
2 Vehicles Available	12,053	36%	51,998	37%
3+ Vehicles Available	9,041	27%	41,155	30%
Total	**33,044**	**100%**	**139,186**	**100%**

Source: 2009American Community Survey, B25044

Figure 2-16 Number of Vehicles Available by Household, 2009

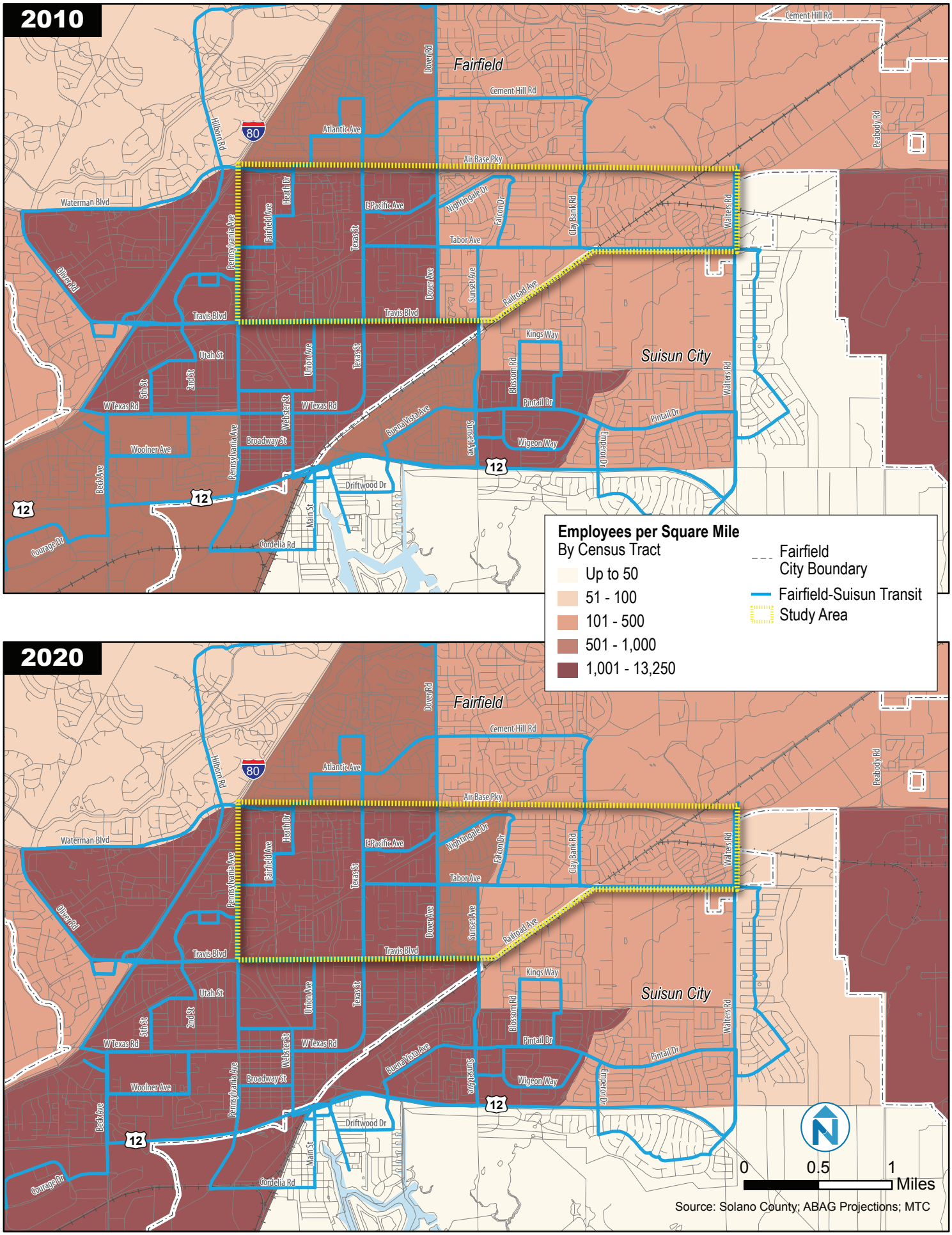


Source: 2009American Community Survey, B25044

EMPLOYMENT DENSITY

The projected employment density in East Fairfield is split along Dover Avenue, with the areas to the west of Dover having much higher employment densities than those east of this boundary, as shown in Figure 2-17. The difference is at least twice as many employment opportunities, with the western part of the study area hosting over 1,000 jobs per square mile and the eastern part holding between 100 and 500 jobs per square mile. This general east-west imbalance extends beyond the boundaries of our study area and is projected to remain relatively similar between 2010 and 2020. As expected, projected employment densities for the study area generally overlap with the commercial district along North Texas Street. Other important employment generators near the study area are Travis Air Force Base and Huntington Drive Industrial Park to the east, highway commercial areas to the west, a smaller employment area on Claybank to the north, as well as other regional opportunities in nearby cities. Travis Air Force Base is a major employer and economic driver for both the city and county.

Figure 2-17 East Fairfield Employment Density, 2010 and 2020



3 EXISTING TRANSPORTATION NETWORK

LOCAL TRANSIT SERVICE

Fairfield and Suisun Transit (FAST) operates nine local fixed routes and four intercity routes. Two other routes provided by SolTrans and Rio Vista Delta Breeze also connect Fairfield to other cities. FAST also operates DART paratransit service, a Subsidized Taxi Program, an intercity subsidized taxi program, and a Senior Volunteer Driver Program.

Fixed-Route Transit

The cities of Fairfield and Suisun City have a combined transit system that provides a total of nine routes within city limits as well as to cities in other parts of Solano County and other counties. Service is offered Monday through Saturday with weekday hours of operation from 7:00 AM to 7:00 PM, and reduced Saturday service from 9:00AM and 6:00PM. Figure 3-1 shows a complete list of the local fixed routes, with hours of operation, frequencies, and fares. Figure 3-2 shows the FAST transit system map. For an extended fare chart, see Figure 3-3.

FAST also operates four Solano Express intercity routes—Routes 20, 30, 40, and 90. Route 20 provides service between Solano Mall in Fairfield and the Vacaville Transportation Center, and Route 30 provides seven weekday round trips between Fairfield, Vacaville, Dixon, Davis, and Sacramento with limited Saturday service. Route 40 operates between Vacaville, Fairfield Transportation Center, Benicia, and the Pleasant Hill and Walnut Creek BART stations, and Route 90 operates between Fairfield Transportation Center, Suisun City Amtrak and the El Cerrito Del Norte BART station.

The regular fare for local service is $1.50, with a 50% discount for seniors and people with disabilities. Intercity service fares range from $2.75 to $6.75, while the fare to Travis Air Force Base is the same as the local fare, $1.50.

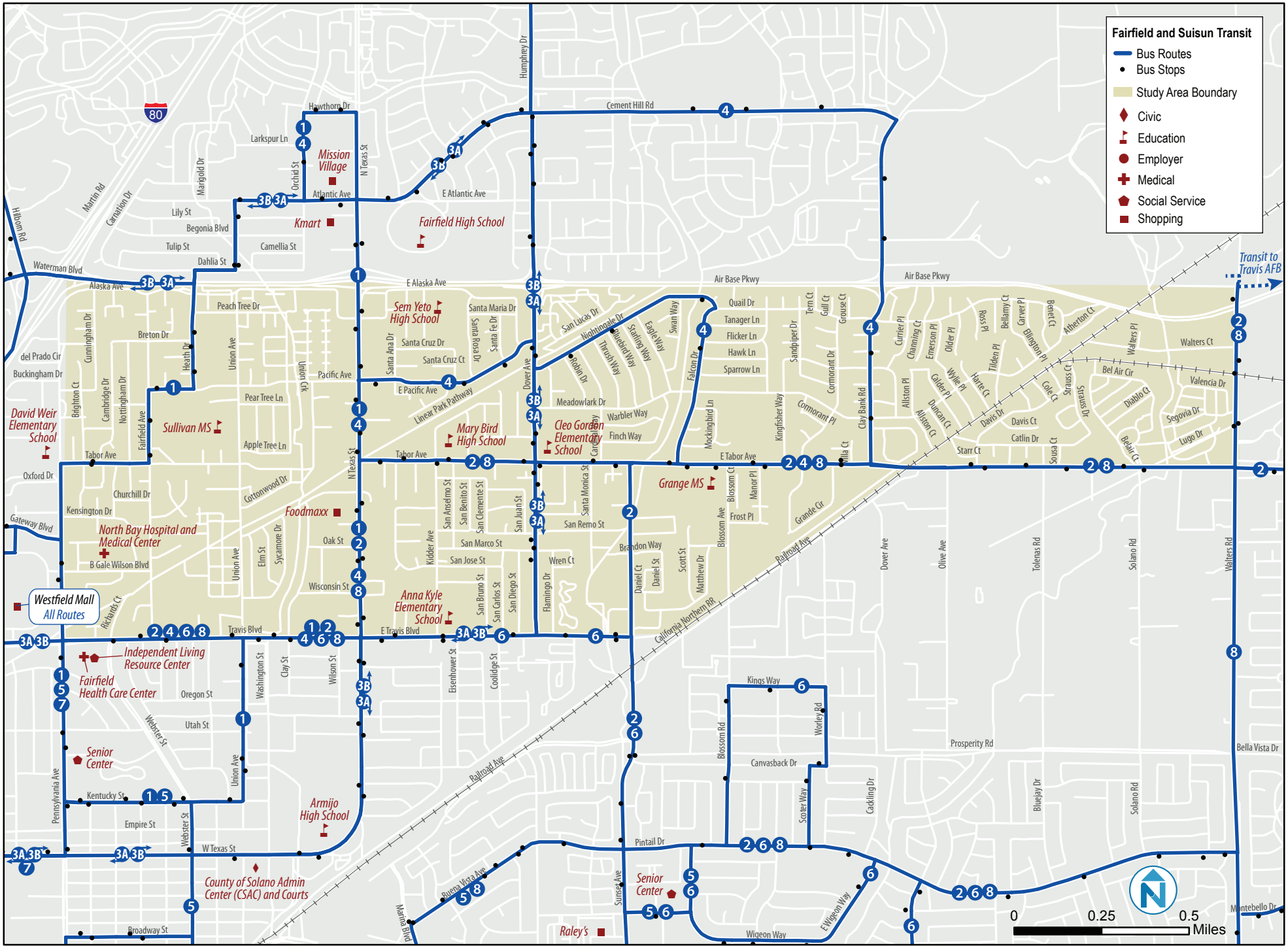
In FY 2010-11, the fixed-route system (local and intercity) had an annual ridership of just under one million passengers . Total fixed-route operating budget for 2010-11 was $8.5 million with a farebox recovery rate of 27%.

Simultaneous with this study, FAST conducted outreach to determine service changes that would make the FAST system more efficient and user-friendly. The information presented below reflects current operations; later in this report when strategies for improving transit are discussed, more information is provided regarding FAST's planned changes for its system within the next few years.

Figure 3-1 Fairfield and Suisun Transit (FAST) Fixed-Route Service

Fairfield/ Suisun Transit	Route	Hours of Operation	Frequency	Fares
Route 1A, 1B	Fairfield -Westfield Mall, Albertson's, Senior Center	M-F: 6:15 AM to 7:00 PM Sat: 9:15AM to 5:15PM	45 minutes	**Local Service:** Regular: $1.50 Senior/Disabled: $0.75
Route 2	Westfield Mall, Grange Middle School, Charleston & McClellan, FoodMaxx	M-F: 5:30 AM to 7:00 PM Sat: 9:00AM to 6:00PM	M-F, 30 minutes Sat, 60 minutes	
Route3A, 3B	Westfield Mall, Kmart-Mission Village, Senior Center, Fairfield Transportation Center	M-F: 6:30 AM to 7:30 PM Sat: 9:00 AM to 5:15PM	M-F, 30-60 minutes Sat, 60 minutes	
Route 4	Kmart-Mission Village, Grange Middle School, Rolling Hills Park, Westfield Mall	M-F: 6:15 AM to 6:15 PM Sat: 12:15 PM to 6:15 PM	60 minutes	
Route 5	Westfield Mall, Fairfield Civic Center, Suisun City Amtrak, Suisun City Hall, Downtown Suisun City, Armijo High School	M-F: 7:15 AM to 7:15 PM Sat: 8:45 AM to 5:15 PM	M-F, 30 minutes Sat, 60 minutes	
Route 6,	Westfield Mall, Sunset-Heritage Park Center, Fairfield High School	M-F: 6:00 AM to 7:30 PM Sat: 9:30 AM to 6:00 PM	M-F, 30 minutes Sat, 60 minutes	
Route 7 Route 7A Route 7B	Westfield Mall, Fairfield Transportation Center, Wal-Mart, Human Services Center, Solano College, Rodriguez High School, Green Valley Middle School	M-F: 6:00 AM to 7:00 PM Sat:10:00 AM to 5:45 PM On school days only, there is one additional early morning and one mid-afternoon run.	M-F, 60 minutes Sat, 120 minutes	
Route 8	Westfield Mall, Fairfield Transportation Center, Amtrak	M-F: 7:00 AM to 7:00 PM Sat: 9:00 AM to 6:00 PM	60 minutes	
Travis AFB	Huntington and Walters, Barracks, Passenger Terminal, David G. Medical Center	M-F: 6:00 AM to 6:45 PM Sat: 9:00 AM to 5:45 PM	60 minutes	

Figure 3-2 Fairfield and Suisun Transit (FAST) System Map



Source: Solano County; ABAG Projections; MTC

In addition to single ride fares, FAST offers a ten-ride Punch Pass for each zone, and monthly passes at the regular and discounted rate for seniors and persons with disabilities. The full fare chart is given in the figure below.

Figure 3-3 2010 FAST Fare Structure

Zone	Regular Fare	Seniors and People with Disabilities	31-Day Pass	Seniors and People with Disabilities 31-Day Pass	Ten-Ride Punch Pass
Local	$1.50	$0.75	$50.00	$25.00	$15.00
1	$2.75	$1.25	$70.00	$35.00	$27.50
2	$3.75	$1.75	$90.00	$45.00	$37.50
3	$4.75	$2.25	$110.00	$55.00	$47.50
4	$5.75	$2.75	$130.00	$65.00	$57.50
5	$6.75	$3.25	$150.00	$75.00	$67.50

REGIONAL TRANSPORTATION SERVICES

Regional routes connect Fairfield and Suisun City with Vacaville, Dixon, Davis, and Sacramento and to BART stations in Walnut Creek, Pleasant Hill, and El Cerrito del Norte. Figures 3-4 and 3-5 below outline the regional routes connecting to Fairfield in table and transit map form. All of the regional routes below are relevant to the study site in East Fairfield, as most routes stop at the Solano Westfield Mall on the west boundary of the study site, and two routes stop further away at the Fairfield Transportation Center (FTC), two miles southwest of the site, or at the Suisun/Fairfield Amtrak Station about one mile south of the site.

For the majority of routes within the intercity transit system, overall ridership has increased in recent years. Ridership increased an average of 26% between FY 2006-07 and FY 2010-11. Fairfield and Suisun Transit routes 40 and 90, as well as SolTrans route 85, increased close to 20%.

Figure 3-4 Intercity Transit and Regional Transit Connections

Transit Provider and Route	Cities Served	Hours of Operation	Frequency	Fare
Fairfield and Suisun Transit (FAST)				
Route 20	Fairfield Transportation Center, Westfield Solano Mall, Vacaville Transportation Center, Vacaville Park & Ride, Westfield Mall	Mon-Fri: 6:45 AM to 7:30 PM Sat: 9:30 AM to 5:30 PM	60 minutes	**Intercity Service:** $2.75 - $6.75
Route 30	Westfield Solano Mall, Fairfield-Vacaville-Dixon-UC Davis-Sacramento	Mon-Fri: 6:00 AM to 7:00 PM Sat: 9:20 AM to 2:30 PM	Mon-Fri: Three AM runs, one midday run, three PM runs. Sat: three runs total	
Route 40	Vacaville-Fairfield Transportation Center-Benicia Ind. Park-Pleasant Hill BART-Walnut Creek BART	Weekdays only. Mon-Fri: 6:15 AM to 9:15 AM and 4:15 PM to 8:30 PM	15-60 minutes	
Route 90	Suisun Amtrak, Fairfield Transportation Center, El Cerrito Del Norte BART	Weekdays only. 4:15 AM to 8:15 PM	10-120 minutes	
Solano County Transit (SolTrans)				
Route 85	Vallejo-Fairfield, Westfield Solano Mall	Mon-Fri: 5:30 AM to 10:30 PM Saturday: 6:30 AM to 9:30 PM	M-F, 30 to 60 minutes Sat, 120 minutes	$5.00 (Vallejo Transit Center – York and Maine to Westfield Solano Mall)
Rio Vista Delta Breeze				
Route 50	Rio Vista-Fairfield Fairfield Transportation Center, Westfield Solano Mall, Suisun-Fairfield Amtrak Station	Mon-Fri: 8:00 AM to 6:30 PM Saturday: 1:00 PM to 6:00 PM	4 Weekday runs depending on requests. 2 Saturday runs.	$6.00 (Rio Vista to Suisun-Fairfield Amtrak Station)

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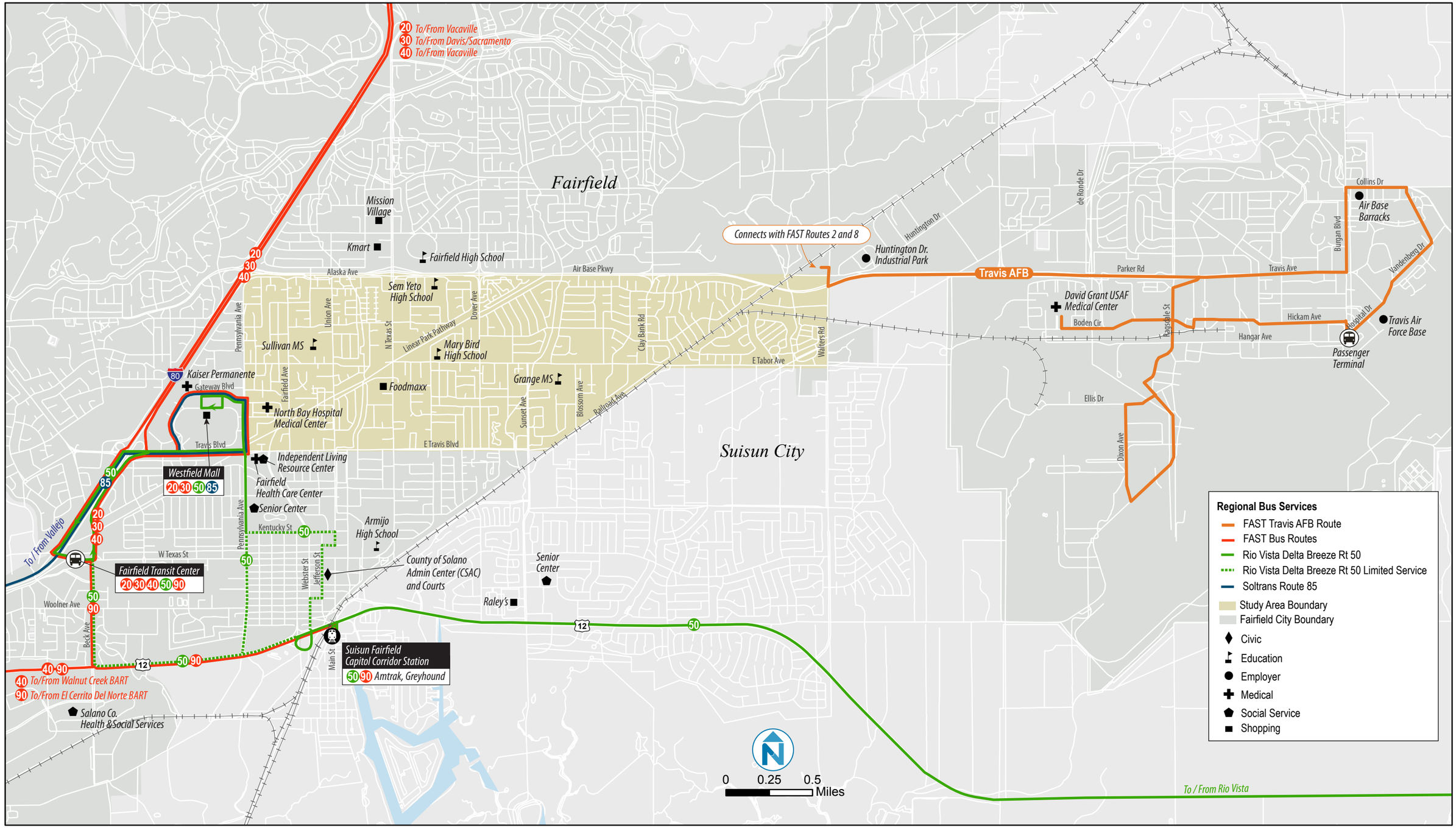
Figure 3-5 Regional Transit Connections to East Fairfield



Source: Solano County; ABAG Projections; MTC

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ADDITIONAL SERVICES & PROGRAMS

Paratransit and Other Transportation

In addition to the fixed-route transit system, Fairfield and Suisun Transit provides four transportation services (Figure 3-6) geared towards seniors and riders with disabilities: the Fairfield and Suisun Dial-a-Ride Transit (DART), a subsidized taxi fare service, a senior volunteer driver program, and an intercity subsidized taxi program. The combined cost of these services is $1.6m annually and they provide over 60,000 passenger trips.

Figure 3-6 Existing Transit Services for Seniors and People with Disabilities

Fairfield and Suisun Transit		
Program	**Type of Service**	**Eligibility**
DART	Local ADA Paratransit	ADA Paratransit eligible residents of Fairfield and Suisun City
Half-Fare Taxi Program	Local subsidized taxi	Fairfield and Suisun City residents over 60 years of age, for travel within this two-city area
Friends of Fairfield Senior Center	Senior volunteer driver program	Ambulatory Fairfield residents over 50 years of age
Intercity Taxi Scrip Program	ADA Paratransit	Fairfield or Suisun City residents who are both ADA-certified for paratransit and ambulatory, for travel beyond Fairfield/Suisun City within Solano County.

The **DART** service provides door-to-door service within the city limits of Fairfield and Suisun City for eligible people with disabilities that prevent them from utilizing fixed-route bus services. It operates Monday through Friday from 6:00 AM to 8:00 PM and on Saturday from 8:00 AM to 6:30 PM. Fares are $3.00 per ride.

The **reduced fare taxi service** is also available to Fairfield and Suisun City residents 24 hours a day, at half the metered fare. To be eligible for the subsidized taxi fares, persons must qualify through an application process based on age and residence. In general, those wishing to utilize the service must be at least 60 years old and live within Fairfield and Suisun City. Reservations are required for all trips; taxis are not wheelchair accessible. This program is also available to DART cardholders.

Fairfield also has a **volunteer driver program** provided through the "Friends of the Fairfield Senior Center." The service is designed to transport persons who are 50 years or older and operates in the central City of Fairfield only. It operates from the Fairfield Senior Center Monday through Friday between 8:30 AM and 2:30 PM. Fares are $1.50 per ride. The program uses vans that are not wheelchair accessible, so users of the service must be fairly mobile. Trips are restricted to the Fairfield Senior Center, medical/dental offices, filling prescriptions, and the passenger's home. No other trips, such as shopping or socializing, are allowed.

The Solano County **Intercity Taxi Scrip Program** is a flexible option for qualified ADA (Americans with Disabilities Act) paratransit certified riders that are ambulatory. This service

provides curb-to-curb, same day transportation to eligible Fairfield and Suisun City residents travelling to other cities in Solano County. The Intercity Taxi Scrip Program began its first pilot phase in February of 2010.

To be eligible for the FAST element of the countywide intercity taxi program, the rider must be:

- An ADA paratransit-certified resident of Fairfield or Suisun City.
- Ambulatory or able to enter and exit a taxi without another person's help.

In addition, any mobility device must be able to be folded for transport in the trunk of the taxi.

The program provides 24-hour on-call service between cities in Solano County for only 15% of the regular taxi fare. A scrip book containing $100 worth of scrip may be purchased for $15. As funding and resources become available, the pilot program is planned to also include non-ambulatory persons in Phase Two and local service (within cities) in Phase Three.

The Intercity Taxi Scrip program is available in addition to ADA paratransit services. This program is not available for trips between Fairfield and Suisun City.

School Bus Service

There is no traditional school bus program for the main schools in the study area (Anna Kyle, Cleo Gordon, and Weir Elementary Schools; Grange Middle School; and Armijo High School), with the exception of Fairfield High School's Parent Pay Program. However, all schools in the study area provide school bus transportation services to special education students, and most also provide "overflow" transportation to students who cannot be accommodated within their school district, and No Child Left Behind transportation to students who apply to attend other schools. Thus only a small number of students have access to traditional school bus services within the study area. For example, the school populations for the schools named above range from 500 to over 2400, but only 100 special education students use the school bus services[6]. The Fairfield High School Parent Pay Program is need-based and provides transportation to students anywhere in the district at full or subsidized rates or for free, depending on financial need.

Emergency Ride Home Program

The Solano Transportation Authority's Solano/Napa Commuter Information (SNCI) offers an Emergency Ride Home(ERH) program, which provides an "emergency" or "back-up" ride home for an individual who has used a commute alternative like transit, carpool or vanpool, bicycle, or walked to get to work in Solano County. ERH is a free service in which SNCI provides taxi vouchers or rental cars to ERH participants. Employers and employees must register with SNCI. There are similar ERH programs in most neighboring counties operated by other public agencies.

Commuter Incentives and Travel Information

The STA's SNCI program offers financial incentives for individuals interested in bicycling and vanpooling to work. These are designed to assist with the start-up costs of purchasing a bicycle or operating a vanpool for commuting purposes. To receive funds, a simple application is completed, and approved payments are monitored to assure they are used for the intended purposes. SNCI also offers free personalized transit, ridesharing, bicycling and other information by phone (1-

[6] Personal communication with Al Regis, Fairfield Suisun Unified School District, Director of Transportation, on February 21, 2012.

800-535-6883) Monday through Friday to individuals or organizations. This service is also available on the web (www.commuterinfo.net) and by email (commuter@sta-snci.com).

American Cancer Society

www.cancer.org/Treatment/SupportProgramsServices/Programs/road-to-recovery

The American Cancer Society Road to Recovery program provides transportation to and from treatment for people who have cancer who do not have a ride or are unable to drive themselves. Transportation is provided by volunteers for ambulatory Solano County cancer patients. Reservations must be made 72 hours in advance.

Connections For Life

www.connections4life.org

Connections For Life (CFL), formerly known as Solano Supported Living Services, provides various services such as housing, training, and activities to clients who are developmentally disabled. CFL runs the "Transportation Connection" program, coordinating transportation services for the clients of the North Bay Regional Center (NBRC) who attend day programs in Solano, Napa, and Sonoma Counties. CFL works with over 15 transportation vendors to provide transportation to over 1,200 NBRC consumers daily from the three client counties.

Older Driver Resources

http://www.aarpdriversafety.org/

While not a transit service, worth noting here is a program offered to keep older people driving longer and more safely. The AARP (formerly American Association of Retired Persons) conducts several online and classroom courses for older drivers. Most courses require a time commitment of eight hours; classes are usually taught in two four-hour sessions and occasionally during one day. Online classes cost $16 per person for AARP members and $20 per person for non-members. Classroom courses are offered periodically in Fairfield and throughout the year in Vallejo and Vacaville as well as nearby Sacramento and Contra Costa Counties. Classes are also available online through the AARP website.

Faith in Action

Faith in Action (FIA) is a nonprofit established through a grant from the Robert Wood Johnson Foundation. As part of comprehensive services for low-income seniors and people with disabilities, FIA provides transportation services countywide through their "Ride with Pride" program to seniors (60+) who are low-income and/or clinically disabled but ambulatory. Since it is an agency of last resort, 90% of its clients are low-income and 80% are homebound (unable to drive or travel unescorted).

