

2025-2026

CITY OF DIXON



COMMUNITY-BASED TRANSPORTATION PLAN



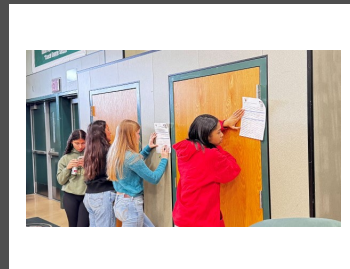
Prepared in partnership with the Solano Transportation Authority

ACKNOWLEDGEMENTS

To the hundreds of Dixon residents who completed surveys, attended public events, workshops, and focus groups, and shared your experiences, insights and ideas... **THANK YOU!** It is your voice reflected in this report. We couldn't have done it without you.

To Dixon Family Services, Dixon Senior Center, Dixon High, and Community Action North Bay (CANB) – Thank you for hosting public outreach events so we could reach the community where they live and congregate. **Your partnership was invaluable.**

To the City of Dixon – Mayor Steve Bird, City Council Members, and city staff– Thank you for your partnership. You were vital in helping to make the Dixon Community-Based Transportation Plan a successful endeavor.



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EXECUTIVE SUMMARY

The 2025 Dixon Community-Based Transportation Plan (CBTP) presents a community-driven strategy to improve mobility, accessibility, and transportation equity across the City of Dixon. Centered on resident priorities and grounded in both quantitative and qualitative data, this Plan identifies barriers, analyzes needs across diverse populations, and outlines targeted solutions to enhance mobility and quality of life—especially for historically underserved groups including low-income residents, seniors, people with disabilities, people of color, and veterans.

Key Findings and Analysis

The Dixon CBTP uncovered clear themes regarding mobility needs and community priorities:



Travel Modes and Patterns

Community input reveals that while driving remains the most commonly used travel mode in Dixon, many residents—particularly those within CBTP priority populations—rely on walking, bicycling, and Dixon Redit-Ride to meet their daily travel needs. Low-income households, seniors, people with disabilities, and people of color report a higher dependence on non-auto modes and demand-responsive services, underscoring the importance of a transportation system that supports multimodal access and equitable mobility options.

Transit and Service Challenges

Transit-related themes from riders reveal a desire for expanded service hours during early mornings, evenings, and weekends, improved coverage to key destinations via regional transit, and information provided in a language other than English. These concerns were shared across priority populations, with low-income residents indicating that cost was also a barrier.

Pedestrian and Bicycle Barriers

Pedestrian and bicyclist feedback highlighted significant infrastructure barriers that affect safety and comfort. Commonly cited issues included unsafe street crossings, missing or disconnected sidewalks, poor pavement conditions, and traffic safety concerns. These challenges were especially pronounced for seniors and people with disabilities who noted that existing infrastructure gaps limit their ability to travel independently and safely within the community. Safety for school aged youth was also a concern.

Veteran Mobility Insights

Targeted engagement with veterans provided additional insight into mobility challenges. Low-income veterans described long walking distances without accessible infrastructure, limited transit service hours, high costs associated with ride-hailing services, inadequate lighting, and a lack of bicycle facilities and secure parking. Participants emphasized the need for affordable or discounted transit passes and stronger connections to regional transportation services.

Community-Generated Themes

Open-ended survey responses and community comments reinforced these findings, calling for improved pedestrian and bicycle infrastructure to promote mobility and safety along with expanded transit service hours and capacity during peak travel times such as when kids are going to and from school.

Collectively, these themes reflect a clear community priority for a more accessible, reliable, and equitable transportation system that better serves Dixon's diverse residents.

Community-Driven Solutions

Respondents and stakeholders emphasized practical and equity-oriented solutions, which shape the CBTP recommendations:



Pedestrian Safety and Accessibility: Upgrade crossings, complete sidewalk networks, improve lighting, and enhance ADA compliance—priorities supported by both survey and focus group data.

- **Transit Improvements:** Extend Readi-Ride service hours and capacity, optimize routes and frequency for regional transit, and explore expanding equity-focused fare programs (e.g., veterans or low-income passes).
- **Active Transportation Networks:** Close biking network gaps, install protected bikeways, and provide secure bicycle parking to enable safer and more widespread use.
- **Information and Engagement:** Develop multilingual outreach materials and digital tools to ensure residents can access up-to-date transit information and mobility resources.
- **Regional Coordination and Funding:** Align local projects with funding programs such as the MTC's Lifeline Transportation Program, which supports projects identified through CBTPs, and pursue federal, state, and regional grant opportunities to implement priority recommendations.

Conclusion

The 2025 Dixon CBTP is both a reflection of community voices and a roadmap for action. By centering resident experience, prioritizing equity, and aligning with regional goals, this Plan offers implementable strategies that will improve transportation access, safety, and mobility for all Dixon residents—especially those historically underserved. The Plan's findings and community-driven recommendations serve as a foundation for future investment, partnerships, and measurable progress toward a more accessible and equitable transportation system.



INTRODUCTION

Purpose of Dixon CBTP

The Dixon Community-Based Transportation Plan (CBTP) is a strategic planning document designed to inform transportation policy, funding, and implementation decisions in the City of Dixon, California. The purpose of the CBTP is to identify transportation needs, gaps, and priorities through a community-informed process, with particular attention to residents who face barriers to mobility, including low-income households, seniors, people with disabilities, veterans, and residents without access to a personal vehicle.

The CBTP supports the City of Dixon and regional partners in aligning transportation investments with community needs, improving access to essential destinations such as employment, education, healthcare, and shopping, and advancing equity, safety, and sustainability goals.

Why a Community-Based Transportation Plan Matters

For the City of Dixon, a Community-Based Transportation Plan provides a clear, defensible framework for aligning local transportation decisions with state, regional, and community priorities. By centering the needs of populations that experience transportation barriers, the CBTP helps ensure that limited transportation resources are directed where they can have the greatest equity, safety, and access benefits.

The CBTP strengthens Dixon's ability to:

- Support data-driven policy and capital investment decisions
- Demonstrate meaningful community engagement consistent with MTC, STA, and Caltrans expectations
- Identify and document transportation gaps not addressed by existing plans
- Compete for state and regional funding programs that prioritize equity, access, and climate outcomes

By complementing broader planning efforts—such as local general plans, active transportation plans, and regional transportation plans—the Dixon CBTP translates high-level policy goals into community-informed, implementable actions.

Community-Based Transportation Plans

Community-Based Transportation Plans (CBTPs) are a planning approach used throughout the Bay Area and California to center the transportation needs and lived experiences of underserved communities. As defined by the Metropolitan Transportation Commission (MTC), CBTPs are locally focused plans that:

- Engage residents—particularly those from historically underserved and disadvantaged communities—in identifying transportation challenges and priorities
- Assess how well existing transportation systems serve community needs
- Identify gaps in access, affordability, safety, and reliability
- Develop and prioritize practical, community-supported strategies to improve mobility and access

CBTPs are intended to complement broader regional and local transportation plans by providing a more detailed, equity-focused understanding of mobility needs at the community level. They also help position jurisdictions to compete for state and regional funding by demonstrating meaningful community engagement and clearly documented transportation needs.

Community Engagement as a Foundation

Meaningful community engagement is a core requirement and defining feature of a CBTP. For Dixon, engagement was designed to be inclusive, accessible, and results-oriented, ensuring that residents most affected by transportation decisions had a direct role in shaping priorities.

Input was gathered through a combination of citywide outreach and targeted engagement, including public workshops, focus groups, pop-up events, and a bilingual community transportation survey. Feedback consistently highlighted the importance of expanded coverage of local transit, safer walking and bicycling conditions, and improved connections to regional destinations and essential services.

This engagement process provides the qualitative and quantitative foundation for the plan's findings and recommendations.



Transportation Needs and Gaps in Dixon

Analysis of community input, combined with a review of existing conditions and planned transportation investments, identified several recurring challenges in Dixon. These include limitations in local transit coverage and frequency, gaps in pedestrian and bicycle infrastructure, accessibility barriers for seniors and people with disabilities, and constraints on regional connectivity.

Understanding these challenges in the context of current and planned services allows the City and its partners to distinguish between needs

that are already being addressed and gaps that require new or adjusted strategies.

Community-Driven Strategies and Priorities



The Dixon CBTP presents a set of community-driven strategies intended to address identified transportation gaps. Recommendations range from near-term operational improvements to longer-term infrastructure and service investments. Priorities were shaped directly by residents through facilitated discussions and participatory budgeting exercises, ensuring that proposed actions reflect community values as

well as feasibility considerations.

The resulting strategy framework provides actionable guidance for policy decisions, funding applications, and interagency coordination.

Report Organization

The Dixon Community-Based Transportation Plan is organized as follows:

- **Methodology** – Describes the data collection methods, engagement tools, and analytical approach used to develop the plan.
- **Existing Conditions** – Provides an overview of Dixon’s demographic, transportation, and mobility context at the time of the study.
- **Findings** – Summarizes key themes and data gathered from community engagement and stakeholder input.