The program provides transportation primarily to and from medical or social service programs, transporting several persons per vehicle, on a predetermined route. The vehicles may be agency-owned (one six-passenger van and one nine-passenger van) or volunteer-owned. Volunteer dispatchers or agency staff schedule rides. FIA and Ride with Pride are funded through government contracts and grants, as well as donations. The demand for this service outweighs the ability of the staff to coordinate the drivers and clients.

VA Medical Shuttle

The Northern California Healthcare System (NCHCS), part of the Veterans Administration, provides a shuttle to transport veterans with medical appointments to area VA outpatient clinics. The clinics are located in Redding, Chico, Sacramento (Mather AFB), Fairfield (Travis AFB), Vallejo (Mare Island) Martinez, Oakland, and San Francisco. Rides are provided for patients only and are by reservation through the NCHCS.

Amtrak/Capitol Corridor Train Service

The Capitol Corridor provides intercity train service with 16 daily round trips between Sacramento and Oakland. The Capitol Corridor is operated by Amtrak and administrated by the Capitol Corridor Joint Powers Board. In Solano County, residents are served by the Suisun-Fairfield Station located in downtown Suisun City on Main St. at Highway 12. This is just one mile south of the study area boundary and served by FAST Routes 5 and 90. This service is planned for expansion with an additional Fairfield/Vacaville station on Peabody at Vanden just northeast of the study area. All trains and stations are wheelchair-accessible, and service animals are allowed on board.

Greyhound Bus Service

Solano County is served by Greyhound Bus service, which serves two locations in the county: in Suisun City at the Amtrak/Capitol Corridor train station and in Vallejo. The Suisun City station is accessible by FAST Transit Routes 5 and 90. Greyhound service connects passengers with destinations in the Bay Area, California, and across the U.S. Passengers requiring buses with lifts or needing to bring a service animal on board are required to call Greyhound between seven days and 48 hours in advance of departure to get an assistance approval code and to ensure that the bus serving that trip will have a wheelchair lift. Most of the stations are wheelchair-accessible.

Airporter Service

Fairfield is served by several airporter services transporting travelers to and from San Francisco International Airport (SFO), Oakland International Airport (OAK), Sacramento International Airport (SMF), and Travis Air Force Base (TAFB). These include Super Shuttle, Fairfield Airporter, and Solano Airporter.

PEDESTRIAN AND BICYCLE FACILITIES AND PROGRAMS

The East Fairfield CBTP study, in general terms, comprises a grid network of streets and mixed land uses that make walking and biking viable options for many residents, workers, and students. Sidewalks are available on both sides of the street in most locations, and bicycle riding is common on off-street trails and many local streets. Aside from the southwest edge near downtown Fairfield, this pattern is interrupted by major linear barriers (Interstate 80 to the west; Air Base Parkway, a four-lane divided arterial to the north; and the active railroad corridor to the east and south) that limit connectivity to neighboring communities. Key internal circulation facilities and connections across these barriers are reviewed in greater detail below, as are relevant supportive programs.

Bicycle Facilities and Trails

The Linear Park Bike Trail, a planned 8.2 mile "Rails to Trail" project, is the most prominent and well-used bicycle facility in the study area. The existing portion is 6.1 miles extending from Dover Street southwest through downtown and across I-80 to Solano Community College. A second north-south trail along Laurel Creek, centered within the study area, extends into northern Fairfield via a pedestrian/bicycle overpass at Air Base Parkway and provides access to Suisun City from Sunset Avenue to the south. The two trails do not physically connect but are informally linked by Nightingale Drive, an important residential arterial.

On-street bicycle facilities consist of Class II[7] bike lanes on Tabor Avenue east of N. Texas Street, Sunset Avenue (south of Tabor), and along Air Base Parkway as wide shoulders. Additional bike lanes adjacent to the study area include N. Texas Street, Walters Road, and Dover Avenue north of Air Base Parkway (at Atlantic Avenue). Nearly all of these facilities are along high-volume arterial roadways and do not experience heavy usage. Utah Street, west of Union Street in downtown, provides the only official Class III shared roadway along a slower residential street.

Network Barriers and Connections

Across Interstate 80 to the west, non-motorized connections are provided along the Air Base Parkway and Travis Boulevard arterials overpasses, where narrow sidewalks on the south side must navigate across on/off ramps and at the Rockville Road/Linear Park Trail junction that extends under the highway toward Cordelia. In addition to the aforementioned overcrossing at Laurel Creek, five at-grade street crossings link the study area across Air Base Parkway to the north (only three of which—N. Texas Street, Dover Avenue, and Clay Bank Road—extend north for more than a block). An at-grade rail crossing at Tabor Avenue provides access east toward Travis Air Force Base while to the south, street crossings at Sunset Avenue and Pennsylvania Avenue connect across both the railroad tracks and State Route 12. The most active route across these barriers, however, is a pedestrian/bicycle overcrossing just south of the study area that links directly to the Suisun City/ Fairfield Amtrak Station from the north via Union Avenue.

Safe Routes to School

The Solano Safe Routes to School (SR2S) Program is intended to increase the safety and popularity of non-motorized school travel to help reduce peak congestion, improve air quality, and encourage physical fitness among youth. In partnership with Solano County H&SS, Public Health, the SR2S program supports and engages school communities, cities, and agencies in the following:

- **Bicycle Rodeos and Traffic Safety Assemblies(Education)**– schools are offered age-appropriate safety skills for all grade levels on a first-come, first-served basis
- **Encouragement Events and Promotion**– Walk and Roll to School events and contests, trip planning, and school route maps are used to encourage participation
- **Engineering and Grant Assistance**– physical improvements are designed to improve the safety of school commutes and loading zones, and projects are prioritized for funding

[7] According to Caltrans, the state Department of Transportation, bicycle facilities are organized according to distinct "classes" that signify the amount of separation from vehicle traffic: Class I for trails, Class II for dedicated on-street bicycle lanes, and Class III for shared roadways where signage and optional markings indicate a preferred bicycle route.

- **Enforcement Strategies and Training** – various techniques are employed to promote traffic law compliance and the proper location/training of crossing guards

A high proportion of children and youth walk or bike to schools in the study area. The elementary schools have the highest walking and biking rates, followed by the middle school and high school. Anna Kyle Elementary, Cleo Gordon Elementary, and Grange Middle School have the highest or among the highest rates for walking and biking to school for all schools in the county (Figure 3-7). Approximately 1,500 students and their families are walking and biking to and from schools in the study area.

Figure 3-7 School and Youth Travel

School	Enrollment	Free/Reduced Lunch	Walking/Biking to School
Anna Kyle Elementary	787	91%	53%
Cleo Gordon Elementary	644	89%	38%
Weir Elementary	504	88%	-
Grange Middle School	927	74%	37%
Armijo High School	2,425	51%	22%
Fairfield High School	1,691	56%	21%

Source: STA Safe Routes Program Survey, 2011

Yolo-Solano Bike Links Map

The Solano Transportation Authority, in coordination with the Yolo-Solano County Air Quality Management District, provides an updated bikeways map for the two-county area to promote cycling activity, awareness of bicycling opportunities, and bicycling-related businesses. Available in print for free at various locations, the map is also available for download at STA's website in the bike and walking section: http://www.sta.ca.gov.

4 REVIEW OF TRANSPORTATION STUDIES AND PLANS

Transportation gaps will be identified in a separate document following the completion of extensive community input. However, we initiate the process of identifying gaps by reviewing previous studies that may shed some light on the subject (Figure 4-1). This chapter presents an overview of the Metropolitan Transportation Commission's (MTC) Lifeline Transportation Network Report completed in 2001, as well as findings from other reports and studies relevant to the East Fairfield Community-Based Transportation Plan (CBTP). The purpose of this literature review is to highlight information about spatial, temporal, and informational gaps in the existing transportation network (as defined below in the Lifeline Transportation Network Report summary), both throughout Solano County and within Fairfield and East Fairfield.

Because many of the public transportation options in Solano County provide crucial intercity service between Fairfield and its neighbors, many of the transportation gaps identified as "countywide" are applicable to Fairfield as well, while those specifically addressing Fairfield provide the most detailed identification of city-specific gaps.

Figure 4-1 Plans Reviewed for Summary of Transportation Gaps

Report Name	Author/Agency	Date	Relevance to Fairfield
Lifeline Transportation Network Report, MTC	Metropolitan Transportation Commission (MTC)	2001	Limited
CBTP for Cordelia, Fairfield, and Suisun	Solano Transportation Authority (STA)	2008	Relevant
Solano County Senior and Disabled Transit Study	STA	2004	Limited
Solano Transportation Study for Seniors and People with Disabilities	STA	2011	Relevant
Solano County Unmet Needs/Fairfield Public Hearing Process	Metropolitan Transportation Commission (MTC)	2010	Relevant
Solano Safe Routes to Transit Plan	STA	2011	Relevant
Solano Countywide Bicycle Transportation Plan	STA	2011	Relevant
Solano Safe Routes to School Plan	STA	2008; update ongoing	Moderate
Solano Countywide Pedestrian Plan	STA	2004	Limited
Solano Rail Crossings Inventory and Improvement Plan	STA	2011	Moderate

Detailed Literature Review

The plans covered in the following section identify key destinations and gaps in transportation services. Essential destinations are defined as locations of employers that offer entry-level positions (requiring minimal or no training), medical facilities, homeless shelters, career and job training centers, daycare centers and homes, schools, colleges, community colleges, civic destinations (libraries, town halls, courts, post offices, etc.), public housing (elderly, disabled, family), and establishments that accept food stamps. Transit routes and transportation services were reviewed, and a route's service area was considered to be within a five-minute walk or ¼ mile.

Using this methodology, the documents specify key transit gaps in serving critical transit needs, using these three categories:

- Spatial (the bus does not go where people need to travel)
- Temporal (the bus does not go when people need to travel) or
- Informational (gaps in understanding how to use transit, transit system fare structure, route and timetable information, trip planning, and transfer scheduling).

Lifeline Transportation Network Report: 2001 Regional Transportation Plan for the San Francisco Bay Area

Metropolitan Transportation Commission

The Lifeline Transportation Report aimed to identify transit services that serve a critical need for low-income individuals and families in the nine-county Bay Area, including the project area, and evaluate if those needs are adequately met. The Lifeline Report serves as the basis for this CBTP, which is a follow-up plan to address transportation issues in the communities where transportation gaps were identified.

To conduct the analysis, the location of CalWORKs households was used because 1990 Census data was too old and 2000 Census data was not yet available at the time of the study. The definition of CalWORKs households, as referenced in this study and others, stems from the 1997 California Assembly Bill 1542, which established the California Work Opportunity and Responsibility to Kids program (CalWORKs).

Lifeline routes were identified using the following criteria:

- The service provides a direct connection to:
  - Neighborhoods with a high concentration of CalWORKS households, and/or
  - Areas with a high concentration of essential destinations

And/or are:

- Core trunk line service as identified by the transit operator, and/or
- A regional link.

The document identifies key transit gaps in serving these critical needs.

CalWORKs household locations were assigned to ¼-mile grid cells that covered the region. A "high concentration of CalWORKs households" was defined as 10 per ¼-mile area. The analysis looks at how these households accessed "essential destinations."

Overall, the Lifeline Report found that nearly half (43%) of all transit routes in the Bay Area operated by the 19 transit operators in the study met the criteria to be a "Lifeline" route. Of these routes, 83% were selected for the study because they served neighborhoods with high concentrations of CalWORKs participants.

Regarding Solano County, the report noted that there is very limited to no public transit service on the weekends in the greater North Bay. The report also designated 90% of the Fairfield and Suisun Transit lines in service at the time of the study as "Lifeline Routes," with nine of the agency's routes (1, 2, 3A/3B, 4, 5, 6, 7, 30, 40) serving CalWORKs neighborhoods. Because Fairfield's low-income population is spread out in a largely suburban, auto-dependent development context, MTC considered most local city bus routes as Lifeline Network Transportation Routes.

Several intercity, cross-county routes are also named as "Lifeline Routes" in the 2001 report, given their importance in linking smaller communities with larger ones. Fairfield and Suisun Transit (FAST)'s Route 30 and 40, among others, were designated such routes.

The 2001 report offered a brief overview of the spatial and temporal gaps extant across Solano County:

> **Spatial Gaps**
>
> The major transit operators in Solano County– Benicia Breeze, Fairfield and Suisun Transit (FAST), Vacaville City Coach, and SolTrans – provide far-reaching geographic coverage of the county including service to concentrations of low-income persons and concentrations of essential destinations.
>
> **Temporal Gaps**
>
> The most significant temporal gap for transit agencies in Solano County is that no local transit agency operates bus service on Sundays. Other temporal gaps included:
>
> - Most Lifeline Transportation Network routes in Vacaville, Fairfield, and Suisun City stop operating before 7 p.m. on weekdays and before 6 p.m. on Saturdays.
> - Neither Fairfield and Suisun Transit (FAST) nor Vacaville City Coach operate service in the evenings.

Status of Lifeline Routes

Follow-up studies to the Lifeline Report detail specific projects that either have been, or are planned to be, implemented in support of the designated Lifeline Routes.

A 2011 evaluation of Lifeline Projects conducted by MTC included two projects related to Fairfield. The City of Rio Vista sponsored new service connecting Rio Vista with Fairfield job opportunities; and the City of Vallejo used Lifeline funding to maintain intercity transit connecting Vallejo and the Solano Community College in Fairfield. Otherwise, we assume that all the routes originally identified as Lifeline Routes are still current because these routes traverse the East Fairfield site, which still has a large low-income population.

Other Relevant Studies

In addition to the Lifeline Transportation Report, there are other community resources, area plans, and studies which cover the study area and provide some relevant information for the CBTP. These have been reviewed to further identify transportation gaps related to Fairfield, and to understand what has already been accomplished in Solano County.

Existing Solano County Community Based Transportation Plans

Community Based Transportation Plan for Cordelia/Fairfield/Suisun Project Area, Solano Transportation Authority, July 2008

In this CBTP, the "Summary of Existing Transportation Services and Transit Gaps" chapter offers a thorough summary of the various modes of access available in the area, and a comprehensive overview of potential transit gaps. The report details a large number of potential gaps and broad problem areas, but few specifically address Fairfield. Broad problem areas included a general lack of transit service to and from:

- Swing and Night Shifts
- Weekend Shifts
- Childcare Providers
- Major Employment and Educational Centers throughout the county

In detail, the chapter entitled "Limited Intercity Transit to Major Employment and Educational Centers in Solano County" included the following (excerpted from the report):

- **Benicia Industrial Park:** The Benicia Industrial Park is located along Industrial Way south of I-680 between Lake Herman Road and Bayshore Road and off Park Road north of the freeway. Currently there is limited public transit service via a local deviated fixed-route operated by Benicia Breeze. In addition, an intercity fixed-route service, Route 40, stops at the Industrial Park and connects it to Fairfield, Vacaville, and BART stations in Contra Costa County.
- **Solano Industrial Park in Fairfield:** Fairfield Industrial Park is located south of Highway 12 between Chadbourne Rd. and Beck Ave., which are connected by Courage Way. Employers include Anheuser-Busch and Jelly Belly. Fairfield and Suisun Transit Rt. 7 travels along Chadbourne, Beck, and Courage Dr. and connects this industrial park to the Fairfield Transportation Center, Westfield Solano Mall and the local transfer center, and Cordelia.
- **Vacaville Industrial Park:** The Vacaville Industrial Park is located in north Vacaville along Vaca Valley Parkway. This area has been served by transit to varying degrees over the past five years.

With regards to regional mobility needs in Fairfield, the CBTP drew on the findings of the 2006-2007 Unmet Needs Process which identified a general need to:

- "Increase service in the I-80 Corridor between Vacaville, Fairfield, Vallejo, and San Francisco"

In addition to the lack of transportation to and from essential activities, lack of a coordinated and simplified fare system made it difficult for passengers transferring between multiple transit systems to understand the difference in policies.

Stakeholder interviews shed light on the patterns of travel in greater Solano County, including Fairfield. Many respondents did not have a driver's license and others "often complained about the lack of service on Sunday, infrequent service on Saturday, buses that don't run late enough and that traveling by bus takes too long."The list of suggested improvements along the key dimensions is summarized below:

Spatial

- More bus shelters are needed; existing shelters need better maintenance.
- Bicycling programs and safe routes are needed.
- Some riders feel unsafe among other passengers, or at transit stops.
- Bus passes are sold in too few locations.

Temporal

- More Sunday service
- More frequent Saturday Service
- More frequency of fixed-route schedules
- Longer hours of operation
- Fairfield/Suisun Senior Volunteer program only runs weekdays, from 9AM to 3PM

Informational

- Transit providers should be more sensitive to the needs of disabled riders.
- Rider information needs to be translated into Spanish and Tagalog.
- Some populations, including seniors, disabled, youth, and non-English speaking people, need more help negotiating transportation system.
- Transit is too expensive, especially for families that need multiple bus passes, and those who must transfer to different systems.

Solano County Senior and Disabled Transit Study, Final Report, 2004 Solano Transportation Authority

This plan addresses the transportation needs of seniors and people with disabilities in Solano County. Like previously summarized plans, this report offers a comprehensive overview of fixed-route transit and paratransit services in the whole of Solano County, and specifically by each major city (including Fairfield).

The report determined five broad spatial, temporal, and informational gaps from surveys and focus groups in several cities and towns across Solano County. Nine of the eleven focus groups took place at senior centers in all seven Solano County cities in order to pinpoint the transportation gaps and needs of these residents across the county. The main gaps identified were that it was difficult to walk and/or wait at stops, connections were difficult, buses operated too infrequently on weekdays and weekends, buses did not operate early or late, and there was a general lack of access to information (on service, transfers, and fares).

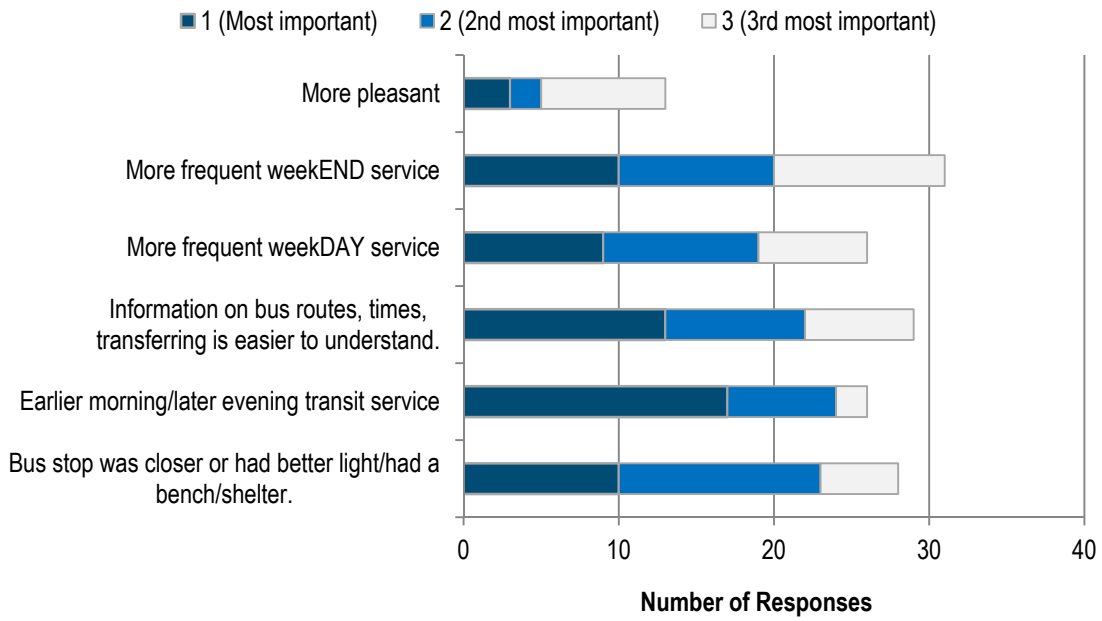
This report has been superseded by STA's 2011 follow-up report, the *Solano Transportation Study for Seniors and People with Disabilities*, described below.

Solano Transportation Study for Seniors and People with Disabilities, 2011 Solano Transportation Authority

The Fairfield findings for the fixed-route transit network concentrated around spatial and temporal gaps. Fairfield residents ranked more frequent weekend service as the main need, as shown in Figure 4-2. Lack of easily comprehensible information on bus routes, times, and transfers was identified as the second major gap, illustrating that the top needs are not necessarily capital intensive needs. Residents also offered a detailed list of specific locations which are difficult to reach within the existing transportation network.

A more general finding from this report highlighted passengers' request for reduced fares, especially when this involved transferring between bus systems. Cost was highlighted as an issue for transit trips, transfers, paratransit service, and taxis. Fares are also different between cities, with Vacaville offering a $2 day pass, while no day pass is available in Suisun or Fairfield.

Figure 4-2 Fairfield Ranking of Transit Improvements



Fixed Route Transit

Spatial

- More local transit to key locations (medical, grocery, other shopping, industrial center, Travis Air Force Base, and other residential communities)
- More regional transit services (to San Francisco, Sacramento, Cordelia, Vallejo, Vacaville, Suisun City, Green Valley BART, Vallejo Ferry)
- Health providers should help provide transportation when patients have to travel out of the area to get health care
- More bus stops, including the Solano Athletic Club, the Senior apartments on Dover Avenue, and near other residential areas
- More facilities and better designed facilities (more bus shelters and benches, more apparent and legible signs and stops, bigger shelters), especially near senior centers
- Cleaner and safer design of bus stops, especially for night transit

In more detail, residents identified key locations which are difficult to reach within the current transportation network. These are:

Figure 4-3 Fairfield: Locations to which More Transit is Requested

Medical	Grocery	Other Shopping	Intercity Transportation	Specific Locations/Uses
Kaiser (Fairfield, Vallejo, Vacaville) Sutter Health (Solano) Sutter Medical, (Fairfield) Family Health Services (Courage Dr.)	Raley's, Costco, Food Maxx	Westfield-Solano Shopping Mall in Fairfield Wal-Mart, CVS Costco in Cordelia	San Francisco, Sacramento, Cordelia, Vallejo, Vacaville Suisun City, Green Valley BART, Vallejo Ferry	Casa Nova Mobile Home Park Oakwood Estates Clay Bank Industrial Center Travis Air Force Base

Temporal

- More evening service for social and civic trips
- More weekend service
- Provide Sunday service (which is currently unavailable)
- Make transfers easier

Informational

- Improve information on the bus system
- Improve transferring between buses and systems, especially on paratransit
- Improve consistency in costs when traveling across different systems
- Improve communication about the route to passengers while in transit (announce stops on microphone)
- Make sure seniors are aware of services available to them; post transit information at supermarkets and other locations frequented by seniors

- Institute a transit navigator program, similar to one in Seattle, where volunteers dressed in bright vests teach people how to use the bus system

Paratransit

Comparatively, paratransit service gaps were primarily temporal. For this reason, taxi service was noted as more closely meeting the needs of some customers although their main constraint was lack of wheelchair accessibility. A summary of suggested improvements includes:

Spatial

- Increase the geographic coverage and trip purpose flexibility for eligible Senior Volunteer Driver Program (SVDP) users. Currently, the program serves central Fairfield, but not Travis Air Force Base, Rancho Solano, or other locations.

Temporal

- Scheduling could be improved for passengers (currently passengers arrive at their destination too early for appointments and are picked up many hours after the appointment has finished)
- Improve advance scheduling requirements (where early scheduling requirements are inconvenient for riders and impractical for last-minute or emergency trip needs)
- Revise paratransit operating schedules to more closely match medical office hours
- Improve accuracy of dispatcher and driver pickup times
- Consider making more taxis wheelchair accessible
- Increase the geographic coverage and trip purpose flexibility for eligible Senior Volunteer Driver Program (SVDP)users
- Increase hours of service for Senior Volunteer Driver Program (SVDP)

Informational

- Improve "user interface" for DART paratransit
- Provide a confirmation number to allow passengers to better manage their trips

Solano County Unmet Needs Process, December 2010 Metropolitan Transportation Commission

Transportation Development Act (TDA) funds are a major funding source for transit. Until recently, these TDA funds had been used for Streets and Roads purposes in Solano County rather than solely for transit, and as a result the entire county had been subject to an annual Unmet Transit Needs process according to TDA statutes. During the countywide process, the public may identify Unmet Transit Needs in any jurisdiction.

The 2011 Unmet Needs Process identified potential improvements across service design, operational and scheduling practices, and capital improvements. The gaps are presented here by Lifeline Transportation Network categories:

Fixed-Route Transit

Spatial

- Extra bus stop needed at business center in Cordelia
- Cordelia underserved by transit
- Improve Red Top Road Park-and-Ride
- Direct bus to San Francisco
- Concern about transit for seniors in Green Valley
- Lack of good transportation for elderly
- Keep Fairfield Taxi Program
- Lack of bus stops on bus lines
- Bus stops too far apart
- Need more bus stations (shelter)
- More curb cuts at stops/stations
- Increase capacity for bikes on buses
- More conveniently located and more easily accessible bus stops

Temporal

- Route 20 could run later to match route 90
- Expand Capital Corridor schedule
- Extend hours of current FAST schedule extended to at least 10 PM
- Need for Sunday Service
- Travel times and transfers make service inconvenient

Informational

- Would like to see one pass in use, not multiple passes
- Need to create a regional code of bus etiquette
- Drivers need more training to be sensitive to needs of passengers
- Better signage for bus system

Paratransit

Spatial

- Routing issues of DART service
- Reduction from seven to five buses makes reservation more difficult (DART)

Informational

- Some dispatchers are not customer friendly
- Lack of professionalism on phone by dispatchers

Safe Routes to Transit Plan, 2011

The recently adopted SR2TP, commissioned by STA, identifies the Fairfield Transportation Center and the Suisun City Capitol Corridor Train Station as regional transit destinations to review and assess for transit access improvements. Station access gaps and enhancement opportunities identified by this plan have been edited for relevance to the study area and are summarized below:

Spatial

- Increase bicycle access to the Fairfield Transportation Center by improving the Linear Park Path arterial crossings, providing Class II bike lanes on the south side of West Texas to Beck Avenue, improving the Woolner Avenue intersection at Beck Avenue, and increasing bicycle parking at the station.
- Improve pedestrian and bicycle access to the Capitol Corridor Train Station by improving Union Street with Class III bicycle signage, improved crossings/new bicycle connections at Broadway Street, and better lighting of the existing overcrossing. Longer-term, consider rebuilding the railroad overpass with improved ADA access.
- Close the sidewalk gap along the east side of Marina Boulevard and south side of Buena Vista Avenue and enhance Lotz Way for bicycles to improve access to the Capitol Corridor Train Station.

Temporal

- Improve nighttime and low-activity-period security at the Fairfield Transportation Center by installing security call boxes and security guard signage.
- Improve nighttime safety and security by adding lighting to the station platforms, and including video cameras and security call boxes at the Suisun City Capitol Corridor Train Station.

Informational

- Provide electronic real-time transit information at the Fairfield Transportation Center and Suisun City Capitol Corridor Train Station, and improve access to maps and schedules

Countywide Bicycle Plan, 2011

The 2011 Bike Plan identifies project priorities throughout the County, including Fairfield, in three "tiers." The first two tiers contain a small number of projects given high priority by STA and the Bicycle Advisory Committee (BAC) and Technical Advisory Committee (TAC), including a countywide bicycle wayfinding program (Project #4 Tier 1) and to-be-determined Safe Routes to School projects (Project #5 Tier 2). These projects are expected to be completed in the next 5-7 and 7-15 years, respectively.

The Plan also lists "Tier 3" projects identified by the City of Fairfield as being high priority. These include improvements to the Linear Park Trail between the Solano Community College and northeast Fairfield, with a proposed extension from Dover Ave to Cement Hill Road (near Travis Air Force Base); and improvements/extensions to the Laurel and Ledgewood Creek Bicycle Paths in southwest Fairfield near Rockville Road and SR 12. Both of these projects are listed in the Countywide Transportation Plan (CTP), making them eligible for regional funding.