- **Analysis** – Compares identified transportation challenges with existing and planned services to determine remaining gaps.
- **Community-Driven Solutions** – Presents prioritized strategies and recommendations informed by community input.
- **Appendices** – Includes supporting materials such as outreach documents, surveys, and meeting materials.

Together, these sections provide a clear, defensible basis for advancing transportation policies and investments that improve mobility and quality of life for Dixon residents.



METHODOLOGY

Purpose and Policy Context

The Dixon Community-Based Transportation Plan (CBTP) was developed to ensure that transportation investments in Dixon effectively serve all residents, with a particular focus on populations that experience barriers to mobility, including seniors, people with disabilities, low-income households, veterans, and residents without access to a personal vehicle. The plan is intended to inform near- and long-term policy, funding, and implementation decisions by identifying transportation gaps and prioritizing community-supported strategies that improve access to jobs, healthcare, education, and essential services.

The CBTP follows state and regional guidance for community-based planning and emphasizes equity, accountability, and measurable outcomes.

Planning Framework

The CBTP was developed through a four-phase, data-driven, and community-informed process:

1. **Assessment of Existing Conditions** – Review of transportation services, infrastructure, and relevant local and regional plans.
2. **Community Engagement** – Broad and targeted outreach to ensure participation from historically underserved populations.
3. **Needs and Gap Analysis** – Evaluation of transportation challenges relative to existing and planned investments.
4. **Strategy Development and Prioritization** – Identification and prioritization of feasible, community-supported solutions.

Each phase informed the next, ensuring that recommendations are grounded in both technical analysis and community input.

Existing Conditions Review

Recent transportation plans and studies at the city, county, and regional levels was reviewed to establish baseline conditions and identify ongoing initiatives. This review helped validate community concerns, avoid duplication of effort, and recognize where planned projects already address identified needs.

Coordination with City of Dixon staff, elected officials, Solano County Transportation Authority (STA), and REDI-Ride provided real-time

insight into service operations, funding constraints, and implementation timelines.

A high-level review of regional transit services was also conducted to understand connectivity beyond Dixon, including access to the Bay Area and Sacramento/Central Valley. Demographic data analysis was used to identify priority populations and guide equitable outreach.

Project Leadership Team

A Project Leadership Team (PLT) was established to guide plan development and ensure alignment with local priorities and policy objectives. The PLT included representatives from the City of Dixon, Read-Ride, STA, and elected officials.

The PLT:

- Provided policy and operational context
- Advised on outreach strategies
- Reviewed findings and preliminary recommendations
- Helped ensure that proposed strategies were realistic and implementable

Community-based organizations—such as Dixon Family Services and the Dixon Chamber of Commerce—were engaged as outreach partners to reach priority populations and strengthen participation.

Community Outreach and Engagement

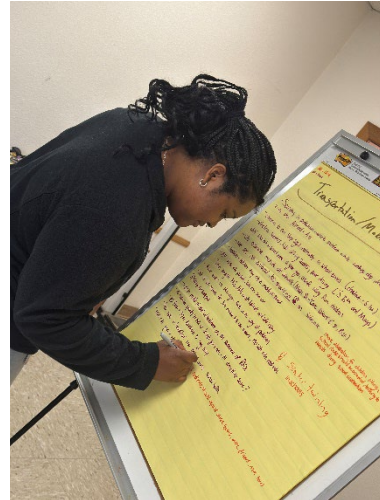
Community engagement was designed to be inclusive, accessible, and results-oriented. Outreach emphasized both broad notification and targeted engagement of underserved residents.

Key engagement tools included:

- **Mass Mailing** to all households within the City of Dixon, along with a letter describing the CBTP process and invitation to the Kick-Off Meeting, a Fact Sheet with the general timeline and a hard copy of the transportation survey. The survey had a self-addressed, postage paid section to make it easy for residents to return their completed survey. The mailer ensured that every household in the City of Dixon was informed of the CBTP process and invited to participate.
- **Workshops to introduce the project and review findings.** Two workshops were held, one to launch the project and a Findings Workshop with Participatory Budgeting. 1) The first workshop was the Dixon Community-Based Transportation Kick-Off Meeting which occurred on January 22nd, 2025 (see Appendix A. Flyers and Fact Sheets). This marked the official launch of the data collection and community engagement process.



The Kick-Off Meeting provided an overview of the Dixon CBTP project, highlighted existing services, and engaged attendees in identifying transportation challenges and solutions. Solano Mobility distributed folders with a host of valuable information on transportation services and mobility programs. 2) The Findings Workshop with Participatory Budgeting was held on September 9th, 2025, at the conclusion of the CBTP process.. Findings and proposed solutions were presented along with existing and planned initiatives. A facilitated process elicited community feedback, followed by a participatory budgeting exercise.



- **Focus groups. Four focus groups were** held in trusted community settings throughout the City of Dixon.

	Where	When
Focus Groups	Dixon Rotary	January 22, 2025
	Heritage Commons Senior Apts	April 2, 2025
	Veterans Home	April 30, 2025
	Veteran's Home at the Habitat for Humanity site	April 30, 2025

- **Pop-up events.** Twenty (20) pop-up events were held throughout the City of Dixon in locations frequented by the target population for the CBTP.

	Where	When
Pop-Up/ Outreach Events	Dixon High School Financial Literacy event	January 29, 2025
	Dixon Family Services/ Food bank Distribution	March 19, 2025
	Dixon Chamber Mixer	March 26, 2025
	D Street Apartments	March 17, 225
	Wal-Mart	March 24, 2025
	Grocery Outlet	April 2, 2025
	La Super Favorita	April 5, 2025
	Wal-Mart	April 7, 2025
	Dixon Family Services/ Food Pantry Distribution	April 8, 2025
	Moonlight Apts.	April 11, 2025
	Dixon Senior Center	April 14, 2025
	Dixon Library	April 24, 2025
	Wal-Mart	April 30, 2025
	Heritage Commons	April 30, 2025
	Grocery Outlet	May 2, 2025
	Wal-Mart	May 3, 2025
	Dixon May Fair	May 8-11, 2025

- **Participatory budgeting exercises to directly inform prioritization.** A participatory budgeting exercise occurred during the Findings Workshop on September 9th, 2025. . During the participatory budgeting exercise, the participants were given an imaginary \$500,000 to allocate towards the proposed solutions, and prioritized populations who they felt should receive discounted transit fares. In addition, a participatory budgeting exercise was emailed to every person who submitted a survey with their email address included and to the distribution list.
- **Media and Distribution.** Information was distributed through multiple channels, including digital platforms, email lists, and physical postings throughout the city.



Survey and Data Collection

A bilingual (English/Spanish) community transportation survey was used to collect both quantitative and qualitative data on travel behavior, barriers, and priorities (see Appendix B). Optional demographic questions allowed the project team to monitor representation and ensure alignment with Dixon’s population.

The survey was distributed online, by mail to every household, in person at outreach events, and copies were available at City Hall, the library, senior center, Dixon Family Services, medical clinics and so forth. **Nine-hundred and twenty (920) surveys** were completed and returned, providing a robust data set to support analysis and decision-making.

Transportation Needs and Gap Analysis

Survey data and community feedback were analyzed both citywide and by key population groups, including older adults, people with disabilities, and lower-income residents. This analysis identified recurring issues related to transit availability, pedestrian safety, connectivity, and accessibility.

Identified needs were compared against existing services and planned projects to determine where gaps remain. This gap analysis forms the technical basis for the plan's recommendations.

Strategy Development and Prioritization

Residents were asked throughout the process to propose solutions, ranging from near-term operational changes to longer-term capital improvements. These ideas were reviewed with the PLT and implementing agencies for feasibility.

At the conclusion of the process, a Findings Workshop was held to present results and engage residents in participatory budgeting. Participants allocated a hypothetical \$500,000 across proposed public works enhancements, and prioritized populations for reduced transit fares, providing clear guidance on community priorities.

The resulting strategies and priorities reflect both documented need and direct community direction, supporting informed policy and funding decisions.



EXISTING CONDITIONS

Background

The City of Dixon is a small but strategically located municipality in northern Solano County, California, making it part of the nine-county San Francisco Bay Area region. Incorporated in 1878, with a population estimate of just over 20,000, Dixon is the second smallest of the seven cities, accounting for 5% of the city population in Solano County.