Spatial

- Improve Nightingale Avenue from Dover Avenue to Air Base Parkway with Class II or Class III bicycle facilities, enhanced signage, and lighting (Project #11, Fairfield Priority #1)
- Extend the Linear Park Trail from Dover Avenue to Cement Hill Road (Project #13)
- Provide 1.8 miles of Class II bicycle lanes on Dover Avenue from Paradise Valley Drive to the Linear Park Trail (Project #16)
- Provide a Class I bicycle trail along an extended Walters Road from Air Base Parkway to Cement Hill Road (Project #18, part of planned Jepson Parkway)
- Provide .5 miles of Class II bike lanes on Walters Road from E. Tabor Road to Air Base Parkway (Project #19, part of planned Jepson Parkway)

Informational

- Fund and develop a Countywide Wayfinding Sign Plan and identify a program to fund a uniform bicycle and pedestrian wayfinding signage system(Project #4, STA Tier 1 Priority)

Solano Safe Routes to School Plan, 2008 (2012 Update, ongoing)

The 2008 Safe Routes to School Plan identifies Engineering, Education, Encouragement, and Enforcement strategies to encourage walking and biking to school. As part of the planning process, the City of Fairfield formed a School Task Force to identify safety gaps and prioritize programs, and its activities included walk audits and creating recommendations for two schools within or near the study area:

Anna Kyle Elementary School. Anna Kyle is located in the center of the study area at E. Travis Boulevard between N. Texas Street and Dover Avenue and has the highest rate of walking and biking of any school in the county. Issues and recommended improvements from the plan include:

- Traffic calming and safety enhancements along Kidder Avenue (the primary location of school drop-off and pickup activities).
- A median island to calm traffic and improve crossings of E. Travis Boulevard at Eisenhower Street.
- Improve walking conditions along E. Travis Boulevard by widening sidewalks, adding a buffer from moving traffic, and installing lighting.

David Weir Elementary School. Weir Elementary is located at the west edge of the study area along Pennsylvania Avenue at Tabor Avenue, directly north of the Westfield and Gateway Plaza malls. Significant traffic congestion associated with student drop-off and pickup activities is noted in the plan, as are recommendations to improve pedestrian crossings and calm traffic on Pennsylvania Avenue.

2012 SR2S Plan Update. An update to the SR2S Plan is currently ongoing. Although no additional schools within the study area are slated for walk audits, a physical inventory of streets, sidewalks, and routes within a ½ mile of all school entrances is being conducted as part of a Suggested Routes to School Map development process. The data collected includes sidewalk conditions, presence of a buffer from traffic, pedestrian barriers, presence and type of curb ramps and crosswalks, traffic control, and other features to help "score" the overall network in terms of

walkability. Results from this effort have provided a high-level assessment of the walking and bus stop access conditions to this report. The completed SR2S Update will inform future specific actions to improve walking and biking conditions, and access to transit.

Countywide Pedestrian Plan, 2012

The 2012 Countywide Pedestrian Plan identifies pedestrian district, corridor, transit access, crossing improvement, and strategic connection projects that are of regional significance, including those developed in other plans. With one exception, these projects generally do not fall within the study area and/or have been captured and refined through the 2011 Safe Routes to Transit Plan and 2011 Countywide Bicycle Plan.

Solano Rail Crossing Inventory and Improvement Plan, 2011

In early 2011 STA approved a comprehensive inventory and strategic plan for rail crossings within Solano County. Below are two key crossing locations identified for improvement, the first of which is scheduled for major construction activities beginning in 2013.

Peabody Road Overcrossing at Vanden/Cement Hill Road. Peabody Road is a major arterial connection from Air Base Parkway north to Travis Air Force Base and Vacaville. The Capitol Corridor rail crossing here, which is adjacent to new residential subdivisions and a rail-served industrial park, is actively being planned as a future train station.

Starting in late 2012, the initial construction phase for the Fairfield-Vacaville train station will include building a grade separated crossing of Peabody Road over the UPRR tracks. This structure will carry both auto and bicycle/pedestrian traffic, which will especially help families north of Vanden Road to access the multiple Travis School District schools off of Markley Lane south of the tracks.

A second undercrossing will provide additional non-motorized access under the railroad station in a future phase, while the extension of Walters Road north of Air Base Parkway to Cement Hill Road (as part of the Jepson Parkway project) will provide alternative circulation and access. In the short-term, however, Peabody road will be closed to all traffic – with the exception of school bus service and emergency vehicles – for much of 2013. The planned detour route along Cement Hill Road and Clay Bank Road may result in impacts to all modes, including pedestrians, bicycles, and transit.

City of Fairfield and City of Suisun City, Future Railroad Overcrossing. Another location identified as needing access and safety improvements is the 2.5 mile stretch between East Tabor Avenue (at the edge of the study area) and the existing pedestrian/bicycle overcrossing at State Route 12 and the Suisun City train station. This corridor is lined on both sides by housing, includes heavily-used at-grade crossings at both East Tabor Avenue and Sunset Avenue and, according to the Improvement Plan, has experienced three fatal rail collisions in recent years.

There are currently no detailed plans for new at-grade crossings or to convert existing at-grade crossings to grade separations in this corridor. Suisun City, however, has proposed constructing a grade-separated pedestrian overcrossing at Blossom Drive, although this is a preliminary proposal only. Shorter-term improvements of the existing at-grade crossings may also need to be explored as part of this study.

SUMMARY OF TRANSPORTATION GAPS

The following section summarizes the transportation gaps identified from the review of relevant plans and studies. The gaps were looked at in the context of the current and future demographic trends shown on the maps in Chapter 2. Projections show an increase in the number of seniors and the number of people with low household incomes. However, FAST transit provides relatively good service in the geographic areas that are predicted to have an increase in these populations.

The demographics analysis and projection maps clearly show the majority of East Fairfield households have a comparatively low household income, between $50,000 and $70,000. A large number of households— about 9,000—have very low incomes at $50,000 or below. It is likely that many of the 3,888 total households under the poverty line in Fairfield may be concentrated in this smaller area of East Fairfield, but it is not possible to conclude how many without knowing more details about each household and its location. The areas with the most economically disadvantaged households are also the areas with the highest concentrations of seniors in East Fairfield.

Access to public transportation is very important in Fairfield, where about 36% of households own only one car and 5% have no car. Though there is a high concentration of employment opportunities in East Fairfield, employment opportunities are also concentrated along highway areas and at industrial parks; thus the East Fairfield population continues to be dependent on transit for essential trips. Given that most of the local transit lines traverse the study area, and all of the regional lines stop near the boundary of the study area, the East Fairfield community is well positioned to address its transit gaps.

This list (Figure 4-4) represents only those gaps identified in the reviewed studies; it will be added to and changed by further research, primarily public outreach, for the refined and final list of transportation gaps for Fairfield later in this report.

Figure 4-4 Summary of Identified Gaps

Spatial	▪ Insufficient (or nonexistent) service to major employment and educational centers, industrial parks, social services, shopping centers, healthcare services, Travis Air Force Base, and residential communities. ▪ Limited regional service along I-80 corridor, extending from San Francisco to Sacramento. ▪ Connections are difficult. ▪ General lack and low quality of bus shelter amenities (lighting, cleanliness, benches, more and bigger shelters, more legible signage) impacts user comfort and perceptions about safety. ▪ For seniors, bus stops are inaccessible and distant, they are not comfortable for waiting, and there are not enough of them near some senior housing developments. ▪ Other users identified lack of stops in residential areas and near athletic facilities.
Temporal	▪ Lack of local and regional transit service on Sundays. ▪ Lack of early morning service. ▪ Lack of late-evening (until 10 PM) and late-night service to access essential services including swing and graveyard shifts, weekend shifts, childcare providers, and major education and employment centers. Most weekday services ends by 7PM and Saturday service ends by 6PM. ▪ Lack of frequency on weekends followed by lack of weekday frequency. ▪ Connections are difficult.
Informational	▪ Insufficient access to information about routes, scheduling, fares, and transfers. ▪ Lack of easily comprehensible information. ▪ Lack of knowledge on where to find out about transit. ▪ Insufficient signage on bus routes. ▪ Materials need to be translated into Spanish and Tagalog. ▪ Passes could be simplified into a single pass.
Funding / Cost	▪ Bus fare can be a challenge for low-income families, especially with children and when transferring between different systems.
Paratransit	**Spatial** ▪ Senior Volunteer program has very limited geographic coverage and trip purpose eligibility. **Temporal** ▪ Senior Volunteer program runs very limited hours, 9AM to 3PM. ▪ Scheduling must be improved to allow riders to arrive and be picked up more closely to their appointment times. ▪ More flexibility in scheduling without having to schedule so early in advance. ▪ ADA paratransit hours of operation should more closely match medical office hours. **Informational** ▪ Improve “user interface” of DART paratransit. ▪ Provide customers with a confirmation order to allow them to manage their trip. ▪ Poor driver and dispatcher assistance and lack of courtesy. **Funding / Cost** ▪ Re-organization of Intercity Paratransit now requires additional fares for transfers, creating a financial burden.
Pedestrian and Bike	▪ Gaps need to be closed in the bicycle network, particularly to and from regional transit stations and approaching railroad overpasses and other barrier crossings. ▪ The Linear Park Trail could be extended to reach new destinations, and could be upgraded with improved arterial crossings, lighting, and other amenities. ▪ Comprehensive Wayfinding and Signage is needed to direct casual users and encourage bicycle ridership. ▪ Continue to pursue and promote Safe Routes to School projects and programs.

5 COMMUNITY OUTREACH AND FINDINGS

Community-Based Transportation Plans are intended to identify and fill the transportation needs of low-income and underserved residents in communities of concern. A key component of CBTPs is extensive public outreach. It is through extensive outreach to these residents that needs are identified, and strategies for practical solutions are developed.

Source: Nelson\Nygaard

This chapter describes the approach and process for gathering public input for this CBTP. Following that is a summary of the issues, concerns, and suggestions offered by the East Fairfield community gathered through this process.

OVERVIEW OF OUTREACH APPROACH

An important aspect of outreach for CBTPs is to ensure sufficient representation (i.e. coverage) of the various segments of the low-income population, which broadly include geographic location, age, and ethnicity. The outreach conducted for this study was based on these identified segments and included targeted efforts towards Latino groups, as well as other segments of the target population (e.g., seniors, students), using culturally and linguistically appropriate means to ensure their involvement in the process.

Source: Nelson\Nygaard

Data was obtained from the U.S. Census and the American Community Survey on age, race, and income. The consulting team, in partnership with STA, TAC, and key stakeholders, identified numerous neighborhoods and specific communities of concern where high concentrations of the target population reside, as well as common destinations of the target population (e.g., Health and Social Services on Beck Ave.).This data, which reflects in part information obtained via the City of Fairfield Neighborhood Rehabilitation Projects, identified food deserts, senior communities, and Section 8 Housing.

In coordination with the STA, FAST, and with the assistance of the Stakeholder Committee, the team developed a comprehensive list of local community organizations and social service providers to participate in the process. Stakeholders fall into two broad categories:

1) Individuals and organizations that serve or represent low-income populations within the study area of East Fairfield and are therefore knowledgeable regarding the transportation needs of this community ("Key Stakeholders").
2) Low-income individuals and families whom the CBTP is designed to serve ("Constituents").

Key Stakeholders

Key stakeholders comprise agencies that serve and have rapport with the target population, including County Health and Social Services, City of Fairfield Neighborhood Rehabilitation staff, churches, nonprofits such as The Leaven, schools, job training programs, transportation providers, childcare centers, and business leaders. Agencies and groups that represent the target community include the Parent Advisory Committee at Cleo Gordon Elementary School, and Voices United, a grassroots Latino group in Central Fairfield.

Source: Nelson\Nygaard

Constituents

The constituent list was developed with input from the key stakeholders. In general the constituents reflect the target population by segment (i.e., age, income, and geographic location). An example of the constituent base is residents in the South Pace, Fillmore, San Marco, The Groves, Sunset Creek, and Phoenix Drive areas, as well as along Air Base Parkway and out to Walters Road as far as Travis Air Force Base. In addition, the constituent base includes those who qualify for services based on income eligibility through Solano County Health and Social Services, and those who receive services through agencies that serve low-income groups.

OUTREACH PROCESS AND EVENTS

The following section describes a wide variety of outreach methods used to collect input from stakeholders and constituents.

Stakeholder Committee

The Stakeholder Committee fills an important role, giving focused guidance at critical parts of the project. The STA developed a list of contacts at over 90 organizations with a focus on low-income residents in Solano and East Fairfield, and invited them to participate on the Stakeholder committee. Organizations included Solano County and City of Fairfield Community Resources Department, youth programs, medical and health advocacy organizations, housing development managers, churches, and transit agencies. The complete list of invited organizations, agendas for the stakeholder meetings, and sign-in sheets can be found in the Appendix of this report.

Figure 5-1 Stakeholder Meetings

Date	Place	Attendees	Focus
Tuesday, February 14, 2012 1:00 – 3:00 PM	The Groves, Rental Office 855 East Tabor, Fairfield CA	20	▪ Goals of the project ▪ Review of existing conditions ▪ Review of and input to planned outreach strategies
Monday, May 14, 2012	Fairfield Aquatics Complex 1741 W. Texas St., Fairfield	17	▪ Summary of outreach ▪ Review of findings ▪ Prioritization of transportation issues

Stakeholder Interviews

The team conducted 17 interviews with stakeholders who could represent the views of different sectors of low-income communities in East Fairfield. Figure 5-2 below lists those interviewed.

Figure 5-2 Stakeholders Interviewed

Focus	Name	Organization
Education	Lynette Gray, Interim Grants and Resource Development Manager	Solano Community College
Health	Dave McCallum	Partnership Health Plan
Health	Carl Thomas	Solano Coalition for Better Health
Housing	Laura Granado	Mission Solano (Homeless Shelter)
Housing	Peggy Huston	Paradise Valley Estates
Seniors	Jane Kibbey, Coordinator	Fairfield Senior Center
Social Services	Keetra Welling	Fairfield-Suisun Community Action Council
Social Services	Gina Merrell	Solano County Health and Social Services
Social Services	Mark Lillis, Executive Director	The Leaven
Travis AFB	Sgt. Tom Bradley	Travis AFB, Airman & Family Readiness Center
Families and Children	Laurie Andres, Programs Mgr	Children's Nurturing Project
Families and Children	Zoila Perez-Sanchez	Healthy Start FRC Coordinator
Families and Children	Kathy Lago	Solano Family and Children Services
Families and Children	Leslie Mann -Case Manager Kay Bosick-Executive Director	Youth and Family Services, Re-entry Services
Housing	Dianne Feinstein	City of Fairfield, (formerly) Quality Neighborhoods
Spanish, Families	Rev. David Isom	St. Stephen CME Church

Focus	Name	Organization
Families and Children	Ana Dineen	Community Organizer, (formerly) Healthy Start Family Resource Center
Adult Education	Jill Marie Russell, Employment and Education Advisor	Fairfield-Suisun Adult School

Focus Groups

Two focus groups were held with key stakeholders and constituents to provide input on ways to (1) make existing services better for current transit riders, and (2) identify other transportation alternatives to serve identified and latent demand in East Fairfield. The focus groups were held within the communities of focus during days and hours most convenient for the participants.

The table below gives details for the two focus groups.

Figure 5-3 Focus Groups

Date		Place	Attendees
Monday April 2, 2012 6:30pm – 7:30pm	Voices United / Voces Unidas	St. Marks Lutheran Church 1600 Union Ave, Fairfield CA	12
Thursday April 26, 2012 5:00pm – 7:00pm	Matt Garcia Youth Center	250 Travis Blvd. Fairfield, CA 94533	22

Community Meetings

Various community groups within the study area hold regular meetings to discuss issues of concern to their members. Working with these organizations, the team was able to have the CBTP placed on the agenda for one of these regular meetings. The team presented an overview of the project, facilitated a discussion of community priorities, and solicited feedback and participation.

Figure 5-4 below lists the community meetings where the CBTP was presented.

Figure 5-4 CBTP Presentations at Community Groups

Date		Place	Attendees
Wednesday March 28, 2012 11:00am – 1:00pm	Continuum of Care Providers Meeting - Serves low-income, impoverished, homeless community	Suisun City Council Chambers 701 Civic Center Blvd., Suisun City, CA	36
Wednesday April 4, 2012 12:00pm – 2:00pm	Children's Alliance – Service providers for families and children	250 Travis Blvd. Fairfield, CA 94533	20
Friday April 20, 2012 8:30am – 11:00am	Healthy Start Family Resource Center - Parents group	Cleo Gordon Elementary School 1950 Dover Ave., Fairfield, CA	13
Thursday April 26, 2012 1:30pm – 3:00pm	Senior Advocate Committee, City of Fairfield	Fairfield Senior Center 1200 Civic Center Drive, Fairfield, CA	21

Surveys

While the interviews and group meetings provide detailed information about community transportation needs, the team also wanted to provide an opportunity for the community to submit written feedback without attending a meeting. A survey about transportation issues was designed and printed in English and Spanish, with the English version also available online. The survey was distributed to individuals living throughout the study area during March and April 2012, through stakeholders, interviewees, focus groups, community groups, and social service agencies. Also, the press release and other materials related to the study publicized the URL for the online version of the survey.

A total of 157 surveys were collected, of which 11% (16) were in Spanish; 12 were filled in online, while all the others were submitted on paper. The great majority of respondents (96%) answered all the questions.

One of the largest groups, the Matt Garcia Youth Center meeting, was attended by 22 youths; in addition, the Center continued to distribute and collect surveys for several weeks after the meeting. Thus the answers to some questions reflect this skew toward youths and do not reflect the makeup of East Fairfield's population as a whole. Thus, while the number of surveys returned is not statistically significant in relation to the population of East Fairfield, the data provides very specific comments on transportation needs of targeted communities, particularly youth.

The results of the survey have been incorporated into the outreach findings and the development of strategies. Highlights are presented below, while copies of the survey and detailed findings for each question can be found in the Appendix.

Coordinated Studies

Simultaneously with the CBTP, two other transportation studies were also conducted in Solano County.

Fairfield and Suisun Transit Service Update

During the Spring of 2012, Fairfield and Suisun Transit (FAST) conducted outreach to gather community input on requested transit service changes. Goals for improving the transit system include more efficient and user-friendly fixed-route services, improved paratransit services, and improved coordination with other transportation providers in the region. As part of this planning process, the agency identified major origins and destinations, reviewed bus stop locations, assessed street conditions, and developed new schedules and other public information materials.

FAST staff attended outreach events for the CBTP study, and the CBTP consultant staff attended FAST-sponsored outreach events. As of June 2012, FAST had held six community meetings:

- April 11, 2012, 9:00 a.m., Fairfield Senior Center
- April 17, 2012, 6:00 p.m., Fairfield Transportation Center
- April 23, 2012 2:00 p.m., Suisun Senior Center
- May 2, 2012, 12:00 p.m., Fairfield Senior Center
- May 2, 2012, 5:00 p.m., City Hall/Council Chambers (also aired on Channel 26)
- May 7, 2012, 4:30 p.m., Fairfield Transportation Center

As a result of this outreach and its analysis of ridership and operations, FAST will be proposing changes for transit service operations designed to improve transit service across its service area, including East Fairfield. When implemented, these service changes will address most of the issues raised during outreach for this CBTP. The key proposed changes are:

- Establish a "hub and spoke" timed transfer system, with the main hub at the Fairfield Transportation Center. This will reduce the amount of time people have to wait for transfer buses.
- Eliminate long routes and loop routes, while establishing more bi-directional service. This will reduce overall travel time and make the system more understandable for riders, while also reducing costs to FAST.
- Focus service on main arterials that run through the most densely developed areas of Fairfield. This will serve the greatest number of people while reducing travel time.
- Increase frequency to 30 minutes on almost all routes. This will reduce waiting time for riders.
- Create a youth pass to make travel for youth and families more affordable (price to be determined).
- Improve service to major destinations in Cordelia, including shopping, the library, medical offices, and schools.
- Translate all materials into Spanish, including schedules and the web site.
- Add schedule information and signage at the bus stops.

In addition to these planned changes, FAST is consulting with the schools on coordination of service with school hours and the cost of youth passes, and is exploring standardization of fares across all Solano County transit services with the other agencies in the county.

Solano County Safe Routes to School 2012 Update

Alta Planning + Design, with Brian Fulfrost & Associates, is currently updating the 2008 SR2S Plan and preparing Suggested Routes to School maps for nearly 90 schools in the county, including all K-12 schools in East Fairfield. As part of the initiative, the walking environment within ½ mile walk shed of each school was inventoried and assessed. Data collected includes:

- Sidewalks – presence/absence, width (general), condition, presence of buffer from traffic (landscape strip, on-street parking), presence/type of sidewalk barriers
- Intersections – presence/type of traffic control, presence/type of curb ramp, presence/type of crosswalk
- Roadway characteristics – presence of median, number of lanes of travel, arterial classification

These factors have been scored and weighted to generate an overall "pedestrian suitability" score measuring safety and comfort of the walking environment. Based on likely student origin points and enrollment areas, a core set of proposed routes to school have been generated via GIS Network Analyst (mapping software) to help focus walking activity and organize walking school bus meet-up locations. These suggested routes are also envisioned to form a "Safe Routes to School Network" that can help identify and prioritize improvement projects.

The draft proposed suggested routes to school maps (and potential network) are currently under review by jurisdictional and school district task forces as of May 2012. SR2S task forces are

typically comprised of a school district administrator, public works manager or city traffic engineer, representatives of the STA Bicycle or Pedestrian Advisory Committee, law enforcement representatives, and others. In the City of Fairfield, the task force is a traffic safety standing committee that meets on a regularly basis.

As part of the data collection and outreach for the 2012 plan update and mapping project, walk audits were conducted at three Fairfield schools, all of which are outside the study area. Additional outreach and promotion to parents is anticipated to expand in Fall 2012, with a revised website, Facebook page, and new SR2S banners to be initially unveiled in May 2012.

Findings and recommended strategies emerging from the 2012 SR2S update are included in the Findings below, and in the chapter on recommended strategies.

Press Releases

In order to generate survey responses and meeting attendance, two press releases were issued and distributed to the Fairfield-Suisun *Daily Republic* , Vacaville's *The Reporter* (which is distributed in Fairfield also), and the *Travis Tailwind*. It was also given to all stakeholder organizations for inclusion in their newsletters and meeting announcements.

SUMMARY OF FINDINGS

The following section presents a summary of issues identified through the various public input strategies noted in the previous section. This information was collected through community surveys, stakeholder interviews, stakeholder meetings, community meetings, and focus groups.

The most frequently stated concerns were prioritized by a subgroup of the Stakeholder Committee, and are listed below in the priority order set by that group.

- Buses are not frequent enough, don't run early or late enough, and take roundabout routes which take too long.
- The lack of school bus service causes hardship for working families of small children.
- The cost of transit fares is too high, especially for families with children.
- Transit information is hard to find and hard to understand, particularly for monolingual Spanish speakers.
- Residents of all ages jaywalk, cross the railroad tracks, and cross wide arterials outside of crosswalks because block are very long, and there is a lack of convenient designated pedestrian crossings.
- For some social service clients, the lack of convenient transportation to required classes, child visitation appointments, and court appointments can have dire consequences.
- Destinations such as courts and social services are not co-located, making it very difficult to keep appointments.
- Some bus stops lack passenger amenities such as benches, shelters, and lighting.
- More people would ride bicycles if they were less expensive, if there were more bicycle routes, and if they felt safe from autos and from the presence of potential criminal activity near isolated bike paths.

Results of Public Survey

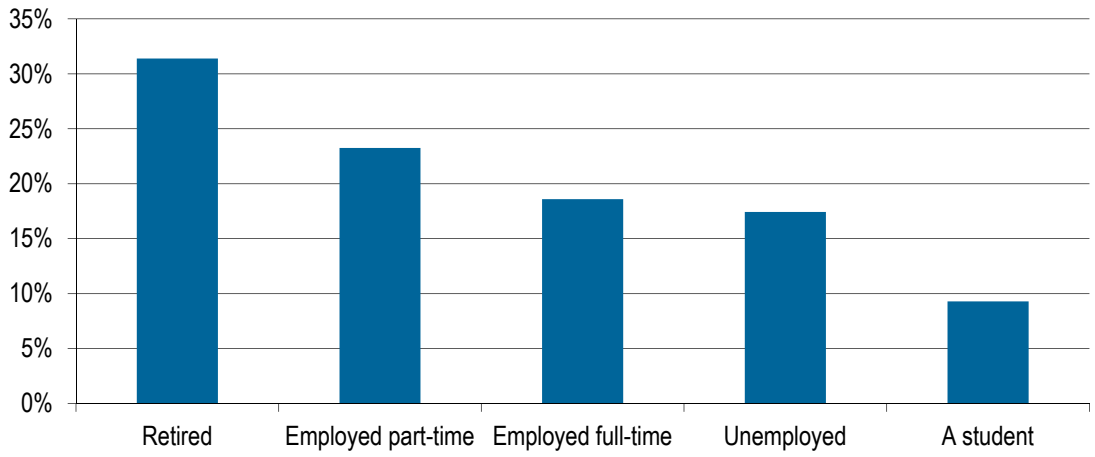
Below are highlights from the survey distributed in the study area. See the Appendix for detailed results.

Respondents

Eighty-four percent of respondents live within the study area, with another 8% living in Suisun City. Of the 140 respondents, 50, or 36%, were under age 18, with the next largest group between 41 and 65, at 26%. Just under 6% of respondents over 18 reported being in the military (active or retired). The majority of respondents, 67%, reported household incomes under $24,999. English is the dominant language, with 70% reporting this as their primary language; Spanish is spoken by 26% of households.

Excluding those under 18, 31% are retired, 17% are unemployed, and 18% are employed full time.

Figure 5-5 Survey Results – Employment (Over Age 18)

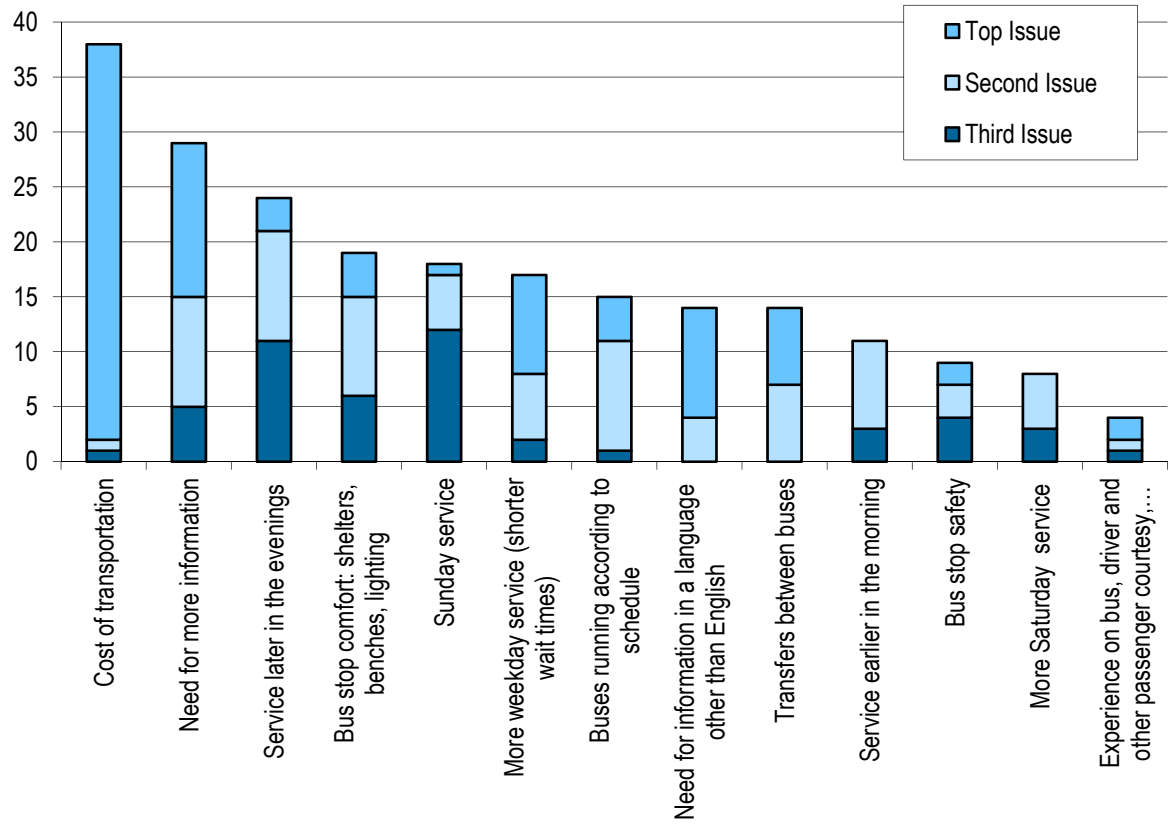


The majority of respondents over 16 (66%) drive as their usual mode of transportation, and 37% reported walking as another usual mode of travel. However, 43% of those over 16 reported that they do not have a driver's license. Of the 140 respondents, 48% said they do not take the bus, while 47% said transit service needs improvements; only 5% said there were no improvements needed.