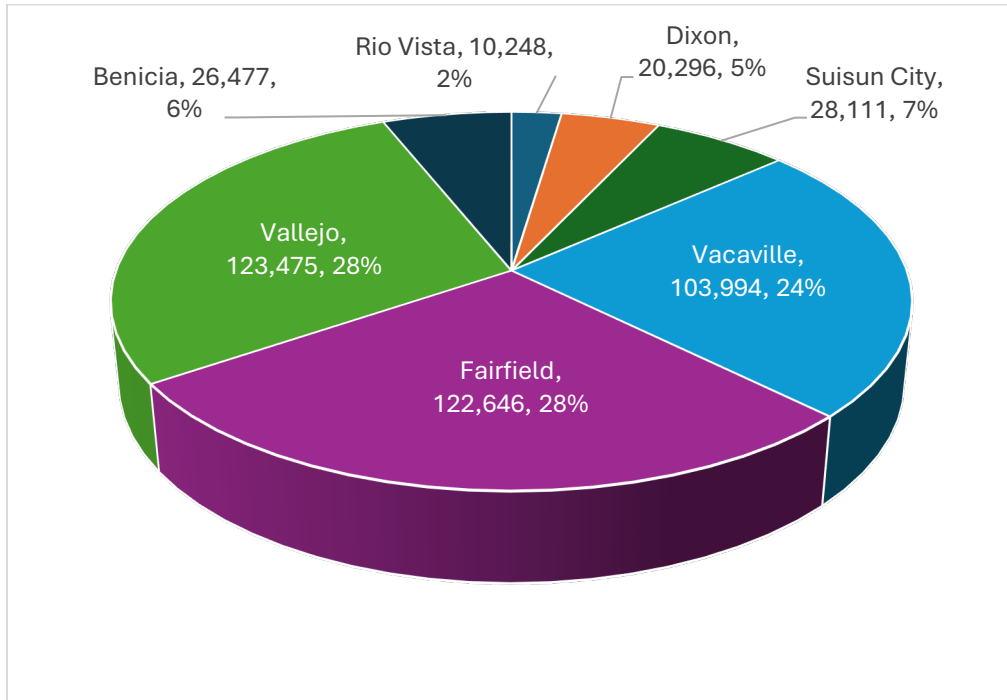


Figure 1. U.S. Census 2024 Population Estimates for Solano County Cities

Dixon's origins trace back to the mid-19th century during the California Gold Rush. Initially founded as Silveyville in 1852, the area served as a strategic stopover for miners traveling to Sacramento. The town's relocation closer to the newly established Vaca Valley railroad tracks in 1870 marked a significant transition.

Geography

Situated approximately 23 miles west-southwest of the state capital, Sacramento, and six miles to the southwest of Davis, Dixon has been referred to as the Gateway to the Sacramento Valley, and is considered part of the broader Sacramento Valley region. Within Solano County, Dixon is located approximately 14 miles to the northeast of Vacaville, 22 miles to the northeast of Fairfield, and 26 miles to the northwest of Rio Vista.

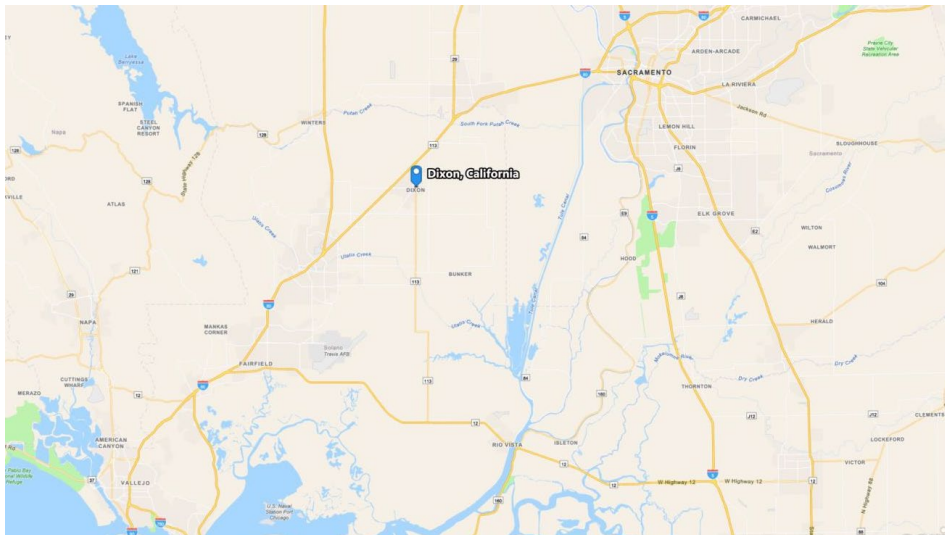


Figure 2. Location Map

Two routes of regional significance, Interstate 80 (I-80) and State Route 113, run through the City of Dixon. Interstate 80 is major transportation corridor connecting the San Francisco Bay Area with Sacramento, the Central Valley, and beyond. Interstate 80 forms the northwest boundary of the city, with multiple freeway interchanges serving local and regional traffic. State Route 113 (SR-113) runs north-south through Dixon, linking to adjacent communities such as Davis and Woodland to the

north, and connects with State Route 12 to the south, facilitating agricultural and commercial movement. Dixon has access to major transportation networks via the Capital Corridor in Vacaville, Suisun City, and Davis, is within 30 miles of the Sacramento International Airport, and roughly an hour away from Bay Area Rapid Transit (BART).

Climate

Dixon experiences a hot-summer Mediterranean climate typical of the broader Sacramento Valley region. Summers are generally hot and dry, with high temperatures frequently exceeding 90°F, while winters are mild and wetter, with most precipitation occurring between November and March. This climate supports the region's agricultural productivity and influences local energy use patterns, landscaping choices, and seasonal traffic flows.



Figure 3. Google Earth Map of Geographic Landscape Around Dixon

Community and Culture

The City of Dixon is a close-knit, family-oriented community with a strong small-town identity rooted in its agricultural heritage and civic pride. Located in southwestern Solano County, Dixon maintains a distinct character that blends rural traditions with steady residential growth, fostering a sense of familiarity, neighborliness, and community connection. Longtime residents and newer families alike value Dixon's quieter pace, affordability relative to nearby urban centers, and strong emphasis on local relationships.

Dixon's historic downtown serves as the social and cultural heart of the city. Anchored by local businesses, restaurants, and civic institutions, downtown is a focal point for community interaction and public life. Seasonal events, farmers markets, parades, and family-oriented festivals bring residents together and reinforce Dixon's identity as a welcoming and engaged community. These activities create opportunities for social connection while highlighting the importance of



accessible, safe, and convenient transportation options for residents of all ages and abilities.

The city's population reflects a diverse mix of families, seniors, youth, and working households, many of whom rely on local services, schools, and employment opportunities within Dixon or nearby cities.

Community life is closely tied to schools, parks, faith-based organizations, and recreational facilities, which function as gathering places and anchors for neighborhood identity. Dixon's youth and seniors, in particular, are highly visible in community spaces, underscoring the need for transportation systems that support safe walking, bicycling, and reliable transit access.



Agriculture continues to influence Dixon's culture, both economically and socially, with surrounding farmland shaping the city's landscape and history. At the same time, Dixon's location along major regional corridors connects residents to jobs, healthcare, education, and services throughout Solano County and the greater Sacramento region. This balance between local character and regional connectivity defines daily life in Dixon and influences how residents travel.

Economy

Dixon's economy reflects its small-town character, agricultural roots, and strategic location within the broader Solano County and regional employment landscape. Historically anchored in agriculture and food production, Dixon continues to be influenced by surrounding farmland and agribusiness, which contribute to local employment and shape the city's identity.



While agriculture remains an important economic foundation, Dixon's economy has diversified over time to include retail, services, light industrial uses, and public-sector employment.

Local-serving businesses play a central role in Dixon's economic life. Small businesses, restaurants, and service providers—many concentrated in the historic downtown and along key commercial corridors—support daily needs and contribute to the city's sense of place. These businesses rely heavily on local customers and employees, making convenient access by walking, bicycling, and transit an important factor in sustaining economic activity and workforce participation.

Dixon also functions as a residential and commuter community for the region. Many residents travel to nearby employment centers in Vacaville, Davis, Fairfield, Sacramento, and the greater Bay Area, using regional highways and limited transit services. This commuting pattern underscores the importance of reliable transportation connections for workers, particularly for households with limited vehicle access, lower incomes, or nontraditional work hours.

Public services, education, healthcare, and local government are additional sources of employment within Dixon. Schools and civic institutions not only provide jobs but also generate daily travel demand for students, staff, and families. Access to these employment and service centers is especially critical for youth, seniors, and people with disabilities who may depend on walking, biking, or demand-responsive transit options such as Dixon Redit-Ride.

Overall, Dixon's economy is closely tied to mobility and access. Transportation barriers—such as limited transit coverage, gaps in pedestrian and bicycle infrastructure, and challenges reaching regional job centers—can directly affect economic opportunity for residents. The Community-Based Transportation Plan seeks to support Dixon's local economy by improving access to jobs, services, and commercial areas while ensuring that transportation investments benefit priority populations and strengthen the city's long-term economic resilience.



Housing and Cost of Living

Dixon's housing market reflects broader regional dynamics in Northern California. As of recent estimates, the median value of owner-occupied housing units is around \$575,600, and the owner-occupancy rate is roughly 59.3%. Monthly costs for homeowners with a mortgage average about \$2,705, while median gross rent is approximately \$1,728. Overall, Dixon's cost of living is higher than the national average. According to several cost indices, living expenses—including housing, transportation, and utilities—are significantly above U.S. averages, driven primarily by housing costs, though still somewhat more affordable compared to the California state average.