Top Transit Issues

The most important issue to survey respondents by far was the cost of transportation, with the next being the need for more information on transportation options.

Figure 5-6 Survey Results – Transit Issues



Other Issues

A slight majority of respondents, 53%, said improvements to walking in East Fairfield are needed. The top issue for walking was difficulty crossing the street because of short walk signals, no signals, or no crosswalks.

Of 122 respondents, 45% don't use a bicycle, and 29% stated that improvements to bicycling in East Fairfield are needed, with the top-ranked issue being a lack of bicycle paths.

The vast majority of survey respondents (84%) do not use paratransit. Of those who do, almost 40% say no improvement is needed. Requested improvements include reliable arrivals, more easy-to-understand information, and expanded hours of service.

Community Concerns

Following is a list of transportation "gaps" or issues identified through all of the community outreach meetings, interviews, and surveys conducted in East Fairfield during March and April 2012. The gaps are grouped by category.

This is a list of the issues *as they were expressed by the community*; they have not been prioritized or evaluated for accuracy, feasibility, or availability of funding. Some comments

stating a need for a service or program which actually already exists may reflect the lack of awareness of the program or service.

Transit

The majority of comments were on various aspects of transit service. Comments are grouped below by transit topic. Note that these comments were made before the FAST proposed service changes were developed, and may be addressed when those changes are implemented.

Cost

This study focuses on low-income populations; therefore it is no surprise that the cost of public transportation emerged as a significant issue. This population cannot afford to own, maintain, and insure cars, so they rely on public transit, getting rides from others, or walking.

- Families with children are significantly affected by the cost of public transportation—see School Bus Service below.
- Moms with multiple children are often walking long distances because they cannot afford the bus fare for all of them.
- Weekly travel to mental health services is expensive, especially when accompanied by children.
- Riding the bus is too costly for very low income social service clients.
- Another group impacted by the cost of the bus is the very low-income or homeless population needing to get to social services, court-mandated appointments, or the general assistance office in Vallejo. Many respondents reported that the bus to the GA office in Vallejo takes two hours from the Transit Mall in Fairfield.
- Lack of county travel pass. Clients can get bus passes to help them travel in their city but the intercity transfer system becomes expensive.
- Some social service agencies provide single-ride bus passes for parents and their children to travel to social services, referrals, and medical or court appointments.
- No change given on the bus means you can pay $5 and get no change.

Suggestions were:

- Provide a reduced-cost bus pass for students. The current $50 a month is too expensive; a reasonable price would be $25 to $30 per month, or a system of discounts for families with several children. Allow them to be purchased on campus. Make them usable on any Solano County transit system.
- Explore subsidized youth passes through the Department of Labor, the City of Fairfield or other funding sources that could help nonprofits provide these passes for their clients at a reduced rate.
- Consider allowing youth to ride free.
- Provide a family bus pass for families with multiple children.
- For the newly-employed, provide a subsidized cab service for the first six weeks until the person gets two paychecks, especially for jobs which are not accessible by public transit. Subsidy period could be extended for people who lost their driver's license.
- Example program: South Pace neighborhood needs transportation to the library (it's a good mile walk). "Signature at Fairfield Apartment" (at Pennsylvania and Tabor)

partnered with the city for a trial program to bus people to the library. The participants (youth) could get on the bus by showing a flyer that they knew about the program and bus drivers accepted it as payment.

- Allow bus machines to dispense change, to help riders avoid overpaying when they lack correct change.

Amenities / Stops

- Some commented that there was no seating or shelter at the bus stops they used. Specifically mentioned was the stop near Cleo Gordon School.
- Others said that while the quality of bus stops is generally good, with lights and benches, they can become a gathering place for youth if with nothing else to do; stops also get vandalized, which deters others from using the stop.
- Bus stops feel unsafe; location may be remote, lack shelter, and lack lighting. Some seniors fear they will be robbed while waiting for the bus.
- One suggestion was to provide seating at the bus stops by getting local organizations or churches to adopt a stop.
- Apartments nearest the college have no transit access.

Connectivity

- Connections at the mall are not good; riders have to wait an hour for their buses to their neighborhoods.
- One suggestion was a "pulsing" system at the Mall transfer center, where buses arrive within a few minutes of each other and wait for transfers before leaving, so the waits aren't that long.

Spatial Issues

Specific locations were noted as being difficult to get to on the bus:

- Solano Community College
- Rodriguez High School in Cordelia from Fairfield or Suisun
- Some seniors and clients have a hard time getting to the CAC for help (Union/Kentucky, East Tabor, near Temple Baptist Church, Groves, and senior complex on Alaska). The bus drops clients off at the corner of Union, which is long way for seniors and those with disabilities to walk.
- Family social service clients from other cities have difficulty getting to Children's Nurturing Project programs (490 Chadbourne Rd); specifically Vacaville, Rio Vista, and Dixon.
- Regional transit needs: Sacramento airport and Yolo bus, Napa, Vacaville
- Intercity service is lacking; must leave from Fairfield to leave the County.

Other issues:

- Bus stops are too far apart on Walters or Air Base Parkway.
- In East Fairfield, transit stops are not located close enough to residential areas. Many stops are located on arterials, not in neighborhoods, and passengers are required to walk

long distances to access stops. Those with limited mobility are at an even higher disadvantage.

- Senior housing needs bus stops with shelters close by.
- Routes are not identical in both directions. For example, Route 5 gets to the Mall easily but on the way back it does not pass by the residential destinations of youth.

Temporal Issues

Overall, comments on transit times addressed a lack of frequency, earlier service, later service, Sunday service, and the total travel time on the bus due to the route pattern.

- Earlier service is needed by working parents to transport their children and themselves.
- Social service clients need to get to court appointments by 8:30 AM and to the General Assistance office in Vallejo by the cut-off time of 8 AM. The bus from Fairfield (Mall) picks up at 6 AM, and "barely" gets to the GA office on time. They can't afford repeat bus trips, and don't own watches.
- No late night service means people depend on others for rides or have to walk home or to shelters late at night. The low-income population usually works entry-level positions and frequently ends up with swing shifts, working on weekends, etc. The teens and clients who are able to find employment are typically hired for evening work. They can get there on the bus but they can't get home.
- Youth need evening service for extra-curricular activities. Transit service ends about 6 PM but kids attend extra-curricular activities that end at 7PM or later.
- Intercity transit times take too long (~2.5 hours for some trips). Regional transit is limited on the weekends—the 90 does not run on weekends.
- Transit does not get to social services (H&SS) in time for classes
- Lack of Sunday service for those who wish to attend church services; there is demand from multiple groups, from youth to seniors. Specific locations include the Route 2 to the Mall and to mass, and the Napa flea market.
- For re-entry services clients, longer Saturday service hours are a bigger priority for attending work than Sunday service.
- One-hour headways are too long. People transferring from one bus to another might miss multiple appointments as a result of extended waiting time for more than one bus.
- Bus routes are too circuitous. Several people stated that for some routes, it takes less time to walk than to ride the bus.

Suggestions were:

- Extend hours of service for people who get out of work late at night or consider other late night travel alternatives. One suggestion was to see if Social Services might be able to sponsor a late-night vanpool. Some of this is addressed by social workers who provide rides, but others walk home at night.
- Increase Sunday service along high ridership routes that serve shopping and church destinations, like Route 2.
- More efficient, quicker service that reduces travel time. Need a review of the bus system where policy makers experience how long it takes to take a bus ride downtown.

Information

Comments regarding transit information focused on finding information, being able to understand information, and being kept informed on everything from how to ride the bus to when the bus is coming.

- Because of the long headways, people are anxious about when the bus is coming, and want real-time information, particularly when there are scheduling delays.
- Youth report that when they call the FAST transit help number listed on the bus stop signs to see when the next bus is coming, they don't receive adequate service (inaccurate information, long waits on the phone, put on hold and then voicemail). This may reflect a lack of information on the best number to call for real-time bus location information.
- Transit information is not clear to riders, either because of literacy issues or language barriers. There were many requests for all information to be made available in Spanish.
- Participants are not aware of regional and local transit service information resources such as 511.
- There are no booklets on the buses.
- All groups— seniors, youth, low-income— reported that they don't know where to get information about transit, and were unaware of reduced bus pass prices.
- There is little awareness of transportation options available to seniors when they can no longer drive. Seniors who used to drive don't know how to ride the bus and don't know the routes or hours of operation.
- Partnership Health Plan often hears about transit specials at the end of a promotion or after the fact, and so can't promote them effectively to members.
- There isn't anyone at the Mall to talk to when clients have questions regarding transportation and routes.

Suggestions for improvement were:

- All printed and online transit service information—signs, schedules, and "how to use transit" information—is needed in Spanish.
- Simplify the schedules and materials. Many people have low literacy levels. "Keep everything and all information simple! If someone who is educated can't make sense of the schedule, then how can we expect this population to make sense of it?"
- Improve information distribution on bus service and routes to youth so that information is clear for new riders. Provide information to them at all of the places where they would be likely to look for it, including schools, after school programs, as well as the web and 511.
- Introduce real-time bus arrival information at busy stops.
- Training is needed on transportation options for Senior Advocacy Committee Members; this information will be useful when they need to think about alternatives to driving.
  - Develop an ambassador or fixed-route rider training program to show seniors how to ride the bus and use accessibility ramps.
  - Contact senior apartment complexes to reach seniors who are isolated and who do not drive to provide information and assess their transportation needs.
- Engage in proactive, direct communication between transit agencies and Partnership Health Plan regarding transit special promotions.

- Move the hub to the Transit Center (near Target). There are people who work there that are available to answer questions.
- Increase marketing for FAST, especially in the newspaper, which seniors read. Have more schedules on display where people can access them more easily (senior centers and homes).
- FAST should provide flyers and enlarged schedules of the route that serves Travis AFB—this is an effective location as all airmen have to pass through the center, at least when they first come to the base. Staff at Travis' Airman & Family Readiness Center would be happy to promote transit and other modes in the base newsletter "The Tailwind."

Other

- Across groups and topics, people mentioned the need for coordination between the many transit agencies in Solano County, particularly in terms of fare media. It was suggested that having one transit agency for the county would be more economical.
- Lack of training for the fixed-route bus drivers limits their ability to serve disabled riders.

Service to Schools

There were a great many comments on the lack of school bus service, and the hardships this imposes on families. This is considered a major problem by all agencies who serve families and children. Many local schools in the East Fairfield area have closed recently, so distances from homes to schools has increased for some families in East Fairfield. The schools are not mandated to provide bus service to anyone other than those who meet ADA eligibility. Comments were:

- There are few low-cost options for getting children to school. For all ages, a monthly bus pass is $50; for a low-income family with three children, this is financially out of reach.
- Many families reported walking over a mile with young children and crossing wide arterials to get their children to school.
- Difficulties in getting students to school can result in truancy, which has its own set of dire consequences.
- Once the children are delivered at school, many parents then need to find transportation to work.
- Bus routes which serve school areas were anecdotally reported to be running with low ridership, while people walked because the service costs too much for them.
- The new high school in Cordelia in the west is not accessible by bus service, which creates more demand for driving students to schools.
- The school bus goes on a very circuitous route and takes a long, long time. The disabled students who do take it are on it for up to two hours.

Paratransit

There was minimal feedback on paratransit service; 84% of survey respondents do not use paratransit, and of over 200 comments recorded from focus groups, community groups, and interviews, only four related to paratransit issues or improvements. The comments that were collected regarding paratransit reflect conditions endemic to most paratransit systems: scheduling, on-time arrivals, and limited hours.

- Paratransit is difficult to schedule, especially for last-minute medical appointments; this leads to resistance to using it.
- Paratransit does not always arrive at the scheduled time. Sometimes too early, sometimes too late. Delays may be caused by other passengers not being ready for pickup when the vehicle arrives.
- Disabled clients have initial difficulty getting to appointments during the registration period for paratransit service. It takes several weeks to get signed up before they can start using the service.
- Application process for paratransit is difficult. Applicants are required to travel to a county or other government office, and must present proof of age/disability.

Suggestions and comments were:

- Partnership Health Plan is considering developing a system for assisting people with the paratransit application process.

Subsidized Taxis

- For seniors who do not qualify for a taxi-subsidy card, the cost of taxis to the senior center is prohibitive.
- Several people suggested that subsidized cabs or some kind of on-demand service be used to reach social services, such as court dates and appointments for required classes, as well as child visits. The consequences of missing these appointments can be dire, but getting to required appointments and classes is very difficult without a car.
- Taxis that accept scrip have difficulty getting access to Travis AFB. Some coordination or communication is needed with the base to allow cabs further than the gate.
- Youth and Family Re-entry Services administers a taxi subsidy program funded through MediCal; however, it is limited to mothers attending the substance abuse program.

Volunteer Driver Program

There were several comments and suggestions regarding the volunteer driver program.

- The Fairfield Senior Center Volunteer Driver Program only operates in the city center; many seniors receive health care services at Travis; Kaiser patients need to go to other hospitals not in the city center.
- The Fairfield Senior Center Volunteer Driver Program is limited in destinations; it only goes to the dentist, pharmacy, or Fairfield Senior Center. Seniors want to go to other social and commercial destinations.
- Suggestions include:
  - Set up an informal ridesharing service organized by local community organizations, or online
  - Expand the flexibility of destinations
  - Expand the daily hours of service and extend service into Friday, even if the Senior Center is closed on that day

Automobiles

- For many of the residents of the study area, automobiles are too expensive to own, maintain, and insure.
- Some families do own one car, but two are needed for two working adults.
- The law requires child seats in cars, which are very expensive.
- Some seniors are driving when they should no longer have licenses.
- "Quality of life tickets"[8] can be removed from a record with retraining in other Bay Area Counties but not in Solano County. This not only increases the cost of insurance for these motorists but may result in a revoked license and impede their mobility by car.
- Suggested strategy: Establish a car-share in the area for hourly car use.

Bicycle Use

- There are not enough bike trails. Specific areas:
  - No bike trail to Rockville Hills Park, although once you get there, the park has lots of trails
  - Few bike lanes on Travis Air Force Base
  - Suisun Valley Road at the main entrance to the college
- Youth said they would ride bicycles if they had one. The cost of a bicycle is prohibitive, they are considered a luxury, and nicer bikes get stolen.
- Linear Parkway is considered unsafe because it is remote, lacks lighting, there are indigents on the pathway, and there are not enough connections to the surrounding neighborhoods, making a rider feel trapped.
- Autos infringe on bike lanes, especially on North Texas. Drivers are not conscious enough of bicyclists.
- Lack of awareness about helmets is an issue for kids as they don't like to use helmets and many don't have them.

Pedestrians

- Dangerous intersections and crossings: Cardinal at East Tabor, Air Base at Dover (slip lane), Air Base at Heath, Dover at San Lorenzo.
- Sidewalks are not complete along Cement Road; if you are on crutches or a wheelchair, it's not possible to make some journeys.
- Sidewalks are lacking where Travis crosses 80, on Pennsylvania by the Mall, Gateway.
- Lack of sidewalks in some areas around Walters and Air Base Parkway makes it difficult for parents to walk to transit, and especially difficult for parents with strollers and dangerous for mothers with children.
- Major arterials and railroad tracks are dangerous to cross, but people do it anyway. Specifically:

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[8]This refers to a Quality of Life court where traffic fines associated with minor offences (e.g., jay-walking or parking ticket) would be heard and forgiven. These help low-income people (who cannot afford to pay the fines and struggle keeping car insurance, paying registration fees, and car maintenance) so that they don't lose their license as a result of the unpaid fines. This is relevant to the affordability of a car for low-income people.

  - Some moms who live in East Fairfield (near Tabor, the apartments on Travis and Union, and near Ana Kyle Elementary school) will walk to Health and Social Services on Beck Ave by crossing Hwy 12.
  - There is no safe crossing at East Tabor and North Texas, sandlots of jaywalkers. This area has very long blocks and great distances between crosswalks.
  - Students have to cross Air Base Parkway when going to or returning from school.
  - Armijo High School is near the railroad tracks; students cross the tracks to get there, despite a surveillance camera having been installed. Otherwise, the route between Suisun and Fairfield is very long and circuitous.
- Curb cut ramps at corners (used for strollers) are dangerous because when cars are turning, they cut too tight and go up onto the sidewalk.
- Youth fear for their safety when walking at night (from Matt Garcia to Allan Witt Park).
- Safety is the biggest concern for adults and children who walk and bicycle due to the quality of their environment (illegal activities, homeless, loiterers, etc).

Land Use Policy

There were comments from all represented groups that the separated land uses in this area made many normal activities difficult, specifically:

- Court-mandated programs are not co-located, making it very difficult for low-income parents of young children to fulfill all their requirements to reunite with their children.
- Social services are so spread out that it takes a while to get to them, and can't be reached on foot from Fairfield; e.g., Workforce Investment Board, Partnership Health Plan, Unemployment Department, and Solano Community College are all based near the Green Valley/Cordelia area.
- Major grocery stores are too far from neighborhoods, so residents get their food from higher-priced smaller stores. If they travel by bus, multiple grocery bags become an issue.
- There are no apartments near the Solano Community College campus; there are more on the east side of Fairfield.
- Senior housing may be located near day-to-day amenities (groceries, bank, library, etc…) but it is rarely located near medical centers.

Suggestions to improve this are:

- Co-location of services, especially mandated classes. At one point there was talk of doing that in Fairfield. Vallejo has already done this—they are located next to each other, with a bus stop right in front.
- Locate medical services and senior housing in proximity to each other. Educate land use planners/developers of the need to do this.
- Advise anyone opening a childcare center to locate near public transit—optimally, near a transit hub.

6 STRATEGIES: EVALUATION AND RECOMMENDATIONS

This chapter presents the evaluation of community-identified strategies and solutions for improving transportation and mobility in East Fairfield. Community members and agency representatives suggested some of these solutions as part of the public outreach process for the CBTP, while others were suggested by the project team. The suggested solutions were then evaluated using agreed-upon criteria reviewed and approved by the Stakeholder Committee.

This chapter provides an overview of the criteria used to evaluate the solutions, and the solutions selected that best meet the criteria.

EVALUATION CRITERIA

The consulting team developed evaluation criteria that were presented at a meeting of the East Fairfield CBTP Stakeholder Group.[9] These criteria were selected based on a combination of factors:

- They reflect the objectives of the MTC Lifeline Transportation Report.
- They reflect criteria that have been used in other Community-Based Transportation Plan efforts.

The criteria approved by community representatives and used to evaluate the solutions proposed by community members are as follows:

Community Support and Participation Criteria

Community support: Community support may take the form of formal endorsement by organizations and individuals, support by elected governing bodies, a potential project sponsor ("champion") with staff or vehicles, and connections to adopted plans to carry out the strategy. The strategy must also be acceptable to the target population. That is, will the target population actually use this service being offered?

Acute needs: The importance of needs will normally be reflected in the level of community support, but also by being designated as a priority in locally-adopted plans or policies. Acute needs may include needs of small groups who have been left unserved by other programs due to expense or other difficulties.

Unserved groups: Identifiable groups that are not able to use existing services may include people who face language and cultural barriers.

[9] This meeting took place on Monday May 15, 2012 at the Fairfield Aquatics Complex in Fairfield.

Funding and Cost Criteria

Cost: Is the overall cost within a range that can realistically be funded with available and potential sources, taking into account grants from the private or public sector or user fares/fees?

Cost per beneficiary: A broad range of few-to-many beneficiaries is compared to the cost of a program. Even if a program's total cost is low, if it reaches very few people it might still have a high cost per beneficiary. This would not necessarily eliminate a project from consideration if it ranked highly on other criteria including those listed under "Transportation Benefits Criteria" and "Community Criteria." Similarly, even though a program's total cost is high; if it reaches many people it might still have a low cost per beneficiary.

Funding availability and sustainability: To the degree possible, strategies and related projects should have stable sources of funding to cover day-to-day operations and to provide matching funds required for federal and state grants. In the case of pilot, demonstration, or capital projects, there should be a reasonable likelihood of continued funding for operations. It is recognized that continued funding can never be guaranteed, as it is subject to budget processes, as well as the decisions and priorities of funders.

Leveraging resources: It is desirable for strategies and projects to help tap into other funding sources, especially new sources not previously available. Displacing existing funding is discouraged.

Transportation Benefits Criteria

Number of problems and trip types: Strategies that address multiple problems and serve multiple customer groups and trip purposes are preferred.

Number of beneficiaries: In general, improvements that benefit many people are preferred to those that benefit few. However, the needs of relatively small groups might be considered particularly critical based on criteria under the heading "Community."

Unserved needs: Projects are preferred that address gaps left by other services rather than duplicating, overlapping with, or competing with other services. Note that the relative importance of various needs is a matter for local priorities as addressed under "Community."

Measurable benefits: As much as possible, there should be ways to measure how a strategy is benefiting target groups, whether in terms of numbers of people served, numbers of trips provided, improved measures of service quality, etc.

Implementation Criteria

Implementation time frame: Strategies that will produce results quickly are preferred, as long as they are also sustainable. Projects with long-term payoffs should have some form of measurable accomplishments in the short run.

Staging: Can the improvement be implemented in stages?

Coordination: Strategies that involve coordination, for example among multiple organizations working together to address a need, are desirable.

Evaluation Process

Stakeholders prioritized all of the proposed strategies using the Community Support and Participation criteria. The consultant team used the above criteria for the other three categories (Transportation Benefits, Implementation, and Financial) to complete the prioritization, in the context of the information gathered from the public and from existing transportation services. Each of the criteria is rated High (H), Medium (M), or Low (L). While the evaluation includes a mix of qualitative and quantitative factors, the overall review is somewhat subjective based on the community context and the consultant's experience.

TRANSPORTATION STRATEGIES

In order to address the mobility gaps cited in previous sections of this report, the consultant team, in collaboration with STA and other advisory groups, developed a range of recommended transportation improvements and strategies. Taken together, the strategies cover a broad and interconnected range of actions to improve mobility in a variety of ways – more walkable communities, more accessible transit, safer streets, and better drivers.

The transportation strategies recommended in the following pages were presented to a variety of key stakeholders during May and June 2012 for comment and prioritization. Comments and suggestions from the prioritization process have been integrated into the strategies.

Community-identified solutions were evaluated using the criteria defined above; the tables below indicate the rating of High, Medium, or Low for each of the four evaluation criteria categories. Based on these values, strategies were divided into "Tier I" and "Tier II" strategies. Tier I strategies are those which provide a high transportation benefit, have good community support, and can be implemented in stages or have a low total cost, thus making them more likely to be successfully implemented. Tier II strategies may rank high in one or more categories, but may serve very few people, be prohibitively expensive, or may be difficult to implement. The Tier I strategies recommended for further consideration are described in the following sections; Tier II strategies are also described briefly at the end of this chapter.

In addition, for each of the strategies, possible sponsoring agencies or organizations are suggested, and possible sources of funding are identified. Lifeline projects are funded through Prop 1B funds, Job Access Reverse Commute (JARC) funds, State Transit Assistance Funds (STAF), and Bay Area Quality Management District (BAAQMD) funds, as well as specialized grants from the state and federal government.

Each solution is further qualified in terms of short-term through long-term likelihood of implementation, due to operational constraints, the availability of funds at the level required for the improvement, and the complexity of partnerships to assist in implementation. For purposes of this discussion, the implementation terms are defined as short term (up to three years), medium term (three to six years), and long term (six years or longer, or ongoing).

Figure 6-1 provides a list of recommended Tier 1 and Tier 2 strategies.

Figure 6-1 Summary of Strategies

Tier 1	Tier 2
Mobility Management	
Establish a Mobility Management Program	
Distribute information on transportation to specific groups more directly	
Create transportation information centers at schools	
Provide Travel Training to encourage taking transit	
Transit Service and Amenities	
Establish a lower fare pass for students, and create low-cost daily, weekly, or monthly passes	Ensure access to transit stops by bicycles and pedestrians
Subsidize lower cost transit fares through Social Services or other agencies	
Translate all materials into Spanish, including schedules and website	
Shorten trip times and increase usability through route changes	
Expand hours and days of transit service	
Standardize transit fares throughout Solano County	
Inventory bus stops and develop a schedule to install rider amenities	
Serving Seniors and People with Disabilities	
Expand the Volunteer Driver Programs	Establish a “deviated fixed-route” service for seniors and people with disabilities
	Consider using brokers for paratransit service in unproductive areas and hours
	Establish a more accurate ADA paratransit eligibility screening process
Auto-Based Strategies	
Expand subsidized taxi service beyond its current population	Enable low-cost purchase and maintenance of cars through a Vehicle Clearinghouse
	Develop a car-share system for the study area to allow short-term use of cars without the expense of ownership

Tier 1	Tier 2
Bicycle and Pedestrian Strategies	
Expand access to low-cost bicycles through a variety of measures	Improve bicycle and pedestrian access across major physical barriers
Expand bicycle education and encouragement programs to adults and families	Improve the streetscape on major arterials
Identify and prioritize new off-street trail opportunities and extensions	
Identify and improve slower, low-volume neighborhood streets as priority bikeways	
Enhance the Linear Park Trail to: ▪ Improve personal safety and security ▪ Close gaps including at the Solano Mall ▪ Increase enforcement and open space programming	
Implement physical improvements as part of Safe Routes to School	
Land Use Policies	
Develop city- or county-wide transit design guidelines for planners and developers	Implement transportation-friendly land use patterns in the North Texas PDA area

RECOMMENDED TRANSPORTATION STRATEGIES

Mobility Management (MM)

"Mobility Management" is a system of managing transportation resources that aims to improve specialized transportation for seniors, people with lower incomes, and people with disabilities, using a wide range of services and options. The office of Mobility Management would optimize all transportation resources in a community, particularly those other than traditional fixed-route systems. The Mobility Manager could also help establish, if not oversee, some of the strategies used both in East Fairfield and throughout the county – for example, the taxi subsidy program, travel training programs, a volunteer driver program, and auto repair programs.

A Mobility Management Program was outlined for Solano County in the *Solano County Transportation Plan for Seniors and People with Disabilities* (2010). This continues to be a good option at the county-wide level for Solano County to coordinate improvements to effectiveness, efficiency, and quality of travel services for low-income communities. The Mobility Manager would be a full- or part-time staff position housed in a lead agency, presumably the STA, to oversee local coordination strategies and efforts that are "packaged" under the Mobility Manager.

Following are some programs that might be administered by this office. Strategies below focus on marketing and distribution of information, as participants in community outreach events said that they were unaware of where to find information on transit services. They specifically mentioned a lack of information on transfer policies, the senior and intercity taxi scrip programs, 511 services, and fare structures, including the availability of day passes. Several noted that information is not available at the stops or on buses.