Community, Culture, and Amenities

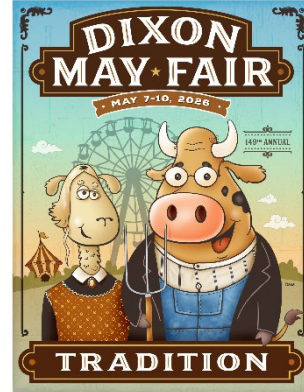
The City of Dixon is a small but growing community known for its rural roots and strong sense of community identity. Dixon's character is shaped by its agricultural heritage, family-oriented neighborhoods, and a historic downtown that continues to serve as a focal point for community life.

Community and People

Dixon is home to a diverse population that includes long-time residents with deep local ties, working families, seniors, youth, and newer residents attracted by relative housing affordability and proximity to regional job centers. Community values in Dixon emphasize safety, connectivity, and quality of life. Schools, parks, and local events play a central role in daily life, and residents often rely on a combination of walking, biking, driving, and local transit to access essential destinations.

Culture and Community Life

Dixon maintains a strong small-town identity, reinforced by local traditions, civic engagement, and community events. Annual festivals, school-related activities, farmers markets, and events hosted in and around downtown contribute to a vibrant civic culture. The downtown area, anchored by historic buildings, local businesses, and public spaces, functions as a gathering place for residents and visitors alike.



Community institutions such as schools, libraries, faith-based organizations, and recreational facilities further support social connection. Many of these destinations are central to daily life but are not always easily accessible without a car, particularly for youth, seniors, and residents with limited mobility.

Amenities and Activities

Dixon offers a range of amenities that support recreation, health, and community well-being. City parks, sports fields, and playgrounds provide opportunities for outdoor activity and social interaction. Schools serve as key community anchors, generating significant daily travel for students and families. Civic facilities, including City Hall and community centers, support public services and engagement.

Despite these assets, access to amenities can vary by neighborhood. Some residential areas are separated from key destinations by high-speed roadways, limited pedestrian infrastructure, or gaps in bicycle and transit connectivity. These conditions affect how residents—

particularly priority populations—travel to parks, schools, downtown, and essential services.

Walkable and Bikeable. According to WalkScore.com, Dixon is



considered “somewhat walkable” with a walkability score of 68, meaning that some, but not all, errands can be accomplished on footⁱ. Grocery stores and shopping are mostly located along I-80 or North 1st Street, quite a walking



distance from neighborhoods located southeast of Porter Street, and south of W. H Street.

The Bike Score for Dixon is 50, indicating that Dixon has some bike infrastructure in place, although more is needed to make Dixon a bikeable communityⁱⁱ. The Bike Score measures whether an area is good for biking based on bike lanes and trails, hills, road connectivity, destinations, and the number of bike commuters.



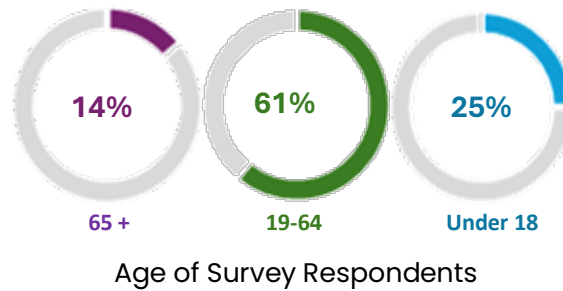
The Walk score and Bike score is consistent with the findings of the Solano Countywide Active Transportation Plan, indicating there is a need for pedestrian and bicycling infrastructure and enhancements.

Demographics

Understanding the demographics of Dixon is crucial for several reasons. It aids in community planning, helps allocate resources effectively, and informs policy-making. Demographic analysis provides insights into the population's needs, which is essential for developing targeted services and infrastructure.

According to the U.S. Census Bureau’s most recent QuickFacts estimates (2024), Dixon has a population of approximately 20,296,

representing a growth of about 5.1% since the 2020 Census. The community is relatively young, with 25.1% of residents under 18 and 14.1% aged 65 and older.



The city’s racial and ethnic composition includes White alone at 46.5%, Hispanic or Latino residents making up 43.6% of the total, and smaller percentages of Asian, Black, and other racial groups.