Strategy	Community	Transp. Benefits	Financial	Implementation	Short, Med, Long Term
Establish a Mobility Management program	M	H	H	H	Short
Distribute information on transportation to specific groups more directly.	H	M	H	M	Short
Create transportation information centers at schools.	M	M	M	M	Short
Provide Travel Training to encourage taking transit.	M	L	M	M	Short

Establish a Mobility Management Program

"Mobility Management" is a system of managing transportation resources that aims to improve specialized transportation for seniors, people with lower incomes, and people with disabilities, using a wide range of services and options. The office of Mobility Management would optimize all transportation resources in a community, particularly those other than traditional fixed route systems.

The role of a Mobility Manager varies among communities, depending on the populations being served and the resources at hand. As defined by the National Resource Center for Human Transportation Coordination, Mobility Management emphasizes:

- movement of people instead of vehicles,
- customer needs and the discrete travel needs of *individual* consumers,
- the entire trip, not just that portion of the trip on one mode or another,
- improvements to the effectiveness, efficiency, and quality of the travel services being delivered,
- design and promotion of transit-oriented development, livable communities, and energy efficient sustainable communities, and,
- improvements in the information available about those services.

Many of the strategies suggested by participants during outreach for this project and included in this section of the report would be appropriate to include in the duties of a Solano County Mobility Manager. These include:

- Operations, such as volunteer driver programs and coordination of community-based transportation services
- Technology, such as a web site with transportation information,
- Information, including travel training, senior driver training, outreach to underserved populations, information on private options such as taxis, personal assistants, private shuttles, etc.
- Land use, including efforts to encourage transit-supportive and transit-oriented development.

Mobility Management activities are eligible to receive funding under SAFETEA-LU (Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users). Mobility management is an eligible capital expense under most U.S. Department of Transportation (USDOT) Federal Transit Administration (FTA) programs (5307, 5310, 5316, 5317, and 5318). This means FTA can fund 80 percent of mobility management expenses, even though many of the activities that fall under mobility management would traditionally be considered operating projects, which are funded only up to 50 percent. [10]

MM Strategy: Distribute information on transportation to specific groups more directly.

Many outreach participants said they were unaware of where to find information on their transportation options. Low-income residents, particularly those with limited English skills and little access to the internet, have difficulty finding and then understanding bus schedules, fare information, and maps. This strategy recommends developing a program to distribute information on all transportation options at locations already frequented by this group, and in a form in which it can be most easily understood by people with limited education and language skills. Locations might include farmer's markets, social service agencies, and churches. Periodic presentations at local schools might be given in the evening. All materials and presentations

[10] United We Ride, Mobility Management, November 2007. www.unitedweride.gov/Mobility_Management_Brochure.pdf Accessed May 5 2010

should be translated into Spanish. (See below for a strategy focused on distribution through schools).

Another specific group is low-income seniors, who can be isolated by the loss of a driver's license, illness, and a reluctance to use public transit. It was noted by participants that seniors are more likely than other age groups to read the newspaper, so more might be reached if transit information on schedules, fares, and routes as well as special rates, programs, or events, were published in the local press. Other opportunities include outreach at senior-focused events, senior centers, and social service agencies who serve seniors. With the aging population, transit information should be presented in large, readable typefaces. This strategy recommends a multi-pronged approach for reaching seniors in their communities, particularly at senior centers and senior residential facilities.

This transportation marketing program would benefit a wide range and large number of people living in the study area, at a relatively low cost, and could be implemented in phases over the next one or two years.

Potential Sponsoring Agencies: FAST, STA[11]/SNCI, senior organizations and housing managers in Fairfield

Potential Funding Sources: Solano County Mobility Manager funding, STAF, JARC, Yolo-Solano Air Quality Management District (YSAQMD) funds, Bay Area Air Quality Management District (BAAQMD) funds, New Freedom Funds

Implementation Term: Short term (within three years)

***MM Strategy*: Create transportation information centers at schools.**

Youth are another group that can be specifically targeted. Low-income students and their parents are particularly dependent on transit, but sometimes are not aware of routes, schedules, and fares. Especially for Spanish-speaking populations and families without internet access, personal travel support is often provided on an informal basis by friends and staff at local schools. This "school as resource" phenomenon could be improved and formalized by providing a dedicated space at schools to provide transportation information to families.

This strategy recommends creating transportation information centers at schools, with up-to-date materials in English and Spanish including local and intercity transit information and maps, car sharing bulletin boards, school carpool matching services, walking or biking programs, and, potentially, internet access for adults. In addition, materials should be distributed through flyers sent home with students. Another potential element of a school-based program might be to survey families at the start of the year to find out how the students are getting to school, and what needs are not being met.

This strategy would benefit the large number of families with school age children in the study area. Implementation would be in partnership with the schools, which might be asked to provide a small physical space for materials, and to distribute information through flyers sent home with students. Keeping materials stocked and up to date would likely be the responsibility of FAST (for transit) and STA's SNCI Program (for transit and other programs and events).

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[11] In May 2012, the STA was advised they may potentially receive a one-year FY 2012 JARC grant through Caltrans to start a countywide Mobility Management Program.

Potential Sponsoring Agencies: FAST, STA/SNCI, and Solano school districts

Potential Funding Sources: FTA Funding (JARC, New Freedom), TDA, STAF, AQMD

Implementation Term: Short term (within three years)

MM Strategy: **Provide travel training to encourage taking transit.**

In a suburban context which tends to be auto-oriented, people are often unaware of how to use transit – particularly people new to the area, youth, and seniors who reduce their driving as they age. Travel training programs are used by many agencies to acquaint people with routes, schedules, fares, and protocols for riding the bus.

Trainings can be in the form of workshops with future passenger/students, or "train the trainer" programs in which representatives from senior centers or other social service organizations are trained. Trainings can also be developed to address the needs of non-English speakers. Such a program might include instructions on using online services such as *www.solanoexpress.com* trip planner, the 511 system, Intercity and Local Taxi Scrip Programs, buses, paratransit, and a range of other options.

Travel training programs use a variety of methods. One approach establishes a network of volunteer escorts or "bus buddies" for those requiring assistance while traveling on buses, or for those who need additional support in learning how to use transportation services. While escort programs use volunteers to accompany others on the bus, train, or paratransit vehicle, "bus buddies" operate more as a peer resource. A "travel ambassador" is an individual who rides the bus during a designated period, providing navigational advice and assistance to any rider who needs it.

This strategy could reach a moderate number of people belonging to a wide variety of groups, including youth, seniors, and non English-speaking residents of the study area. If this training included people with disabilities, it is possible that some savings would be seen with reduced usage of paratransit.

This is a low- to medium-cost strategy; implementation would include hiring and training instructors, while bus buddies and ambassadors might be volunteers. Partnerships with other agencies might reduce cost and speed implementation. This strategy could be implemented within three years.

Potential Sponsoring Agencies: FAST, STA/SNCI, and partner with Volunteer Center of Solano

Potential Funding Sources: JARC, New Freedom, Transportation Development Act (TDA)

Implementation Term: Short term (within three years)

Transit Service & Amenities

During the development of this CBTP, Fairfield and Suisun Transit (FAST) conducted outreach in order to determine ways to make the system more efficient and user-friendly. As described in the previous chapter on outreach, proposed service changes and improvements in information dissemination are likely to address many of the strategies and recommendations below through FAST's service changes in late 2012.

	Community	Transp. Benefits	Financial	Implementation	Short, Med, Long Term
Tier I Strategies					
Establish a lower fare pass for students, and create low-cost daily, weekly, or monthly passes	H	H	L	M	Short
Subsidize lower cost transit fares through Social Services or other agencies	H	M	M	M	Short
Translate all materials into Spanish, including schedules and website	H	M	M	M	Short
Shorten trip times and increase usability through route changes	H	H	L	M	Short
Expand hours and days of transit service	H	H	L	M	Medium
Standardize transit fares throughout Solano County	H	M	M	M	Medium
Inventory bus stops and develop a schedule to improve rider amenities	M	L	H	M	Short
Tier II Strategies					
Ensure access to transit stops by bicycles and pedestrians	H	M	L	L	Medium

***Strategy:* Translate all materials into Spanish, including schedules and the website.**

It is estimated that 37% of the population of the study area is Hispanic[12]; in greater Fairfield, 17% of households are estimated to speak only Spanish[13]. These households would benefit from transit and other transportation information in Spanish in order to use the system. While FAST provides Spanish-speaking phone operators, the schedules and the website have until now been only in English. This strategy recommends translating all printed and online informational materials into Spanish, and distributing both versions at schools, on buses, and at transit hubs.

FAST has identified this as one of the proposed projects for their service update for 2012. Implementation of this strategy would be beneficial for a large number of residents, at a moderate cost, and could be implemented in phases within three years.

[12] 2010 Census, P5
[13] 2009 American Community Survey, C 16001

Potential Sponsoring Agencies: FAST, STA/SNCI

Potential Funding Sources: STAF, JARC, TDA, AQMD Funds

Implementation Term: Short term (within three years)

Strategy: **Establish a lower fare pass for students, and create low-cost daily, weekly, or monthly passes.**

The number one issue in the community survey for this study was the cost of transit, particularly for school age children for whom there is no school bus service. Parents walk with their children rather than pay multiple fares to deliver children to school, with adults needing to proceed on another bus to work. Reducing the fare may increase ridership overall and thus offset revenue loss from reduced fares. This strategy recommends creating a new reduced-fare pass for youth that is significantly less than the current regular monthly pass ($50).

Another part of this strategy is to develop one or more reduced fare passes based on the number of trips or number of days purchased. This would allow low-income families to take transit more often. The total amount for the pass should be kept low so the one-time outlay for the buyer is kept within their means.

This strategy would help address the top priority for low-income families, particularly youth. FAST is already exploring ways to accomplish this, making this a short-term strategy.

Potential Sponsoring Agencies: FAST, STA/SNCI

Potential Funding Sources: STAF, JARC, TDA, AQMD Funds

Implementation Term: Short term (within three years)

Strategy **Subsidize lower cost transit fares through Social Services or other agencies.**

As noted above, the cost of transit fares was the top transit-related issue cited in the survey for this study. In addition to families with children, very low-income social service clients are also transit-dependent, with high mobility needs. Many need to get to court-mandated therapy appointments and classes, or to various social service agencies.

While FAST is not able to vary fares based on rider incomes, it can distribute passes through agencies, which can then distribute them to their clients at a reduced price. The recommendation is that STA and FAST explore the possibility of distributing subsidized passes for very low-income and youth riders by partnering with funding sources and social service agencies. Potential agencies for subsidy and distribution of passes include the EDD, the City of Fairfield, and County Health and Social Services. Currently, Health and Social Services distributes bus passes to its clients, providing a proof of concept for this strategy.

Implementing this strategy would reach a small but very economically disadvantaged population, and could be implemented in phases.

Potential Sponsoring Agencies: FAST, STA/SNCI, Solano HSS, Solano First 5 Program, other nonprofit agencies

Potential Funding Sources: STAF, JARC, TDA, AQMD Funds, client-specific funding through partner social service agencies

Implementation Term: Short term (within three years)

Strategy: **Shorten trip times and increase usability through route changes.**

A primary concern of FAST transit riders was that routes were much too circuitous, taking too long to get from one major destination to another. Some routes are one-way loops, so riders may have to start their trip on a bus going "the wrong way," increasing the time it takes to get to their destination. The one-way loops also cause confusion about where to catch the bus in the return direction. With some routes running on one-hour headways, the need to transfer can significantly lengthen trip times. Finally, although transfers are valid for 90 minutes from boarding, the very long routes combined with uncoordinated transfer times means that the transfer can expire before the rider is able to board the next bus.

A group of strategies to reduce travel time include:

- Increasing the use of the "hub and spoke" timed transfer system at the Fairfield Transportation Center. While there are currently three local routes that come to the FTC, this would increase the number to four and also increase the frequency (every half hour, rather than varying schedules), allowing for better interconnectivity. Buses would all meet and then depart, allowing riders to transfer across a large number of routes at the same time (a 'pulsing" system). This will reduce the amount of time people have to wait for transfer buses.
- Eliminate long routes and loop routes, while establishing more bi-directional service. This will reduce overall travel time and make the system more understandable for riders, while also reducing costs to FAST.
- Focus service on main arterials that run through the most densely developed areas of Fairfield. This will serve the greatest number of people while reducing travel time.
- Increase frequency to 30 minutes on all routes where feasible. This will reduce waiting time for riders.

Implementation of this strategy would improve service for virtually every FAST rider; however, the increase in frequency may be costly. Changes in routes are planned for late 2012 which will accomplish many of the above goals; thus this is deemed a short-term strategy.

Potential Sponsoring Agencies: STA, FAST

Potential Funding Sources: JARC, STAF, TDA

Implementation Term: Short term (within three years)

Strategy: **Expand hours and days of transit service.**

Travel needs of residents of East Fairfield are not limited to typical commute hours. Many residents work evening or night shift jobs, take daytime classes, would like to attend church, and need to get to early appointments, while youth attend evening events and must walk home at night after bus service has stopped.

Expanding service to earlier, but especially later hours would allow access to and from jobs and recreational activities that start or end later than 6 PM. The survey results for this study indicate that the priority for expansion of hours is (1) later evening service, (2) Sunday service, (3) earlier weekday service, and finally, (4) extended Saturday service.

Implementation of this strategy would benefit a substantial number of people, but may be costly because of added driver hours. In addition, expansion of hours and days may have a corresponding expansion in paratransit hours and days. Also, while people indicate interest in more service, this does not necessarily translate into actual ridership. Expansion might be phased so that the true demand for this service can be evaluated before expanding further.

Potential Sponsoring Agencies: STA, FAST

Potential Funding Sources: JARC, State Transit Assistance Funds (STAF), TDA

Implementation Term: Medium term (three to six years)

***Strategy:* Standardize transit fares throughout Solano County.**

Transit riders criticized the multiplicity of fares and fare media among various transit agencies in Solano County. Standardizing fares as well as payment methods like Clipper, the cost of various passes, and transfer policies, would simplify the system for both riders and agencies.

Implementation of this is under informal discussion among the transit agencies of Solano County. STA might be able to serve a coordinating role to expedite this process.

Potential Sponsoring Agencies: STA, FAST, MTC, other transit agencies in Solano County

Potential Funding Sources: STAF, TDA

Implementation Term: Medium term (three to six years)

***Strategy* Inventory bus stops and develop a schedule to improve rider amenities.**

There were relatively few comments regarding bus stop amenities from interviews and meetings, but in the survey results, they ranked fourth overall in needed improvements to transit. In addition to benches and shelters, real-time bus arrival information at stops was a popular request. This strategy recommends that STA and FAST seek funding to conduct a survey of all system bus stops to determine state of repair, level of amenities, and accessibility according to ADA standards. This might be conducted in conjunction with the assessment of bicycle and pedestrian access to stops. Once cataloged, the high volume stops most lacking in amenities or in the worst repair can be prioritized for upgrading. A part of this effort might be an analysis of the cost of improving the existing real-time arrival information.

This strategy covers the planning of bus stop improvement only; implementation cost and timeline would depend on the findings of the inventory, condition being mitigated, and the type of amenity needed.

Potential Sponsoring Agencies: STA, FAST

Potential Funding Sources: JARC, TDA

Implementation Term: Short term (within three years)

TIER 2 STRATEGIES

***Strategy:* Ensure access to transit stops by bicycles and pedestrians.**

This strategy recommends reviewing existing bus stops and the pedestrian infrastructure around them, including nearby crosswalks, sidewalks, curb ramps, traffic signals, etc., to catalog those which need improvement, and then making the changes necessary to make all stops accessible by foot or bike. Potential improvements would be identified to make it safer and easier to walk and bike to transit, and bus stops would be considered for relocation or potential elimination if they were poorly located or spaced too close together.

Implementation of this strategy benefits FAST, since stops that are safely accessible by foot or bike, and which are placed in convenient locations, may encourage higher ridership. The number of riders benefiting from this strategy can't be determined until the survey of stops is done. Implementation of this strategy may require significant funding, depending on the nature of improvements.

Potential Sponsoring Agencies: STA, FAST, in coordination with Solano County and Fairfield Public Works Departments

Potential Funding Sources: FTA, TDA, Safe Routes to Transit, Transportation Enhancement Activities (TEA)

Implementation Term: Medium term (three to six years)

Serving Seniors and People with Disabilities

Seniors and people with disabilities have special transportation needs, which communities strive to meet through regular transit services, paratransit services, and social service programs. Several of the strategies already described, such as travel training and on-site transit marketing, would help meet the needs of this group. The strategies below are designed to expand the social service component, provide a new kind of senior-friendly transit, and increase efficiency for paratransit.

During outreach for this project, the team received very few comments on issues or suggestions for improvement for paratransit services; strategies below regarding paratransit were developed in consultation with FAST.

	Community	Transp. Benefits	Financial	Implementation	Short, Med, Long Term
Tier I Strategies					
Expand the Volunteer Driver Programs	M	M	M	M	Short
Tier II Strategies					
Establish a "deviated fixed-route" service for seniors and people with disabilities	L	M	M	M	Medium
Consider using brokers for paratransit service in unproductive areas and hours	L	L	M	M	Medium

	Community	Transp. Benefits	Financial	Implementation	Short, Med, Long Term
Establish more accurate ADA paratransit eligibility screening process.	L	L	M	L	Short

Strategy: **Expand Volunteer Driver programs.**

There are two Volunteer Driver programs serving the residents of the study area.

The **Senior Volunteer Driver Program in** Fairfield is provided through the "Friends of the Fairfield Senior Center." The service is designed to transport persons who are 50 years or older and operates in the central City of Fairfield only, from the Fairfield Senior Center Monday through Friday between 9:00 AM and 3:00 PM. The program uses vans that are not wheelchair accessible, so users of the service must be ambulatory. Trips are restricted to the Fairfield Senior Center, medical/dental offices, filling prescriptions, and the passenger's home; no other trips, such as shopping or social visits, are accommodated.

Faith in Action (FIA), established 12 years ago in Solano County, provides county-wide transportation services for any necessary appointments, including to senior centers, counseling, or appointments for housing applications; but their largest and highest priority rides are to medical appointments. All transportation is provided by volunteers, with the service funded through government contracts and grants, as well as donations. FIA serves seniors (60+) who are low-income and/or chronically ill. Of the 150 volunteers, 26% (40) live in Fairfield, and they provide approximately 1820 rides per year within Fairfield. About 90% of the Fairfield recipients of FIA services live in the East Fairfield study area, because of the large concentration of senior housing. This is a door-through-door service, with volunteers waiting with the senior if necessary, and escorting them back home. With the population aging, the demand for FIA's services always exceeds the supply of volunteer drivers. Increased funding could be used to increase hours of volunteer recruitment, and to purchase vehicles for volunteers to use.

The demand for these services outweighs the ability of the staff to coordinate the drivers and clients. More funding would allow these programs to expand hours of service, the number of trips served, and types of trips. If these programs were able to purchase accessible vehicles, people who use mobility devices such as walkers, canes, and wheelchairs, might be provided with rides. This strategy recommends assisting these programs to access more funding to expand, possibly from New Freedom or Lifeline funds.

Another approach to expanding volunteer driver services would be to establish a program that reimburses friends and family for giving rides. Asking friends and family is a simple and often-used solution to transportation problems, but for those with regular and repeated trip needs, continually asking others for rides begins to feel like an imposition. While paying others helps to alleviate this sense of obligation, it can also be expensive for regular trips. The strategy recommended is to either create a new "TRIP" type program (described below), or to add this option to the existing volunteer driver programs.

The Beverly Foundation[14] has showcased a program where riders can reimburse drivers – friends or family members – and then the riders are reimbursed by a sponsoring agency. Called a *Volunteer Friends* model, the program is designed to limit liability and administration costs of the sponsoring agency, while providing 24/7 transportation to any destination by trusted members of one's own community. It is designed as a flexible model that can be adopted within a community. For example, one community may only want to provide reimbursement for trips to non-emergency medical appointments while another might want to allow drivers to limit assistance *to* the door rather than *through* the door. This kind of program can lower the cost of paying friends and neighbors for rides. Riverside, CA has implemented a program based on this model called the Transportation Reimbursement and Information Program (TRIP) which has now been replicated in 30 communities around the country; details can be found at www.triptrans.org.

As this report was being written, Faith in Action received a grant of JARC and New Freedom Funds through Caltrans for $98,175. This funding may provide FIA with enough to expand their volunteer services.

Transportation Reimbursement for Independence Program (TRIP)

The TRIP program, administered by Family Service Agency of San Mateo County, targets San Mateo County seniors who face mobility barriers and are unable to use SamTrans or Redi-Wheels/Redi-Coast paratransit services. The seniors selected to participate in this program are expected to recruit their own volunteer drivers (drivers may be friends and relatives, except for immediate family members, e.g. spouse or children), arrange their own rides, and submit a monthly report to the TRIP Program staff on the number of trips and miles driven each month. The volunteer driver receives in turn a reimbursement of $0.52 per mile. Due to budgetary constraints there is a cap on the number of seniors allowed to participate in this program. Priority for new participants is given to those whose need is greatest (those who are most infirm).

Service Area: Ride must begin or end in San Mateo County. Mileage reimbursed per trip cannot exceed 50 miles one way. Mileage reimbursed cannot exceed 170 miles per month.

Hours: Any

Fare: Free to rider

Eligibility: Seniors aged 65 or older who face mobility barriers and are unable to use SamTrans or Redi-Wheels/Redi-Coast. For more information, call TRIP Program at 650-780-7546.

Implementation of this strategy would benefit the growing number of low-income seniors by providing more trips for them. Because of the recent grant to FIA, this may be implementable within three years (depending on how the funds are allocated).

Potential Sponsoring Agencies: STA, Faith in Action, Senior Volunteer Driver Program

Potential Funding Sources: STAF, JARC, New Freedom Funds, TDA

Implementation Term: Medium term (three to six years)

[14] www.beverlyfoundation.org

Strategy: **Establish a "deviated fixed-route" service for seniors and people with disabilities.**

While paratransit fills a real need, it also has some inherent drawbacks. Typically, the need to schedule rides in advance, and the large window of time for pickups, can discourage people from using it. Further, while it carries a small proportion of a system's riders, it can be the most expensive service to provide.

This strategy recommends establishing a deviated fixed-route service of accessible vehicles to serve both the general public on a fixed-route, and ADA-qualified riders by deviating to their pick-up and drop-off locations off the fixed route .

A successful example of this kind of service can help explain how it works. The San Joaquin RTD has recently implemented an award-winning service, the "Hopper." The Metro Hopper is a deviated fixed-route bus service serving popular destinations throughout the Stockton city limits, seven days a week, 7 AM to 7 PM. While the bus serves the general public, each bus can deviate from its normal route a distance of up to one mile in order to accommodate ADA-certified passengers. Hoppers will deviate up to three times per trip, with up to two deviations per person. Within these one-mile deviation areas, the service covers approximately 75% of the Stockton Metro Area for ADA-certified customers. Reservations are only needed for deviations; otherwise, passengers wait at stops as they do with fixed-route systems. In less than three years after instituting this service, ridership rose 86% while cost per passenger decreased 64%.

This service would not be limited to seniors, so the number of beneficiaries may be high. Capital funds might be required to purchase accessible vehicles, which could be smaller buses as well as standard sized buses. Application for grants, acquiring funds and vehicles, and system design and implementation is estimated to take three to six years.

Potential Sponsoring Agencies: STA, FAST

Potential Funding Sources: TDA, STAF, FTA 5310 (for capital)

Implementation Term: Medium term (three to six years)

Strategy: **Establish more accurate ADA paratransit eligibility screening process.**

FAST's paratransit service relies on a paper-based application process to determine eligibility for ADA paratransit services. In the context of spiraling paratransit costs, the trend nationwide is for systems to incorporate an in-person assessment as part of the eligibility process. In-person assessments ensure that the individuals who are using the service have disabilities that prevent them from riding fixed transit, thus freeing up funds to enhance the service quality and scope of paratransit and other transit services.

The recommended strategy would be for FAST to explore either a partial or universal requirement for paratransit applicants to come in for an assessment on a fare-free paratransit vehicle. This would allow for a conversation with the applicant who is denied full or conditional paratransit eligibility to consider other transportation options in the community.

Implementation of this strategy may provide cost savings, allowing FAST to help insure sustainability of the system, and avoid fare increases which would adversely affect low-income paratransit users. Implementation of this strategy would benefit a small but important group of paratransit users, with some costs associated with program design and labor costs for interviewers. The screening process could be put in place within three years.

Potential Sponsoring Agencies: STA, FAST

Potential Funding Sources: STA and a consortium of transit agencies if implemented county-wide

Implementation Term: Short term (within three years)

Strategy: **Consider using brokers for paratransit service in unproductive areas and hours.**

There are examples of brokerages and other kinds of service delivery models where contracts are entered into with taxi companies or social service agencies to deliver paratransit services, rather than dedicating paratransit vehicles to unproductive routes. This strategy recommends that STA explore the potential for a different paratransit service delivery model.

Implementing this strategy would benefit FAST by reducing the cost of paratransit. Costs to implement would be administrative, to develop the plan and contract for this service.

Potential Sponsoring Agencies: STA, FAST

Potential Funding Sources: STAF, TDA, New Freedom

Implementation Term: Short term (within three years)

Auto-Based Strategies

Auto ownership is expensive for anyone, and can be prohibitively expensive for those with low incomes. When trips are required outside the areas or times served by transit, alternative auto-based transportation can fill the gap.

	Community	Transp. Benefits	Financial	Implementation	Short, Med, Long Term
Tier I Strategies					
Expand subsidized taxi service beyond its current population	H	M	L	M	Medium
Tier II Strategies					
Enable low-cost purchase and maintenance of cars through a Vehicle Clearinghouse	M	L	L	L	Medium
Develop a car-share system for the study area to allow short-term use of cars without the expense of ownership	L	L	L	L	Medium

Strategy: **Expand subsidized taxi service beyond its current eligible population.**

While the current reduced fare taxi service in Fairfield and Suisun City is open to people over the age of 60 only, it may be feasible to expand it to serve other groups. For example, eligibility might be expanded to H&SS clients, who could use the service to get to court dates, court-mandated classes and therapy, and other urgent meetings. Because the therapists are private individual services, they are distributed across Fairfield. In addition, classes are offered by various social service agencies in multiple locations. In some cases, early morning court appearances in Fairfield are required for parents to be reunited with their children; however, participants in this study reported that getting to the Fairfield court for early morning appointments is very difficult using the bus, while the consequences of missing an appearance can be significant.

This option would also be helpful to workers who need to get to and from swing and graveyard shifts, since there are no buses running at that time. The 50% fare, while still expensive, might be more affordable to this group since it is possible that several people would travel together and share the cost. Different subsidy levels might be offered to different groups.

If wheelchair-accessible vehicles were acquired, this service might also fill in for the hours when paratransit service is not available. An element of this strategy would be to acquire wheelchair-accessible cabs though capital funding sources to provide to local cab companies. Marin County has taken this approach.

One Solano agency, Youth and Family Services, administers a taxi subsidy program for mothers with children up to five years old. This is limited to mothers attending the substance abuse program and is funded through MediCal. Perhaps this could serve as a model for a similar program for H&SS clients.

Potential Sponsoring Agencies: STA, FAST, partnering with taxi companies. Solano County H&SS CalWORKS program, and school districts via subsidized lunch programs to qualify participants and distribute scrip.

Potential Funding Sources: New Freedom, STAF, TDA, JARC

Implementation Term: Medium term (three to six years)

Tier II Strategies

Strategy: **Enable low-cost acquisition and maintenance of cars through a Vehicle Clearinghouse.**

In Fairfield, most people rely on cars for transportation; for low-income households, acquiring a car can be difficult or impossible. Study participants commented that automobile ownership (with added costs of maintenance, insurance, and fuel) is expensive and for many, beyond their reach. Lower cost vehicles are also prone to reliability problems.

The Vehicle Clearinghouse would provide CalWORKs participants or those meeting income eligibility criteria with a selection of discounted automobiles that have been assessed, repaired, and smog certified. Vehicles could be obtained by the County as donations or could be recouped fleet vehicles that the County is not allowed to use for employee transportation.

Administration of this program could be a partnership between the County and a local charity or nonprofit organization.

Implementation of this strategy may be accomplished by a nonprofit with support from STA in finding funding and assisting with grant applications and initial administrative setup.

Potential Sponsoring Agencies: STA, local nonprofit (Community Action Council or similar)

Potential Funding Sources: JARC

Implementation Term: Medium term (three to six years)

Strategy: **Develop a car-share system for the study area to allow short-term use of cars without the expense of ownership.**

Community participants suggested establishing a car sharing program in East Fairfield. Improved access to car-share services for low-income individuals could provide an important complement to enhanced transit services and facilities by providing a new mobility option and improved access to essential destinations. Car-sharing could be subsidized by employers or local agencies, and would be appropriate for short errands in the community. Car-sharing could be modeled on or operated by City CarShare or a similar vendor.

Other communities implementing car share services targeting low-income individuals have documented barriers to program eligibility specific to those with low incomes, such as lack of a driver's license, poor credit history, and lack of a checking account. Language barriers can also inhibit participation when information is produced solely in English. To overcome barriers related to program design, agencies implementing low-income car share programs have moved away from credit check and security deposit requirements, or have subsidized deposits.

As an example, MTC administered a low-income car-sharing program funded through their Low-Income Flexible Transportation (LIFT) program, and implemented by City Carshare of San Francisco. "Some of the most dramatic gains in mobility have been seen by City CarShare members from CalWORKs, a welfare-to-work program. Their use of City CarShare is 50% subsidized, in part by the Metropolitan Transportation Commission. Like other members, CalWORKs participants can use the service to go to job interviews, take their kids to child-care, and go shopping - journeys that might previously have been possible only through expensive taxi rides, and that enhance their overall quality of life." [15]

Implementation of this strategy would help a moderate number of residents, and may have a high per-beneficiary cost. The program would require funding through MTC and might be administered through the Mobility Manager's office.

Potential Sponsoring Agencies: STA, MTC, Solano County H&SS CalWORKS program, private car-sharing companies

Potential Funding Sources: JARC

Implementation Term: Medium term (three to six years)

[15] Sierra Club Yodeler, September – October 2004. http://sanfranciscobay.sierraclub.org/yodeler/html/2004/9/feature27.htm

Bicycle and Pedestrian Strategies

Fairfield's land use pattern places key destinations and services at great distances from each other. Low income residents, who can't afford to own a car and have trouble paying for transit, can benefit significantly from safe pedestrian and bicycle access, allowing them to walk and bike where they need to go. Safe, inviting bicycle and pedestrian paths can provide a health-promoting transportation alternative, and can also provide a way for members of a community to interact on a daily basis, particularly if they are well connected to neighborhoods, and are used for community events.

	Community	Transp. Benefits	Financial	Implementation	Short, Med, Long Term
Tier I Strategies					
Expand access to low-cost bicycles through a variety of measures	H	H	H	M	Short
Expand bicycle education and encouragement programs to adults and families	M	M	H	H	Short
Identify and prioritize new off-street trail opportunities and extensions	M	M	H	H	Short
Identify and improve slower, low-volume neighborhood streets as priority bikeways	M	M	H	M	Short
Enhance the Linear Park Trail to: ▪ Improve personal safety and security ▪ Close gaps including at the Solano Mall ▪ Increase enforcement and open space programming	M	M	M	M	Medium
Implement physical improvements as part of Safe Routes to School	H	M	L	M	Long
Tier II Strategies					
Improve bicycle and pedestrian access across major physical barriers	M	M	L	L	Long
Improve the streetscape on major arterials	M	L	L	L	Medium

Non-Infrastructure Strategies

***Strategy:* Expand access to low-cost bicycles through a variety of measures.**

Bicycling is a low-cost, healthful, and ecologically friendly means of transportation, ideal for low income areas. However, acquiring a bicycle was cited as a primary reason for the low rate of

bicycle use in East Fairfield. Following are two measures to help low-income families acquire bicycles:

> **Earn-a-Bike Programs**. Earn-a-bike programs can effectively provide bicycle access to people with limited incomes. Several community-based bicycle shops in the Bay Area run earn-a-bike programs, including Cycles of Change in Oakland and Richmond Spokes in Richmond. Earn-a-bike programs offer free or low cost bike repair classes that guide participants through building a bike by the end of the session. In some cases, participants can build a bike that is then donated to a community member in need. These programs are often combined with other training, such as leadership or jobs training, and are commonly targeted toward youth.
>
> **Commuter Incentives Programs**. The Solano-Napa Commuter Information (SNCI) program currently offers up to $100 in incentives for commuters over the age of 18 to purchase a new bicycle ("Bucks for Bikes"). Expanding this program to allow the purchase of used bikes and lowering the eligibility age (e.g., to 15) may help improve bicycle access for low income families.

Implementation of this strategy would benefit a large number of residents of the study area, particularly youth, but potentially non-disabled people of any age. If bicycles were donated, costs could be kept very reasonable. There are a number of possible funding sources, and private bike shops would stand to benefit as well.

Possible Sponsor Agencies: Fairfield Police Department, local bike shops, SNCI/STA

Possible Funding Sources: SNCI, Office of Traffic Safety grant, Caltrans, JARC, Safe Routes to School (see MTC Safe Routes to School Creative Grant program award for Alameda County)

Implementation Term: Short term (within three years)

Strategy: **Expand bicycle education and encouragement programs to adults and families.**

Bicycle and pedestrian safety for both students and families is an ongoing concern in Fairfield. The current Safe Routes to School program emphasizes bicycle and pedestrian education activities for students through after-school bicycle rodeos and in-class traffic safety assemblies. Bicycle rodeos include training on how to properly ride a bike in a variety of common traffic situations within a controlled, safe setting on bicycles provided by the program. Instructors also discuss the importance of proper safety equipment and offer free helmets to students who do not currently own one.

A similar training and outfitting program could be provided and promoted to low-incomes families, either through an expanded SR2S effort or as a separate program, to encourage greater use of this (relatively) low cost, healthy transportation mode.

Possible Sponsor Agencies: Fairfield Police Department, STA Safe Routes to School Program

Possible Funding Sources: Office of Traffic Safety grant, JARC

Implementation Term: Short term (within three years)

Infrastructure Strategies

***Strategy:* Identify and prioritize new off-street trail opportunities and extensions.**

The existing Linear Park Trail currently ends at Dover Ave, but could potentially extend to the northeast along the abandoned railroad right-of-way. The Air Force Parkway presents a significant barrier to the continuation of this path, but the trail could potentially travel along the south side of Air Force Parkway to connect with the existing bicycle/pedestrian overpass for the north/south McCoy Creek trail.

The McCoy Creek trail could be further expanded into Suisun City, which has pre-existing plans to construct a trail along the McCoy Creek. This strategy would assess and prioritize the various trail concepts for their impact to users within the study area, and identify new potential trail connections (if feasible).

Possible Sponsoring Agencies: Fairfield Public Works, STA

Possible Funding Sources: Safe Routes to School, Solano Bicycle and Pedestrian Program, Caltrans BTA (Bicycle Transportation Account), Countywide Transportation for Livable Communities (TLC)

Implementation Term: Short term (within three years)

***Strategy:* Identify and improve slower, low-volume neighborhood streets as priority bikeways.**

An increasingly popular strategy to improve conditions for bicycling is to focus investments not along busy arterials, but on local roadways that provide access to key destinations. These investments typically include bicycle wayfinding signage and roadway markings, traffic calming, and arterial crossing treatments that give higher priority to bicycle travel while still allowing local vehicle traffic. This strategy is very different from the current allocation of bicycle facilities in East Fairfield, which mainly consist of narrow bike lanes on busy arterials, and would focus on implementing a specific network of priority bicycle streets and potential improvements. Providing improved crossing treatments of arterial roadways where intersected by local roadways designated as priority bikeways can also benefit pedestrians. With many neighborhoods in East Fairfield limited in the number of access points to, and crossings of, arterial roadways, these enhanced crossings for priority bikeways can create stronger connections between communities.

Implementing this strategy may involve prioritizing sections of East Fairfield within the Citywide Bicycle Plan (currently in draft final status).

Possible Sponsor Agencies: Fairfield Public Works

Possible Funding Sources: Safe Routes to School, Solano Bicycle and Pedestrian Program, Caltrans BTA, Countywide TLC

Implementation Term: Short term (within three years)

***Strategy:* Enhance the Linear Park Trail.**

Linear Park Trail, formerly a railroad corridor, has been converted to an off-street trail. It conveniently connects various destinations in Fairfield from Dover Avenue near Air Base Parkway west toward downtown, the Solano Mall, the Fairfield Transportation Center, and under I-80 to

Solano Community College. Despite these important connections, the trail is not as heavily used as it could be, because of fears for personal safety, significant gaps in the trail, and a lack of connection to the community – both physically and culturally. Overall, the implementation term for improvements to Linear Park is three to six years.

Recommended improvements include:

Improve personal safety and security through improvements and maintenance. Community members identified safety and security as a priority issue to address for the Linear Park Trail. Providing physical enhancements along the trail such as pedestrian-scale lighting, emergency call boxes, and improved sightlines of the trail from the street can help reduce community perceptions of the trail as a dangerous and isolated place. Improved maintenance of the trail (garbage collection, weeding, etc.) may also help improve conditions as part of a "broken windows" theory to address overall negative perceptions and undesirable littering/dumping activities.

Physical enhancements might also include additional new trail outlets/connections to adjacent neighborhoods as there are several long stretches of over a quarter mile between trail access points. New connections and outlets from surrounding neighborhoods will also help encourage greater use of the trail and thus improve safety through increased user activity. Field analysis has indicated potential trail connections exist at Richards Court, at the creek crossing on Acacia Street just west of its intersection with Clay Street, and at the closed access gate on Tabor Avenue west of N Texas Street.

Potential Sponsoring Agencies: Fairfield Public Works, private development

Potential Funding Sources: Solano Bicycle and Pedestrian Program: TDA, Regional Bicycle and Pedestrian Program (RBPP), CMAQ, Transportation for Livable Communities (TLC)funds), Caltrans Bicycle Transportation Account (BTA)

Close gaps in the Linear Park Trail, including at the Solano Mall. Another important measure would be to focus on the safety and comfort of connections across arterials, and specifically to close the one major gap in the existing trail at Travis Blvd and Pennsylvania Ave (at the Solano Mall). This gap is especially problematic since it forces pedestrians and bicyclists to cross two major arterials, and is located at a key shopping destination that is also a key transfer point for bus passengers.

Due to the proximity of the trailheads on both Travis Boulevard and Pennsylvania Avenue to the intersection of these two arterials, constructing additional trail crossings in line with the trajectory of the Linear Park Trail is infeasible in this location. Sidewalks should be expanded on both Travis Boulevard and on Pennsylvania Avenue to provide additional room for trail users. There is no street parking on either of these arterial roadways and existing sidewalks are narrow, creating unwelcoming conditions for trail users. Providing additional sidewalk width, along with wayfinding signage, can lead trail users from one end of the gap to the other.

Potential enhancements at other street crossings include distinctive landscaping at trail plazas, and improved signage and striping for each crossing. Many of the street crossings of the Linear Park Trail see high rates of speed by drivers. Signage for crossings currently consists of a TRAIL X-ING sign in each direction posted immediately before a white transverse crosswalk. Posting signage in advance of these crossings, as well as the striping of high-visibility crossings and/or provision of sidewalk curb extensions can improve safety for trail users crossing the street.

Potential Sponsoring Agencies: Fairfield Public Works

Potential Funding Sources: Solano Bicycle and Pedestrian Program (TDA, RBPP, CMAQ funds), Safe Routes to Transit, Caltrans BTA

Increase enforcement and open space programming for the Linear Park Trail. Improving safety (and the feeling of safety) on the trail comes not only from safety improvements on the trail itself, but also from increasing the number of trail users and the number of "eyes on the trail." As an alternative to, or in combination with, infrastructure improvements, the Linear Park Trail could be improved with increased emphasis on safety patrols and introduction of programming and events (e.g. a weekly farmer's market or flea market/ swap meet). These events would activate the trail, making it more familiar to residents and feel more a valuable part of the community. In addition to promoting awareness, safety, and increased user demand, greater programming of the trail may also offer low-barrier economic opportunities and improved access to fresh local produce for low-incomes families.

Possible Sponsor Agencies: Fairfield Police Department, Fairfield Department of Community Resources, Fairfield Public Works

Possible Funding Sources: N/A

***Strategy:* Implement physical improvements as part of Safe Routes to School.**

Many families in East Fairfield walk to school. In fact, a higher percentage of students walk to school than almost anywhere else in Solano County. The street networks in many areas of East Fairfield channel student pedestrians and bicyclists onto the high-volume arterial roadways, which present greater safety and discouragement concerns for students and families alike.

Identifying the key routes that families take to school in East Fairfield can lead to the prioritization of improvement projects. Enhancements should be context sensitive to the roadway typology along the route. In addition to improvements on existing routes, enhancements should be pursued that may improve the safety and viability of lower-volume alternative routes.

Potential enhancements include new traffic safety signage, re-striping and/or installing new crosswalks, widened sidewalks at key intersections, vehicle traffic calming, and other measures. Enhancements will focus on areas most highly-traveled by students, intersections with known safety issues, and the creation of useful connections for student bicyclists and pedestrians.

Potential Sponsoring Agencies: City of Fairfield, Fairfield-Suisun City Unified School District, STA Safe Routes to School program

Potential Funding Sources: CA Safe Routes to School program, Federal Safe Routes to School program, PTA or District funds, YSAQMD

Implementation Term: Long term (six years or more/ongoing)

Tier II Strategies

***Strategy:* Improve bicycle and pedestrian access across major physical barriers.**

The East Fairfield study area is surrounded and traversed by physical barriers to walking and biking (Air Base Parkway, State Route 12, Interstate 80, railroad tracks, creek channels). Many residents must walk long distances around these barriers to access key social service and

employment destination elsewhere in the city. The team received many comments from a wide variety of participants that crossing streets was difficult due to the lack of crosswalks, or crossing signal timings that are too short.

This strategy would focus on at-grade (roadway) improvements for existing crossing locations, and would seek to identify new potential pedestrian/bicycle connections (e.g. overcrossings and bridges) across railroad tracks and creek channels. More so than other strategies, this effort would focus attention on areas outside the study area, including in Cordelia and Suisun City, and work with existing plans for bicycle and pedestrian improvements to maximize network connectivity.

Possible Sponsor Agencies: Fairfield Public Works, STA, Caltrans

Possible Funding Sources: Caltrans SHOPP, Safe Routes to School, Solano Bicycle and Pedestrian Program, Caltrans BTA, Countywide Transportation for Livable Communities (TLC)

Implementation Term: Long term (six years or more/ongoing)

***Strategy:* Improve the streetscape on major arterials.**

The vast majority of activities in the study area, from taking the bus to walking to school to going shopping, involve accessing four main arterials: North Texas Street, Pennsylvania Ave, East Tabor Ave, and East Travis Blvd. All four streets are generally considered to be uncomfortable for pedestrians and bicyclists, and North Texas Street and East Travis contain the highest concentration of pedestrian/bicycle crashes in the City.

This strategy would focus on identifying potential streetscape improvements, including but not limited to wider sidewalks, street trees, landscaped medians, bus stop improvements, high visibility crosswalks, pedestrian-scale lighting, and enhanced wayfinding. The nature of the street networks in East Fairfield many times require pedestrians to travel on arterial roadways that are not currently conducive to walking. Improvements in the areas most heavily used by residents will provide the greatest benefit to the most pedestrians.

Possible Sponsor Agencies: Fairfield Public Works, Fairfield Community Development, STA (located in Priority Development Area)

Possible Funding Sources: Solano Bicycle & Pedestrian Program, Countywide Transportation for Livable Communities (TLC), private development, Transportation Enhancements Program

Implementation Term: Medium term (three to six years)

Land Use Policies

The Fairfield area has developed in a sprawled pattern, with a few areas of density surrounded by very wide arterials, mega-blocks with few intersections, cul-de-sac housing developments, and necessary services separated by great distances. All represented groups commented on the difficulties of travelling long distances for shopping, school, and work. For low-income residents without access to a car, the tasks of daily life are made more difficult because of the spread-out nature of development. For transit and social service agencies, efficiently connecting residents with services becomes less efficient and more expensive.

Both the Housing and Land Use elements in the City of Fairfield General Plan (2004, amended 2007) support a less spread-out, more compact development pattern. Housing policies encourage a mix of housing types for all levels of income and family types mixing residences with employment-generating uses, as well as infill development. One objective of the Land Use policies is to "*Develop and maintain a pattern of residential land uses which provides for a variety and balance of densities and opportunities*" for both housing and other uses. Mixed-use development, with neighborhood-serving retail and the placement of senior housing within walking distance to services, is also encouraged, as is intensification in downtown and central Fairfield. Adherence to these policies would lead to a land use pattern more livable and friendly to low-income residents, and also more amenable to transit service provision.

The adopted Circulation Element of the City of Fairfield General Plan (2002) is supportive of encouraging non-auto modes of transportation. Specifically, Policy CI 1.2 states that the city will "Establish a mix of land uses throughout the City that will be conducive to the use of alternative modes of transportation, such as transit, paratransit and bicycles."

In 2004, the STA developed Transportation for Livable Communities Plan which addresses the issue of the relationship between transportation and land uses by supporting "smart growth" projects in Solano County. Promoting development patterns that foster multi-modal transportation can lead to decreased dependence on the automobile, which in turn leads to reduced traffic congestion and air pollution.

The City of Fairfield and Solano County understand and support creating communities which support walking, biking, and transit, and the changes needed to reduce auto dependence. Following are strategies that may result in a development pattern reflecting these policies.

	Community	Transp. Benefits	Financial	Implementation	Short, Med, Long Term
Tier I Strategies					
Develop city- or county-wide transit design guidelines for planners and developers	**H**	**H**	**M**	**L**	Medium
Tier II Strategies					
Implement transportation-friendly land use patterns in the North Texas area	**M**	**M**	**M**	**L**	Ongoing

***Strategy:* Develop city- or county-wide transit design guidelines for planners and developers.**

Designing communities to accommodate transit includes a variety of measures, including providing spaces for bus stops directly adjacent to buildings, grid-based street layouts, and places for buses to turn around if necessary. One way to help bring these changes about is to develop design guidelines for developers submitting applications to the city or county, instructing them on how to make projects accessible by transit, bicycles, and pedestrians. Such guidelines are usually sponsored by a transit agency but may be applied by planning commissions or other boards charged with reviewing development projects. Some communities/agencies which have

implemented transit-friendly design guidelines are San Benito County, AC Transit, Riverside CA, Calgary Transit, and PACE (suburbs of Chicago).

In collaboration with the guidelines, the development review process for Fairfield can include a review by transit staff to determine if the designed development can be served with transit, where stops might have to be added, and if so, guidance on the design of the stop to be provided.

Potential Sponsoring Agencies: City of Fairfield, County of Solano, STA, FAST

Potential Funding Sources: Transit Technical Assistance from Caltrans, AB 2766 Emission Reduction Plan

Implementation Term: Medium term (three to six years)

***Strategy:* Implement transportation-friendly land use patterns in the North Texas PDA.**

Fairfield's land use, housing, and circulation policies articulate a vision of mixed-use, mixed-income communities friendly to transit, bicycles and pedestrians. North Texas (between Air Base Parkway and Travis Blvd.) has been identified by the Association of Bay Area Governments as a potential Priority Development Area (PDA). PDAs are generally areas of at least 100 acres where there is a local commitment to create a pedestrian and transit friendly environment to meet day-to-day needs. To move toward that vision, and consistent with the planning documents cited above, Fairfield can apply strategies that give priority to development in this area that creates the desired patterns. These include:

- Give priority to residential developments – especially low-income and senior housing – that provide neighborhood-serving retail such as food markets and pharmacies within walking distance.
- Provide incentives for social service agencies or others serving the target population to co-locate in a transit-friendly location.
- Encourage smaller block sizes and grid street patterns by discouraging or prohibiting residential projects from using cul-de-sac street patterns. Where cul-de-sac patterns exist, look for opportunities to provide pedestrian walkways at the ends of the cul-de-sac that connect to local streets, to allow easier pedestrian and bicycle mobility.
- Consider tax credits for developers who meet community design guidelines. One way to shift development toward a desired pattern is by a point system to measure the desirability of any particular development. Using neighborhood design guidelines as well as the transit design guidelines in the previous strategy, local governing bodies can award "points" for each desired characteristic included in the design, and priority can be given to those developments that rate the highest; to reinforce this, a minimum number of points might be required for approval of the project. Such systems have been developed in many communities across the country. In 2004, the National Resources Defense Council conducted an evaluation of existing endorsement and rating systems for smart development, and provides a reference for best practices.[16]

Implementation of this strategy is a long-term proposition that would take place over many years. Developing community design guidelines, in conjunction with a well-publicized system for

[16] *Existing Endorsement And Rating Systems For 'Smart Development*, NRDC, 2004

prioritizing projects which adhere to them, could be very effective in creating the kind of development pattern that is more pedestrian-friendly.

Potential Sponsoring Agencies: City of Fairfield, County of Solano

Potential Funding Sources: N/A – administrative costs of developing programs

Implementation Term: Long term (six years or more/ongoing)

Appendix A

Stakeholders and Technical Advisors

East Fairfield
Community Based Transportation Plan
Stakeholders List

Airman & Family Readiness Center
Alta Planning
Apostolic Assembly
Area Agency on Aging
Armijo High School

Basic Needs Transportation
CAP Solano
Catholic Social Services of Solano County

Center Elementary
Child Haven

Children's Network
Children's Nurturing Project
Church of Christ
Church of Jesus Christ of Latter-Day Saints
Groves Apartments

City of Fairfield, Dir. of Comm. Dev.
City of Fairfield, Crime Free Multi-Housing
City of Fairfield, Mayor
Community United Methodist
Country Club Apartments

Country Club Estates
County of Solano, Engineering
County of Solano, Health & Social Service
County of Solano, Maternal & Child Health Bureau
County of Solano, Supervisor Dist. 3

County of Solano, Supervisor Dist. 4
David Grant Medical Center
David Weir Elementary School
Dover Mobile Home Park
Dover Park Apartments

Fairfield and Suisun Transit
Fairfield Community Seventh-day Adventist
Fairfield High School
Fairfield PAL, Executive Director
Fairfield Presbyterian Church

Fairfield Suisun Adult School
Fairfield Suisun Chamber of Commerce

Fairfield Suisun Community Action Council
Faith in Action
Faith Tabernacle Church of God

Children's Network
First Assembly of God
First United Pentecostal Church
Gateway Village
Golden West Middle School

Gordon Elementary School
Grange Middle School
Harvest Family Life
Holy Spirit Catholic Church
In-Home Support Services

Independent Living Resource
Interfaith Council of Solano County
Jehovah's Witness
Kaiser Permanente
Kyle Elementary School

Laurel Gardens
Lighthouse Christian Center
Matt Garcia Learning Center
Matt Garcia Youth Center
Mission Solano

Metropolitan Transportation Commission
MV Transportation/FAST
Northbay Cancer Center
Northbay Healthcare
Office of Assemblymember Mariko Yamado

Office of Senator Lois Wolk
PACE Solano
Pacific Estates Mobile Home Park
Parkway Community Church
Parkway Plaza Senior Apartments

Partnership Health Plan
Pride Industries
Public Authority, IHSS
Rebuilding Together Solano
Sam Yeto Continuation High School

Senior Advocate Committee
Solano Affordable Housing Foundation
Solano Coalition for Better Health
Solano Community College
Solano County Adult Blind Organization

Solano County Office of Education
Solano Diversified Services
Solano EDC
Solano Family & Children's Services
Solano Transportation Authority

Solano WORKs Ready Center
Solano Works/Fairfield Ready Center
South PACE/Signature of Fairfield
St. Mark's Luthern
St. Stephen Christian Methodist Episcopal

State of CA, Dept of Dev. Services, Area 4
Sullivan Middle School

Superior Court of California, County of Solano
Temple Baptist
The Leaven

Tolenas Elementary School
Travis Air Force Chapel
Travis Military Ministry
United Way
Vanden High School

Word of Faith Christian Center
Workforce Investment Board (PIC)
Youth & Family Services
Youth & Family Services, Solano Re-Entry Council

Technical Advisory Committee

Liz Niedziela	STA Staff
Elizabeth Richards	East Fairfield CBTP Project Manager
Drennen Shelton	MTC Representative
Gina Merrell	Solano County Health and Social Services
Mona Babauta	FAST Transit Manager
Philip Kamhi	FAST Transit Manager

Appendix B

Stakeholder Meeting Agendas

East Fairfield Community-Based Transportation Plan
Stakeholder Committee Kick-Off Meeting

The Groves, Rental Office
855 East Tabor, Fairfield CA
Tuesday, February 14, 2012
1:00 – 3:00 PM

Agenda

I.	Welcome 10:00 – 10:05 am	Elizabeth Niedziela, STA
II.	Introductions 10:05 – 10:15 am	Richard Weiner, Consultant
III.	Goals and Objectives of Community-Based Transportation Plan 10:15 – 10:25 am	
IV.	Presentation of Highlights from Existing Conditions Report 10:25 – 10:35 am	
V.	Transportation Needs Identification and Discussion 10:35- 11:05am	
VI.	Community Outreach Strategies and Surveys 11:05-11:25 am	
VII.	Wrap-Up and Next Steps 11:25-11:30 am	Elizabeth Niedziela, STA

East Fairfield Community Based Transportation Plan
Stakeholder Committee Meeting

Fairfield Aquatics Complex, Meeting Room
1741 W. Texas St., Fairfield
Monday, May 14, 2012
1:30 – 3:00pm

Agenda

I.	Welcome/Project Background 1:30 – 1:40 pm	Liz Niedziela, STA
II.	Introductions 1:40 – 1:50 pm	Richard Weiner, Consultant
III.	Presentation of Highlights from Community Outreach 1:50 – 2:00 pm	
IV.	Transit Gaps Identified, Prioritization and Potential Strategies Discussion 2:00 – 2:30 pm	
V.	Auto, Bike, Pedestrian, & Land-use Gaps Identified, Prioritization and Potential Strategies Discussion 2:30 – 2:55 pm	
VI.	Wrap-Up and Next Steps 2:55 – 3:00 pm	Elizabeth Richards, Consultant

APPENDIX C

Stakeholders Sign-in Sheets

Solano Transportation Authority

East Fairfield Community Based Transportation Plan
1:15 p.m., Tuesday, February 14, 2012
The Groves Rental Office, Fairfield
SIGN-IN SHEET

INITIAL IF PRESENT	NAME	AGENCY NAME AND ADDRESS *Please note changes only*	TELEPHONE *Please note changes only*	E-MAIL *Please note changes only*
	Casey Hildreth	**Alta Planning** 2560 9th Street, Suite 212 Berkeley, CA 94710	(510)540-5008.113	caseyhildreth@altaplanning.com
	Anne Payne	**Area Agency on Aging** P.O. Box 3069 Vallejo, CA 94590	(707) 643-1797	annep@aaans.org
MM	Maria Moses	**Children's Network** 2320 Courage Drive, Suite 107 Fairfield, CA 94533	(707) 421-7229 ext. 109	MMoses@childnet.org
DD	Debbie Davis	**Children's Nurturing Project** P.O. Box 304 Fairfield, CA 94533	(707) 422-0464	ddavis@cnpkids.org
S.T.	Sandra Trujillo	**City of Fairfield, Community Development** 1000 Webster Street Fairfield, CA 94533	(707) 428-7095	
DW	David Wilkey	**Country Club Estates** 1800 Tabor Avenue Fairfield, CA 94533 **Dover Mobile Home Park** 2121 Walters Road Fairfield, CA 94533	(707) 425-1123	
GM	Gina Merrell	**County of Solano, Health & Social Services** 275 Beck Avenue, MS 5-200 Fairfield, CA 94533	(707) 784-8380	gmerrell@solanocounty.com
CMC	Catherine Cook	**County of Solano, Supervisor D.3 Office** 675 Texas Street, Suite 6500 Fairfield, CA 94533	(707) 784-6418	cmcook@solanocounty.com
ER	Elizabeth Richards	**Elizabeth Richards Consulting** 607 Elmira Road, #234 Vacaville, CA 95687	(707) 628-0295	elrnocal@gmail.com
MB	Mona Babauta	**Fairfield and Suisun Transit** 2000 Cadenasso Drive Fairfield, CA 94533	(707) 434-3804	mbabauta@fairfield.ca.gov

TOTAL 22

INITIAL IF PRESENT	NAME	AGENCY NAME AND ADDRESS *Please note changes only*	TELEPHONE *Please note changes only*	E-MAIL *Please note changes only*
PK	Phillip Kamhi	**Fairfield and Suisun Transit** 2000 Cadenasso Drive Fairfield, CA 94533	(707) 434-3807	phamhi@fairfield.ca.gov
	Jill Marie Russell	**Fairfield Suisun Adult School** 900 Travis Blvd. Fairfield, CA 94533	(707) 421-3918	
	Lisa Hoff	**Fairfield Suisun Community Action Council** 416 Union Avenue Fairfield, CA 94533	(707)427-1148	lisa@fairfieldcac.org
	Rev. Michael Downy	**Holy Spirit Catholic Church** 1050 N. Texas Street Fairfield, CA 94533	(707) 425-3138	
	COFFMAN Laura ~~Eggers~~	**Kaiser Permanente** ~~375 Sereno Drive~~ 1550 GATEWAY BLVD ~~Vallejo, CA 94589~~ FAIRFIELD CA 94533	707-427-4214	
	Farren Jones	**Matt Garcia ~~Youth~~ Center** ~~250 Travis Blvd.~~ Leerme Fairfield, CA 94533 230 Atlantic Ave		
	Drennen Shelton	**MTC** 101 Eighth Street Oakland, CA 94607	(510) 817-5789	dshelton@mtc.ca.gov
✓	Richard Weiner	**Nelson/Nygaard Consulting** 116 New Montgomery, Suite 500 San Francisco, CA 94105	(415) 284-1544	rweiner@nelsonnygaard.com
	Carl Thomas	**Solano Coalition for Better Health** 360 Campus Lane, Suite 200 Fairfield, CA 94534	707 6263 4441	cthomas@partnershiphp.org
✓	Liz Niedziela	**Solano Transportation Authority** One Harbor Center, Suite 130 Suisun City, CA 94585	(707) 624-6075	eniedziela@sta-snci.com
	Leslie Mann	**Youth & Family Services, Solano Re-Entry Council** 1745 Enterprise Drive, Suites 1-64 Fairfield, CA 94533		
✓	Marci McGuire	1307 Eisenhower Street Fairfield, CA 94533	(707) 422-3969	marci@universityunseen.com
LT	Lori Tagorda	Fairfield and Suisun Transit 2000 Cadenasso Drive Fairfield, CA 94533	(707) 434-3805	ltagorda@fairfield.ca.gov
dw	Debbie Whitbeck	"	(707) 434-3809	dwhitbeck@fairfield.ca.gov

INITIAL IF PRESENT	NAME	AGENCY NAME AND ADDRESS *Please note changes only*	TELEPHONE *Please note changes only*	E-MAIL *Please note changes only*
DM	DAN MARSHALL	FAIRFIELD POLICE DEPT 1000 Webster St Fairfield CA 94533	(707) 580-1055	dmarshall@fairfield.ca.gov
	Joseph Lugo	The Leaven 2397 Heath Dr. FF, CA 94533	707-454-6416	joseph@myleaven.org

Solano Transportation Authority
Solano Transportation Authority

East Fairfield Community Based Transportation Plan
1:30 p.m., Monday, May 14, 2012
The Fairfield Aquatic Complex, Fairfield
SIGN-IN SHEET

INITIAL IF PRESENT	NAME	AGENCY NAME AND ADDRESS Please note changes only	TELEPHONE Please note changes only	E-MAIL Please note changes only
✓	Harriett Dietz	**Area Agency on Aging** 400 Contra Costa Street Vallejo, CA 94590	(707) 644-6612	hdietz@aaans.org
JV	John Vasquez	**County of Solano, Supervisor D.4 Office** 675 Texas Street, Suite 6500 Fairfield, CA 94533	(707) 784-6129	jmvasquez@solanocounty.com
	Catherine Cook	**County of Solano, Supervisor D.3 Office** 675 Texas Street, Suite 6500 Fairfield, CA 94533	(707) 784-6418	cmcook@solanocounty.com
CM	Elizabeth Richards	**Elizabeth Richards Consulting** 607 Elmira Road, #234 Vacaville, CA 95687	(707) 628-0295	elrnocal@gmail.com
	Jill Marie Russell	**Fairfield Suisun Adult School** 900 Travis Boulevard Fairfield, CA 94533	(707) 421-3918	
MB	Mona Babauta	**Fairfield and Suisun Transit** 2000 Cadenasso Drive Fairfield, CA 94533	(707) 434-3804	mbabauta@fairfield.ca.gov
PK	Phillip Kamhi	**Fairfield and Suisun Transit** 2000 Cadenasso Drive Fairfield, CA 94533	(707) 434-3807	phamhi@fairfield.ca.gov
DS	Drennen Shelton	**MTC** 101 Eighth Street Oakland, CA 94607	(510) 817-5789	dshelton@mtc.ca.gov
RW	Richard Weiner	**Nelson/Nygaard Consulting** 116 New Montgomery, Suite 500 San Francisco, CA 94105	(415) 284-1544	rweiner@nelsonnygaard.com
DL	Don Lowrie	**Office of Assemblymember Mariko Yamado** 556 Mason Street, Suite 275 Vacaville, CA 95688	(707) 455-8025	don.lowrie@asm.ca.gov
RS	Rochelle Sherlock	**Rochelle Sherlock Consulting** 4813 Stoneridge Court Fairfield, CA 94534	(707) 864-3984	rochelle_sherlock@comcast.net
	Lynette Gray	**Solano Community College** 4000 Suisun Valley Road Fairfield, CA	(707) 863-7866	lynette.gray@solano.edu

Solano Transportation Authority
Solano Transportation Authority

East Fairfield Community Based Transportation Plan
1:30 p.m., Monday, May 14, 2012
The Fairfield Aquatic Complex, Fairfield
SIGN-IN SHEET

INITIAL IF PRESENT	NAME	AGENCY NAME AND ADDRESS Please note changes only	TELEPHONE Please note changes only	E-MAIL Please note changes only
KL	Kathy Lago	**Solano Family Children's Services** 421 Executive Court North Fairfield, CA 94534	(707) 864-4620	klago@solanoofcs.org
LN	Liz Niedziela	**Solano Transportation Authority** One Harbor Center, Suite 130 Suisun City, CA 94585	(707) 624-6075	eniedziela@sta-snci.com
TQ	Terry Quadros	**Superior Court of California, County of Solano** 601 Union Avenue Fairfield, CA 94533	(707) 207-7482	taquadros@solano.courts.ca.gov
	Reverend Todd Bertani	**St. Mark's Luthern Church** 1600 Union Avenue Fairfield, CA 94533	(707) 422-4741	
✓	GARY CHANDLER	MV TRANSPORTATION	422-2877	
JL	Joseph Lugo	The Leaven	(707) 454-6416	joseph@myleaven.org
MM	Maria Moses	Children's Network	707-421-7229 ext. 109	mmoses@childnet.org
✓	Harriett Deds	Area Agency on Aging serving Napa / Solano counties	707-644-6613	hdeds@aaans.org
	GINA MERRILL	County / HSS		

Appendix D

English Survey

fold/pliegue

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL

FIRST CLASS MAIL PERMIT NUMBER 100 SUISUN, CA

POSTAGE WILL BE PAID BY ADDRESSEE

Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-9899

Solano Transportation Authority

Survey for the East Fairfield Community Based Transportation Plan

FAST FAIRFIELD AND SUISUN TRANSIT

The Solano Transportation Authority (STA) in coordination with Fairfield and Suisun Transit (FAST) is conducting a study to find out how to improve transportation services for residents in East Fairfield.

Input from the East Fairfield community is very important and appreciated!

Please take a few minutes to fill out this survey and return it to the person who gave it to you, or fold and tape closed and mail back to STA. Please return by April 30, 2012. You can also take the survey on-line at: **www.surveymonkey.com/s/EastFairfieldCBTP**. *Please only fill out the survey once.*

If you have any questions or need assistance filling out this survey, please contact Liz Niedziela at 707-424-6075.

A. How do you travel?

1. **How do you usually get around?** *(Check all that apply.)*

   ☐1 Walk ☐2 Bus ☐3 Bicycle ☐4 Paratransit ☐5 Drive ☐6 Get a ride/carpool ☐7 Taxi

   ☐0 Other _____

2. **Name three destinations which are hard to reach** *(e.g. job, grocery shopping, parks and recreation, school and daycare, medical and health care appointments, social services, religious center, etc). (List destination type and name specific locations that are hard to reach.)*

   ☐1 Destination 1 *(Type & specific location)* _____

   ☐2 Destination 2 *(Type & specific location)* _____

   ☐3 Destination 3 *(Type & specific location)* _____

B. Identify Transportation Needs

Which transportation problems are the most serious for you? For EACH type of transportation, identify the THREE issues that you think most need improvement and would improve mobility for you and/or members of your household.

1. TAKING THE BUS

Check the THREE issues that most need improvement & location where it applies.

☐1 I do not take the bus. *If not, why not?*

☐2 No improvement needed

☐3 Cost of transportation

☐4 Transfers between buses *(Which lines?)*

_____

☐5 Buses running according to schedule *(Which lines?)*

_____

☐6 Need for more information and access to information *(Maps, schedules, etc.)*

☐7 Need information in a language other than English *(Which language?)* _____

☐8 Bus stop comfort: shelters, benches, lighting *(Which bus stops?)* _____

☐9 Bus stop safety *(Which bus stops?)* _____

☐10 Experience on bus, driver and other passenger courtesy, comfort, accessibility

☐11 More weekday service (Shorter wait times)

☐12 Service earlier in the morning

☐13 Service later in the evenings

☐14 More Saturday service

☐15 Sunday service

Which lines need more service?

☐0 Other _____

2. WALKING Check the THREE issues that most need improvement & location where it applies.

☐1 No improvement needed

☐2 Crossing the street *(enough time, no signals, no crosswalks) (Which streets?)* _____

☐3 Lack of sidewalk *(Which streets?)* _____

☐4 Pavement quality, obstacles, lack of resting spots (Where?) _____

☐5 Safety *(What kind of concerns, and where?)* _____

☐0 Other _____

3. BIKING Check the THREE issues that most need improvement & location where it applies.

☐1 No improvement needed

☐2 I don't ride a bicycle

☐3 Lack of bicycle paths *(Where?)* _____

☐4 Safety of bike paths *(Where?)* _____

☐5 Speed of automobiles *(Which streets?)* _____

☐6 Theft and vandalism of bicycles *(Where?)* _____

☐7 Pavement quality, grates *(Which streets?)* _____

☐8 Crossing streets, enough time to cross, no signals *(Which streets?)* _____

☐0 Other _____

4. DRIVING

Do you have a car available to drive?

☐1 Always ☐2 Usually ☐3 Sometimes ☐4 Never

If you have a car available but do not always drive, why not? *(Check all that apply)*

☐1 Prefer not to drive ☐2 Legal restrictions ☐3 Cost of vehicle ☐4 Cost of fuel ☐5 Cost of maintenance and repairs

☐6 Cost of insurance ☐0 Other _____

5. PARATRANSIT Transportation for people with disabilities which prevent their use of fixed route transit.

Check the most important need in paratransit.

☐0 I don't ride paratransit

☐1 No improvement needed

☐2 Reliable service, arrives on time

☐3 Hours of service

☐4 Information, well-publicized, easy to understand

☐5 Customer service, drivers and schedulers

☐6 Other _____

6. OTHER Please describe other transportation issues or needs in your neighborhood.

(Please be as specific as possible) _____

_____

_____

C. PLEASE TELL US ABOUT YOURSELF

All information provided here is strictly confidential and will not be shared with anyone or used for any other purpose.

1. What is your ZIP code? _____

Where do you live? *(Neighborhood or major cross streets near your house)* _____

2. Are you: ☐1 Employed full-time ☐2 Employed part-time ☐3 A student ☐4 Unemployed ☐5 Retired

3. Do you have a driver's license? ☐1 Yes ☐2 No

4. Are you an active duty member of the military or a retired military member? ☐1 Yes ☐2 No

5. Are you Hispanic or Latino? ☐1 Yes ☐2 No

6. What is your age? _____

7. What is your annual household income?

☐1 Under $10,000 ☐2 $10,000-$24,999 ☐3 $25,000-$49,999 ☐4 $50,000-$74,999 ☐5 $75,000 or more

8. Do you have difficulty using transportation because of a disability? ☐1 Yes ☐2 No

9. Primary language spoken at home: ☐1 English ☐2 Spanish ☐3 Tagalog ☐4 Other

D. KEEP IN TOUCH!

If you would like to receive information about this project, please fill in your contact information:

Name _____

Address _____

Email _____ Phone _____

Thank you for your time.

APPENDIX E

Spanish Survey

fold/pliegue

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL

FIRST CLASS MAIL PERMIT NUMBER 100 SUISUN, CA

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Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-9899

Encuesta para el Plan de Transporte Basado en la Comunidad de East Fairfield

La Autoridad de Transporte de Solano (STA) en coordinación con Fairfield and Suisun Transit (FAST) está conduciendo un estudio para entender cómo mejorar los servicios de transporte para residentes en East Fairfield.

¡La aportación de la comunidad de East Fairfield es muy importante y apreciada!

Por favor tome unos minutos para completar el cuestionario y regresarlo a la persona que se lo dio, o dóblelo y siérrelo con cinta adhesiva y envíelo por correo de regreso a STA. Por favor regréselo antes de o para el 30 de Abril, 2012. También lo puede tomar en línea en Ingles en el sitio www.surveymonkey.com/s/EastFairfieldCBTP. Por favor llené el cuestionario solo una vez.

Si tiene preguntas o necesita ayuda llenando el cuestionario, favor de llamar a Elizabeth Romero al 415-281-6956.

A. ¿Cómo viaja?

1. ¿Normalmente, como viaja? *(escoja todas las que apliquen)*

☐1 A pie ☐2 En bus ☐3 En bicicleta ☐4 Paratránsito *(en transporte público para personas incapacitadas)*
☐5 En choche ☐6 Compartó el viaje *(carpool)* ☐7 En taxi ☐0 Otro _____

2. Nombre tres destinos a los que es difícil viajar *(por ejemplo, trabajo, compras de comida, parques y recreación, escuela y cuidado de niños, citas médicas y servicios de salud, servicios sociales, centro religioso, etc.) (Liste el tipo de destino y nombre el lugar específico al que es difícil llegar.)*

☐1 Destino 1 (Tipo y lugar específico)_____
☐2 Destino 2 (Tipo y lugar específico)_____
☐3 Destino 3 (Tipo y lugar específico)_____

B. Identifique necesidades de transporte

¿Cuales problemas de transporte son los más serios para usted? Para CADA tipo de transporte, identifique los TRES problemas que necesitan mejorar más y mejorarían la movilidad para usted y/o miembros de su hogar.

1. TOMANDO EL BUS **Seleccione los TRES problemas más importantes que necesitan mejorar y el lugar donde aplican.**

☐1 Yo no tomo el autobús. *Si no, ¿por qué no?*
☐2 No mejoría necesaria
☐3 Costo de transporte
☐4 Transferencia entre buses *(¿Que líneas?)*
_____
☐5 Buses que corren a tiempo según los horarios *(¿Que líneas?)*
_____
☐6 Necesito más información y acceso a información *(mapas, horarios, etc.)*
☐7 Necesito información en un idioma aparte de Ingles *(¿Cuál idioma?)* _____
☐8 Paradas de bus-comodidad: refugios, bancos, iluminación *(¿Cuales paradas de bus?)* _____
☐9 Paradas de bus-seguridad *(¿Cuáles paradas de bus?)* _____
☐10 Experiencia en el bus, cortesía del chofer y de otros pasajeros, comodidad, facilidad de acceso
☐11 Más servicio entre semana *(periodos de espera más cortos)*
☐12 Servicio más temprano en la mañana
☐13 Servicio más tarde por las noches
☐14 Más servicio el sábado
☐15 Servicio el domingo

¿Que líneas necesitan más servicio?

☐0 Otro _____

2. CAMINANDO — Selecciona los TRES problemas más importantes que necesitan mejorar y el lugar donde aplican.

☐1 No mejoría necesaria

☐2 Cruzando la calle *(bastante tiempo, no señalamiento, no paso de peatones para cruzar) (¿Que calles?)* _____

☐3 Falta de banqueta/vereda/acera para peatones *(¿Que calles?)* _____

☐4 Calidad del pavimento, obstáculos, falta de lugares para descansar *(¿Donde?)* _____

☐5 Seguridad *(¿Qué tipo de preocupaciones, y dónde?)* _____

☐0 Otro _____

3. EN BICICLETA — Check the THREE issues that most need improvement & location where it applies.

☐1 No mejoría necesaria

☐2 Yo no uso bicicleta

☐3 Falta de pistas para bicicletas *(¿Donde?)* _____

☐4 Seguridad de las pistas para bicicletas *(¿Donde?)* _____

☐5 Velocidad de automóviles *(¿Que calles?)* _____

☐6 Robo y vandalismo de bicicletas *(¿Donde?)* _____

☐7 Calidad de las pistas, rejillas *(¿Que calles?)* _____

☐8 Cruzando la pista, suficiente tiempo para cruzar, falta de señalamientos *(¿Que calles?)* _____

☐0 Otro _____

4. MANEJANDO EN AUTO

¿Tiene un coche disponible para manejar?

☐1 Siempre ☐2 Normalmente ☐3 A veces ☐4 Nunca

Si tiene un auto disponible pero no siempre maneja, ¿por qué no maneja?

☐1 Prefiero no manejar ☐2 Restricciónes legales ☐3 Costo del vehículo ☐4 Costo del gas

☐5 Costo de mantenimiento y reparación ☐6 Costo de seguro para manejar ☐0 Otro _____

5. TRANSPORTE PÚBLICO PARA PERSONAS INCAPACITADAS — Paratránsito es transporte para personas con discapacidades las cuales los previenen de usar el servicio de rutas fijas.

Seleccione la necesidad más importante.

☐0 No viajo en servicio paratránsito

☐1 No mejoría necesaria

☐2 Servicio confiable, puntual

☐3 Horas de servicio

☐4 Información, bien publicado, fácil del entender

☐5 Servicio al cliente, choferes y encargados de citas

☐6 Otro _____

6. OTRO — Por favor describa otros problemas o necesidades de transporte en su comunidad.

(Por favor sea lo más especifico posible.)

_____

_____

C. POR FAVOR CUÉNTENOS DE USTED

Toda la información que dé es estrictamente confidencial y no será compartida con nadie, ni utilizada para ningún otro propósito.

1. ¿Cuál es su código postal (ZIP code)? _____

¿Donde vive? *(Vecindario o calles principales cerca de su casa)* _____

2. Es usted: ☐1 Trabajador a tiempo completo ☐2 Trabajador a medio tiempo ☐3 Estudiante ☐4 Desempleado ☐5 Retirado

3. ¿Tiene usted una licencia de conducir? ☐1 Sí ☐2 No

4. ¿Es usted un miembro militar con servicio activo o un miembro militar retirado? ☐1 Sí ☐2 No

5. ¿Es usted Hispano o Latino? ☐1 Sí ☐2 No

6. ¿Cuál es su edad? _____

7. ¿Cuál es su ingreso familiar anual?

☐1 Menos de $10,000 ☐2 $10,000-$24,999 ☐3 $25,000-$49,999 ☐4 $50,000-$74,999 ☐5 $75,000 or more

8. ¿Tiene problemas usando transporte público debido a alguna incapacidad? ☐1 Sí ☐2 No

9. Idioma principal hablado en casa: ☐1 Ingles ☐2 Español ☐3 Tagalo ☐4 Otro _____

D. ¡MANTÉNGASE EN CONTACTO!

Si desea recibir más información sobre este proyecto, por favor llene su información de contacto:

Nombre _____

Dirección _____

Email _____ Teléfono _____

Gracias por su tiempo.

APPENDIX F

Community Survey Results

Appendix F: Results from Community Surveys

Following are detailed results from surveys distributed to residents of East Fairfield. English and Spanish versions of the survey were distributed through members of the Stakeholder Committee, stakeholder interviewees, and at all community meetings and focus groups. At face-to-face meetings, respondents filled the survey in and returned it to the facilitator; otherwise, respondents would mail it to the STA or staff retrieved them. One of the largest groups, the Matt Garcia Youth Center meeting, was attended by 22 youths; in addition, the Center continued to distribute and collect surveys for several weeks after the meeting. Thus the answers to some questions reflect this skew toward youths and do not reflect the makeup of East Fairfield's population as a whole.

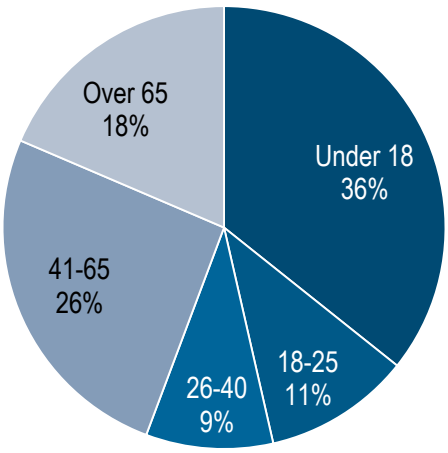
A total of 157 surveys were collected, of which 11% (16) were in Spanish. The great majority (96%) answered all the questions. While the number of surveys returned is not statistically significant in relation to the population of East Fairfield, the data provides very specific comments on transportation needs of targeted communities, particularly youth.

Demographics of Survey Respondents

Age Range

What is your age? *n=140*

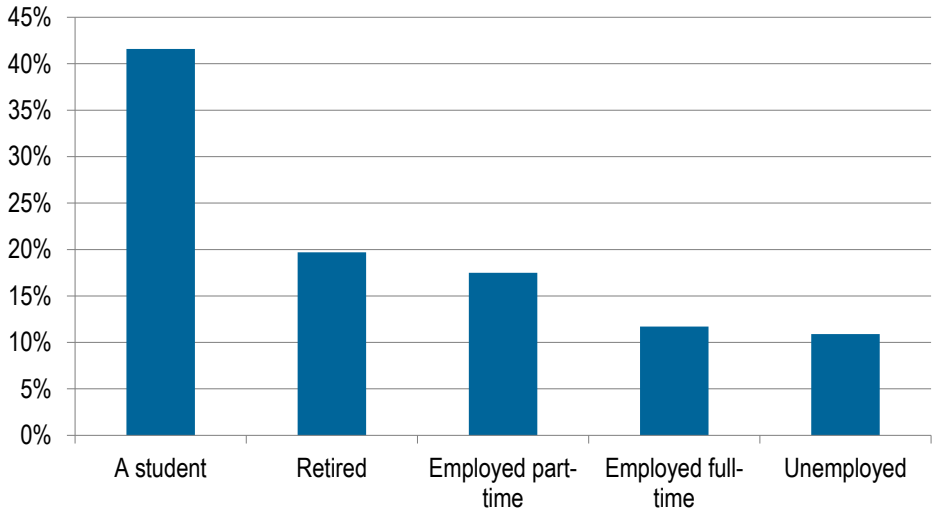
Of the 140 respondents, 50, or 36%, were under age 18. The next largest group was those between 41 and 65, at 26%.



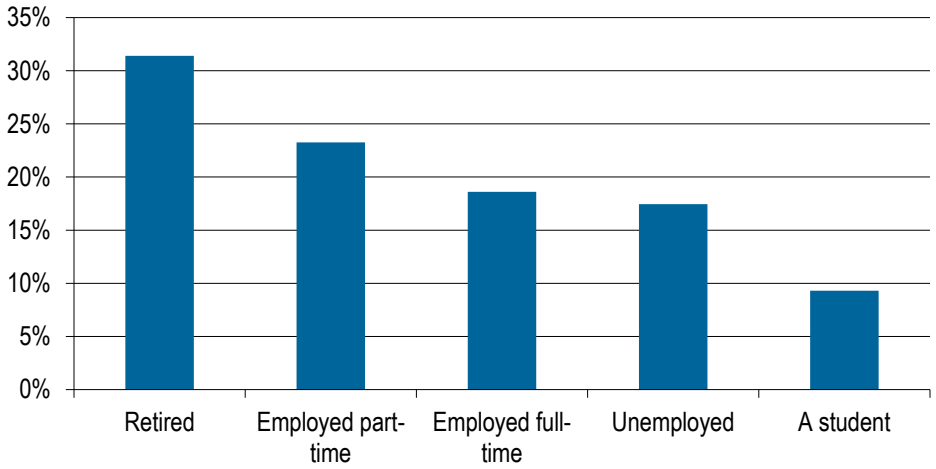
Employment / Military Service

Are you: Employed full-time, employed part-time, a student, unemployed, retired *n=137*

Using all responses, the largest percentage, 42%, are students, reflecting the disproportionate number of youth answering the survey.



Using responses from only those age 18 or older (*n = 86)* shows that 31% are retired, and 17% are unemployed.



Are you an active duty member of the military or a retired military member?

n=131 (all) *n=84 (18 and older)*

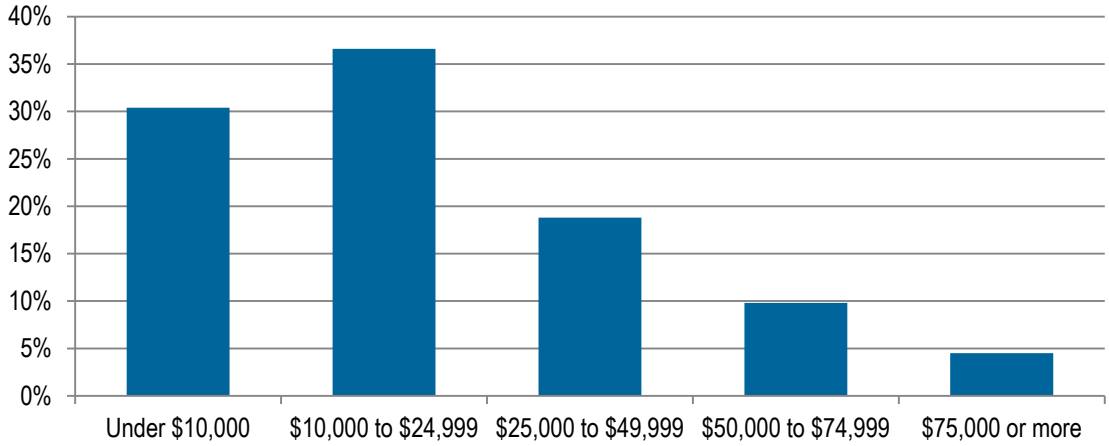
Just over 6% of respondents reported being in the military. Removing respondents under age 18, a little under 6% reported being in the military, at 5.9%.

Household Income

What is your total annual household income? *n=112*

Under $10,000 *$10,000 - $24,999* *$25,000 - $49,999*
$50,000 to $74,999 *$75,000 or more*

The great majority of respondents, 67%, reported household incomes under $24,999, with the largest group, 36% with household incomes between $10,000 and $24,999 per year.



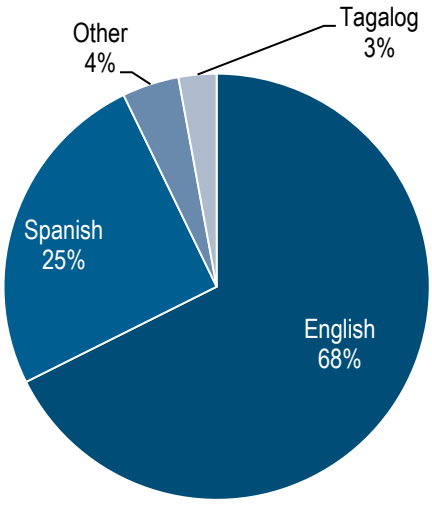
Ethnicity & Language

Are you Hispanic or Latino? *n=140*

Just under one third of respondents (32%) said they were either Hispanic or Latino.

Primary language spoken at home: *n=133*

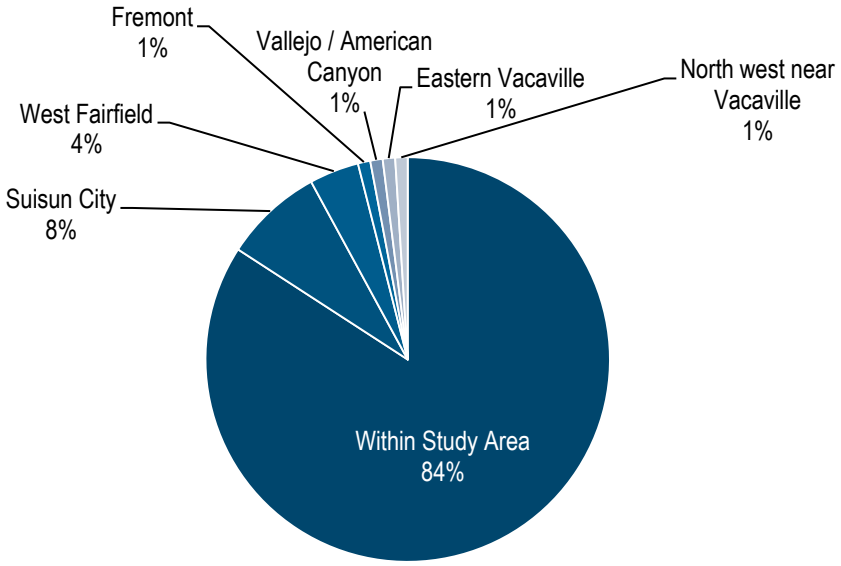
English is the dominant language, with 68% reporting this as their primary language; Spanish is spoken by 25% of households, and Tagalog is spoken by 3%.



Residence

What is your ZIP code? *n=142*

84% of respondents live within the study area. Other significant neighborhoods of residence are Suisun City (8%) and West Fairfield (4%).



Where do you live? (Neighborhood or major cross streets near your house) *n=94*

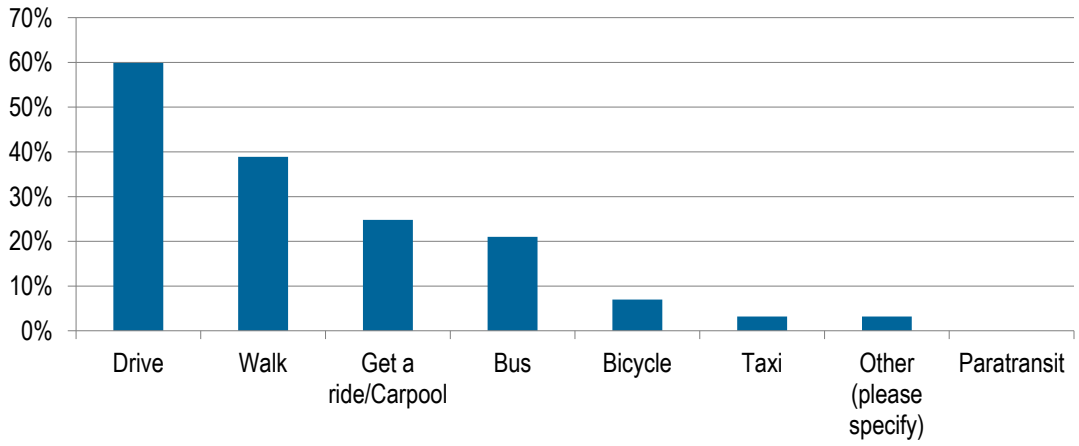
94 respondents provided more specific information about their place of residence; of these, 27% live on or near an intersection of East Tabor Avenue. Other major streets near respondents' homes include Dover (11%) and Walters (7%). These figures exclude those respondents who listed East Tabor Avenue as the primary street near their home.

Modes of Travel

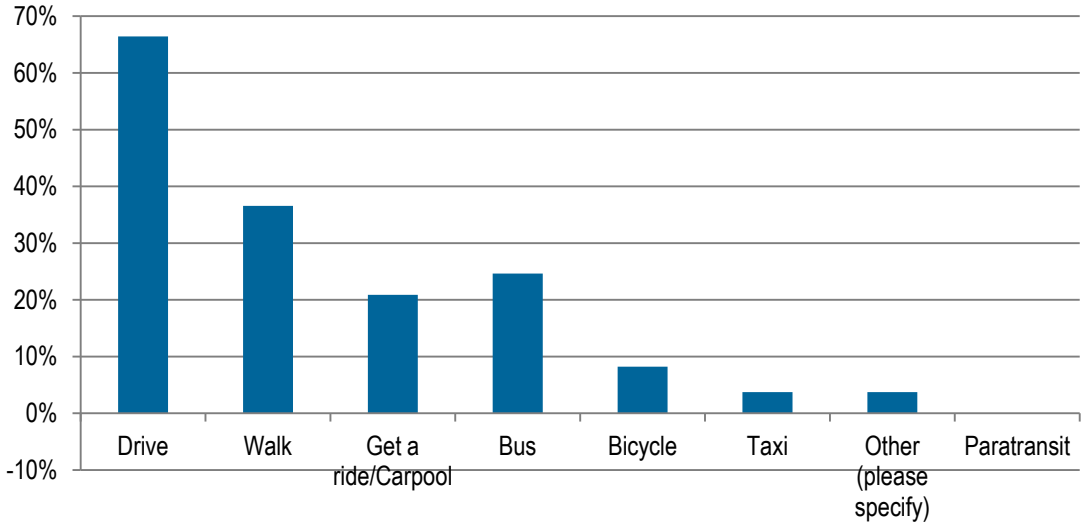
Usual Travel Modes

How do you usually get around? (Check all that apply.) *n =157 (all) 134 (16 and older)*

The majority of respondents (60%) drive as a usual mode of transportation and 40% reported walking as another usual mode of travel. Carpooling and transit are also frequent travel modes, 25% and 21%, respectively. Respondents were permitted to check any mode they usually use to travel so percents will not sum to 100%.



Reviewing the responses for those reported 16 and older, driving as the usual mode increases to 66% and walking as the usual mode decreases to 37%. Carpooling and bus modes switch ranking though maintain roughly the same percents; 25% of respondents said they ride the bus and 21% reported carpooling. Those stating they usually travel by bicycle increased from 7% to 8% when youth responses were excluded.



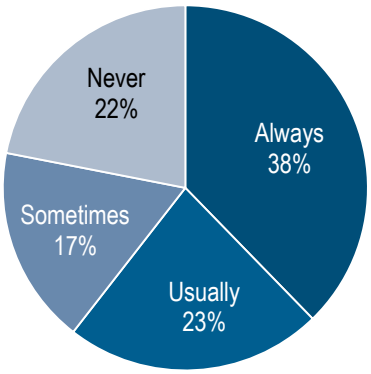
Driving

Do you have a driver's license? *n=136 (all)* *112 (16 and older)*

The Yes and No responses to this question were exactly equal, at 50% with and 50% without driver's licenses. When respondents under 16 are removed from the sample, 43% of respondents - said they do not have a driver's license.

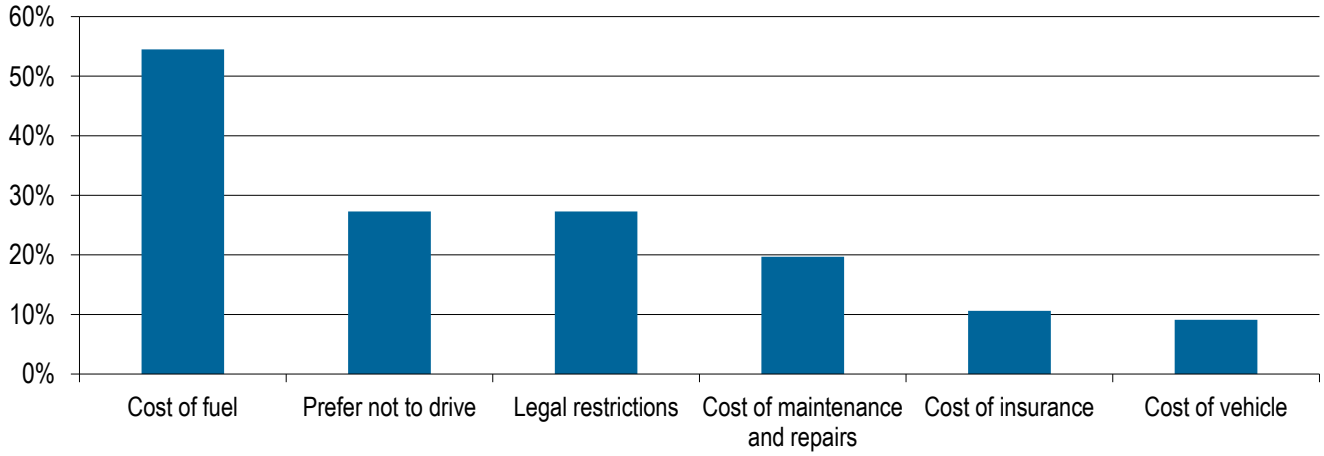
Do you have a car available to drive? *n=142 (all)* *114 (16 and older)*

Counting all respondents, 44% said they sometimes or never had a car available to them. With those under 16 removed from the data set, this fell to 39%, with 61% saying they always or usually had a car available to them.



If you have a car available but do not always drive, why not? (Check all that apply) *n=66*

Sixty-six respondents provided multiple reasons for choosing not to drive. Over half cited the cost of fuel, and 27% cited legal restrictions. Of those answering "Other", four cited medical issues, and three preferred to walk, bike, or take transit.



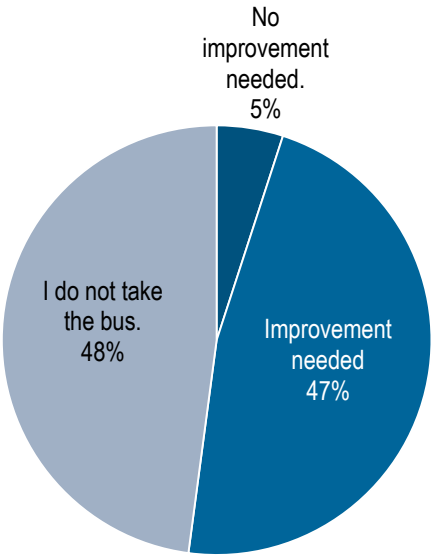
Do you have difficulty using transportation because of a disability? *n=139*

Fifteen percent of respondents reported having a disability which makes use of transit difficult.

Public Transit

TAKING THE BUS - Your experience. *n=140*

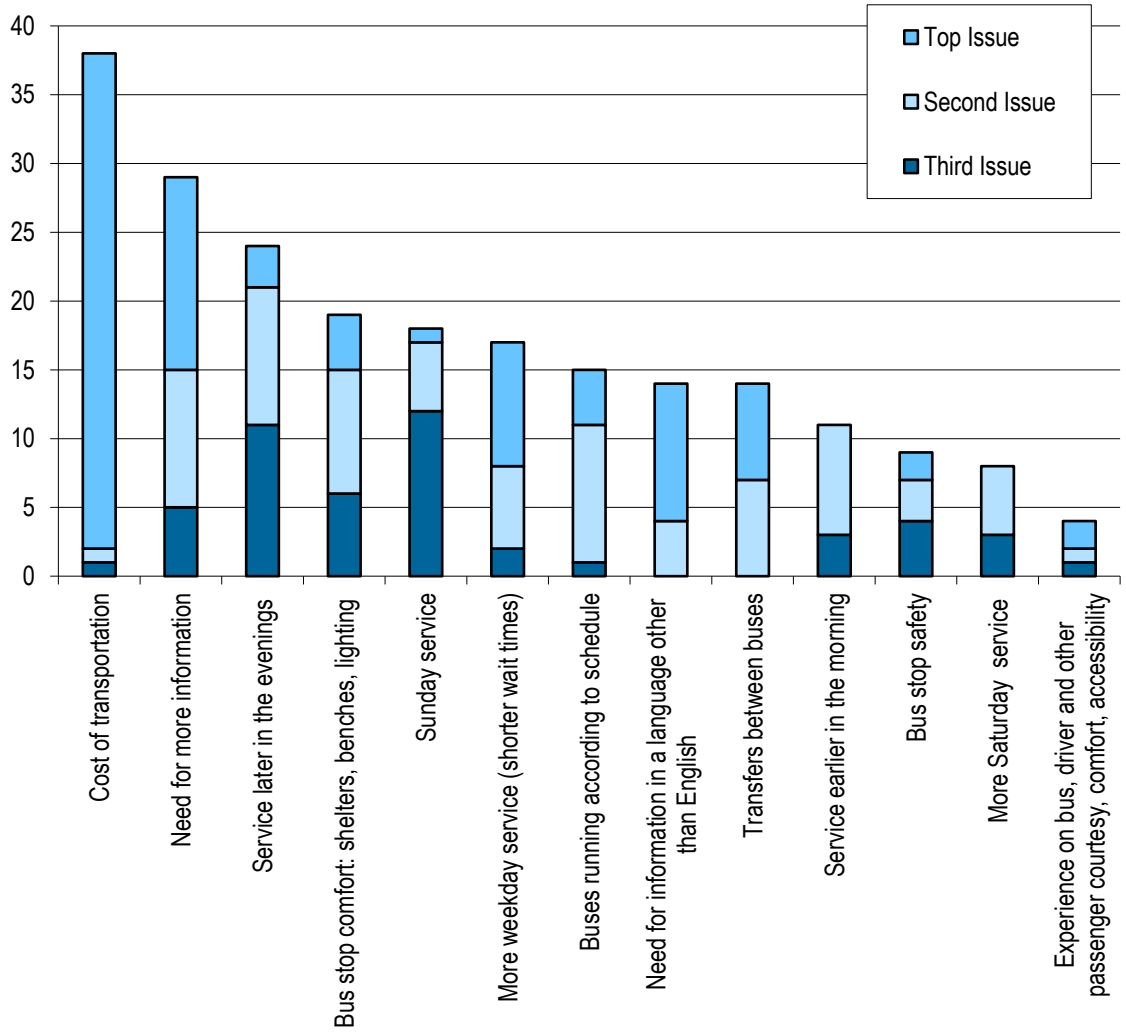
Of the 140 respondents, 48% said they do not take the bus, while 47% said transit service needs improvements; only 5% said there were no improvements needed.



TAKING THE BUS - Check the THREE issues that most need improvement. *n=93*

Of those who ride the bus and said improvements were needed, more than 1/3 listed the cost of transit as an issue that needs improvement, (n=38). Nearly 30% said more information in the form of maps and schedules for the bus is a needed improvement. Service improvements were reported for greater transit service in the evenings (n=24), on Sundays (n=18) and weekdays (n=17).

The chart below shows requested improvements, with each one showing how many ranked it as their first, second, or third most important issue.



Six respondents named specific improvements to buses running according to schedule, some naming multiple routes, along the following routes:

Route	Number of Respondents
3A	3
7	3
2	2
3B	2
1A	1
1B	1
6	1
8	1
45	1

Six respondents stated improvements for bus transfers along the following routes are needed:

Route	Number of Respondents
7	2
2	1
3A	1
3B	1
6	1

Seven respondents requested that bus comfort be improved with benches, lighting and shelters, specifically to be added along East Tabor Avenue and Walters Road. Information in Spanish was requested by six respondents.

Walking

Tell us about your experiences walking in East Fairfield. *n=112*

A slight majority of respondents, 53%, said improvements to walking in East Fairfield are needed.

WALKING - Check the THREE issues that most need improvement; you may fill in the details in the next question. *n=57*

More than half of respondents reported crossing the street as a primary improvement to walking in East Fairfield, n=34. Three respondents stated they do not have sufficient time to cross the street. Improvements to crossing the street were identified along the following streets:

- East Tabor - four respondents identified it as a location where street crossings can be improved, specifically the intersection of East Tabor and Dover (two responses).
- Falcon Dr.
- Highway 12
- Juniper
- North Texas St.
- Oliver Road
- Pacifica
- Walters Rd.
- Webster St.

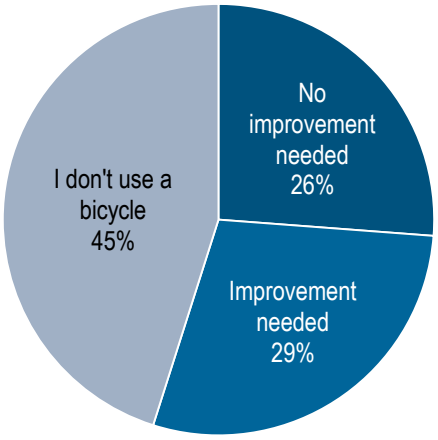
Lack of sidewalks and pavement quality, obstacles and lack of resting spots were also significant concerns. The lack of sidewalks is a concern for 25 respondents; 13 respondents specified that improvements are needed on the following streets:

- East Tabor - between Grand Circle and Olive & between Railroad Ave. and Walters
- East Travis Blvd
- Grand Circle
- North Texas
- Sunset – connecting Fairfield and Suisun
- Utah
- Walters Rd.
- Webster St.

Bicycling

Please tell us about your experience bicycling in East Fairfield. *n=122*

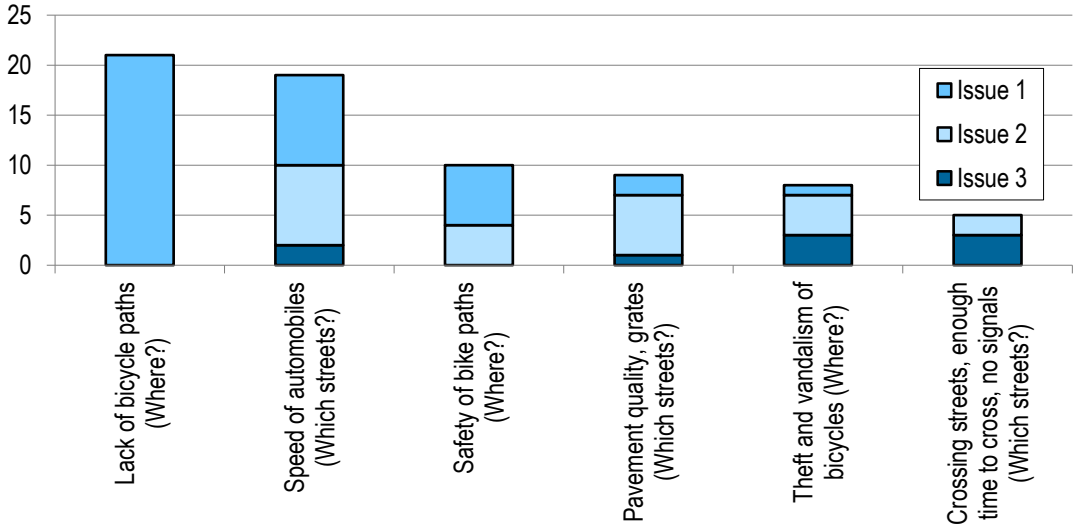
Of 122 respondents, 45% don't use a bicycle. Twenty-nine percent of respondents stated that improvements to bicycling in East Fairfield are needed, while 26% stated no improvement is needed.



BIKING - Check the THREE issues that most need improvement. *n=39*

Most, 20 respondents, feel the lack of bicycle paths is a concern in East Fairfield. Bicycle paths are lacking in "school areas," "by the mall" and the "area behind Home Depot and car dealerships." Specific streets where a lack of bicycle paths is a concern include North Texas St., Travis Blvd., Pacific and Union.

The speed of automobiles is an issue of improvement for bicycling in East Fairfield. Respondents identified Pennsylvania Ave, North Texas St. and Travis Blvd, as streets where the speed of automobiles needs to be improved for better bicycling.

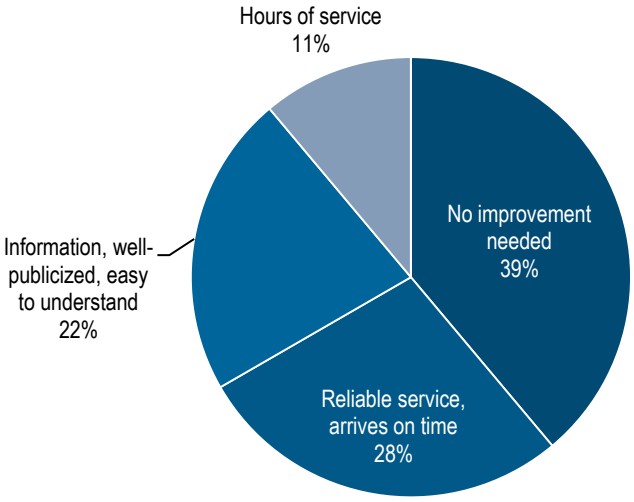


Paratransit

"Paratransit" is transportation for people with disabilities which prevent their use of fixed route transit. Check the one most important improvement needed in paratransit in East Fairfield. *n=111*

The vast majority of survey respondents (84%) do not use paratransit.

The chart shows requests of those who do use paratransit. Of those who do, 39% stated that service does not need improvements, while 28% stated reliable service and arrival times are the most important improvement to be made, and 22% said the most important improvement is that paratransit information needs to be well publicized and easy to understand.

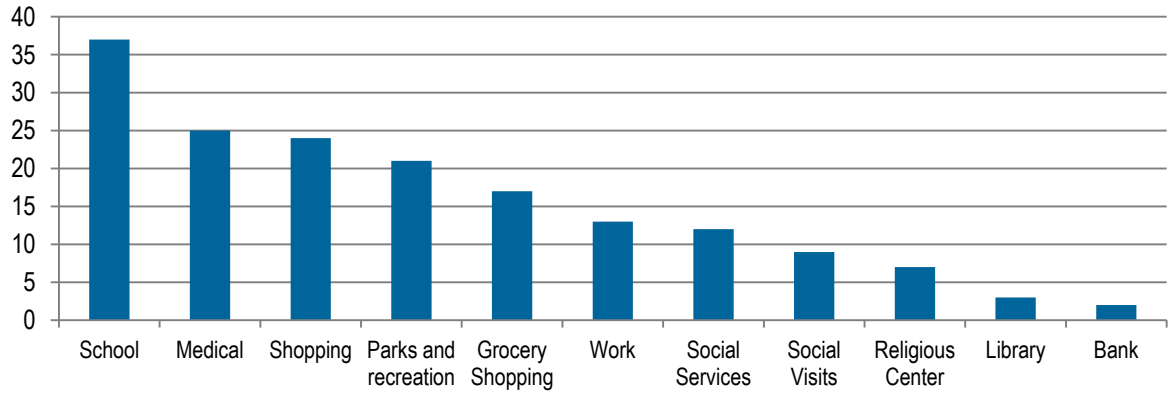


Destinations

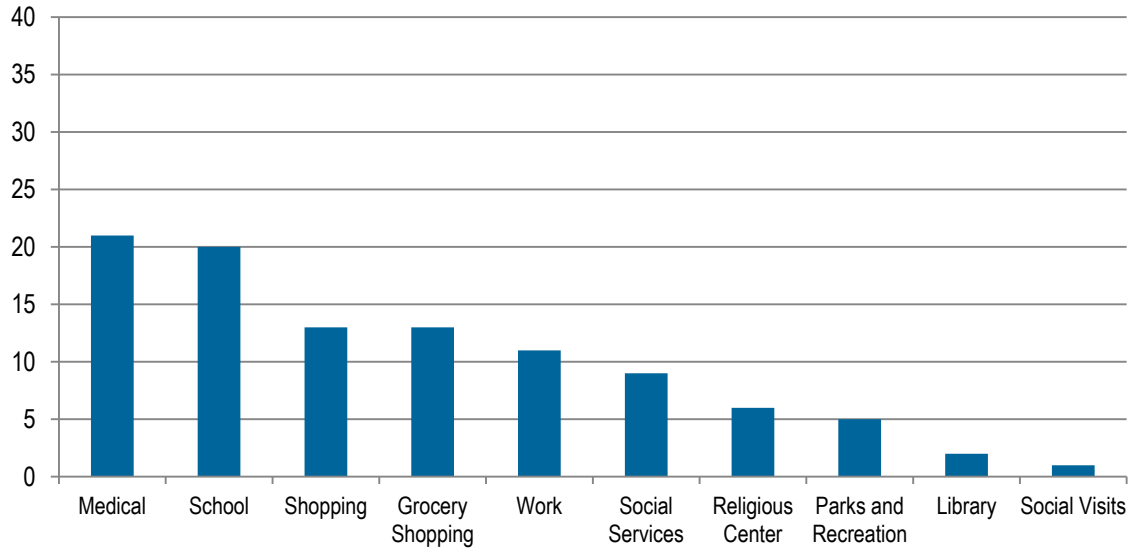
Name three destinations which are hard for you to reach (e.g. work, grocery shopping, parks, school or daycare, medical appointments, social services, religious center, etc.). Please list the destination type and name the specific locations that are hard to reach.

n=100 (all) 64 (18 and older)

General destination categories were coded from respondents' open ended answers. These categories include banks, grocery shopping, medical appointments or destinations, parks and recreation centers, religious centers, shopping, social services, social visits with friends or family, school, and work. The majority of respondents had difficulty getting to school or medical appointments.



Excluding school-aged respondents (those under 18), the results change slightly as medical appointments or destinations are the majority of locations reported as difficult to access, with school as a close second – this is likely a combination of adults going to the Community College, and parents taking their children to school. Parks and recreation diminish as cited destinations, while grocery shopping destinations become more important.



Specific destinations in the East Fairfield area that respondents stated are difficult to reach are:

- Costco
- Medical Centers – David Grant Medical Center, Kaiser Medical Center, and Sutter Solano Clinic
- Police Athletic League/Matt Garcia Center
- Solano Community College
- Solano Mall
- Walmart
- WIC

Several nearby communities and cities were specifically identified as difficult destinations to reach, including:

- City of Napa
- Rockville
- Vacaville
- Vallejo

Appendix G

Public Outreach Press Release

Solano Transportation Authority

FOR IMMEDIATE RELEASE

April 10, 2012
Contact: Jayne Bauer
Marketing & Legislative Program Manager
jbauer@sta-snci.com, 707-424-6075

****** MEDIA ADVISORY *** MEDIA ADVISORY ******

Public Input Sought for East Fairfield Community Transportation Plan

Suisun City, CA - The Solano Transportation Authority (STA), in coordination with Fairfield and Suisun Transit (FAST), is requesting residents of eastern Fairfield to provide their opinions on essential mobility needs as part of the development of a Community Based Transportation Plan (CBTP) for eastern Fairfield.

Public input is critical to developing the CBTP which will identify transportation gaps and prioritize transportation improvements to provide low-income communities a 'lifeline' to accessing employment, services, and other activities that are considered essential to daily life. The plan will define transportation projects for all modes (autos, bus service, walking, biking, and paratransit), enabling local public and non-profit agencies to apply for Lifeline program funds to implement these projects.

The East Fairfield CBTP is part of a regional effort led by the Metropolitan Transportation Commission (MTC) to improve mobility in low income communities throughout the Bay Area. MTC has provided the funding for this study as well as for previously completed CBTPs in Solano County. This CBTP for east Fairfield will identify and set parameters for future Lifeline funds to be obtained by the STA.

Gathering comments and concerns from eastern Fairfield residents, particularly transit-dependent groups, is critical for understanding needs and designing solutions. During April and May, there will be multiple opportunities for the community to provide input to the East Fairfield CBTP. The STA has retained Nelson/Nygaard consultants to prepare the plan and obtain public input through presentations at local community meetings, holding focus groups, interviewing stakeholders and distributing surveys. Surveys will be distributed at community meetings; residents may also take the survey online from now through April 30, 2012 at www.surveymonkey.com/s/EastFairfieldCBTP.

For more information, contact Liz Niedziela, STA Transit Manager/Analyst at 707-424-6075, or eniedziela@sta-snci.com.

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