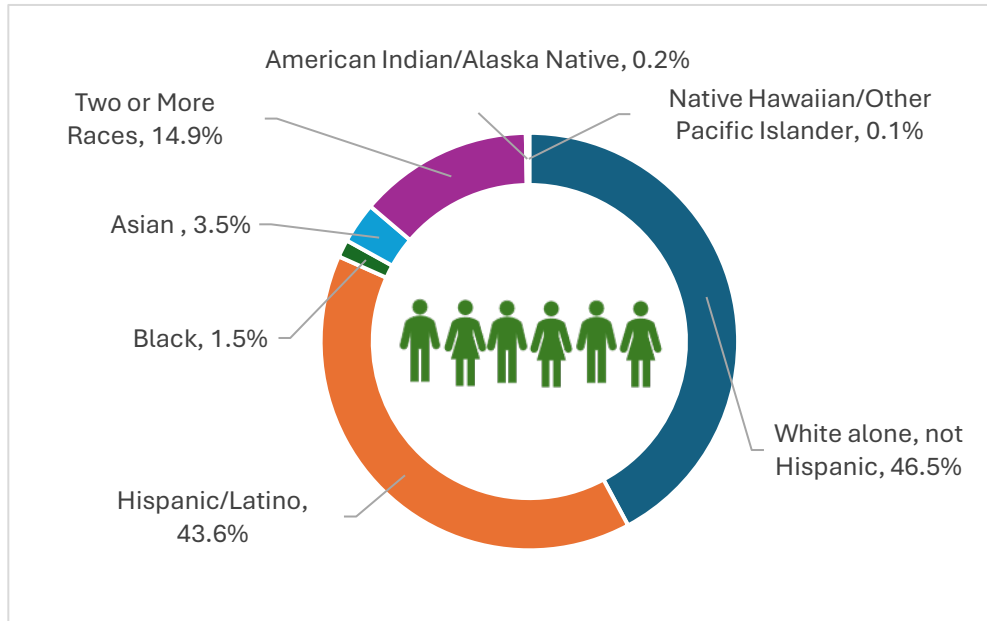


Figure 4. U.S. Census 2024 Race/Ethnicity of Dixon Residents

Nine percent of residents under the age of 65 have a disability, and there are roughly 970 veterans living in Dixon.

The median household income is nearly \$98,800, and about 8.4% of residents live below the poverty line. Most households have broadband access and a computer, and about 83.9% of adults have at least a high school diploma. The average commute to work is approximately 25.5 minutes.

Equity Priority and Disadvantaged Communities

Equity is a foundational consideration in Community-Based Transportation Plans (CBTPs). To support equitable transportation investments, CBTPs rely on both regional and state-defined equity geographies, including Equity Priority Communities (EPCs) and Disadvantaged Communities (DACs). These designations help identify areas where residents are more likely to experience transportation barriers and where targeted improvements can have the greatest benefit.

Equity Priority Communities (EPCs)

The Metropolitan Transportation Commission (MTC) defines Equity Priority Communities (EPCs) as census tracts with a high concentration of populations that have historically faced systemic inequities and limited access to opportunity. EPCs are identified using a composite index that includes demographic and socioeconomic indicators such as low income, people of color, limited English proficiency, seniors, youth, and people with disabilities.

Census tracts that exceed regional thresholds across these indicators are designated as EPCs. This approach recognizes that transportation needs and challenges are often shaped by overlapping vulnerabilities. Within the CBTP framework, EPCs help focus analysis and community engagement on areas where residents may be more reliant on walking, biking, and transit, face greater safety risks, or have fewer transportation choices. The EPC framework helps guide MTC “investments that meaningfully reverse the disparities in access to transportation, housing and other community services”ⁱⁱⁱ. Parts of the City of Dixon fall within MTC’s Equity Priority Communities and Plan Bay Area 2050 (see Figure 5).

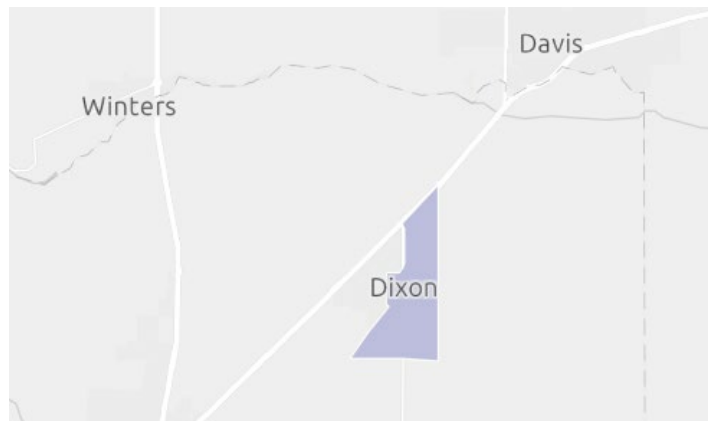


Figure 5. Equity Priority Communities - Plan Bay Area 2050

Disadvantaged Communities (DACs)

Disadvantaged Communities (DACs) are designated by the State of California using tools such as CalEnviroScreen, which identifies communities experiencing both high environmental burdens and socioeconomic vulnerability. DACs are characterized by factors

including exposure to pollution, poverty, housing cost burden, health disparities, and limited access to resources and infrastructure.

From a transportation perspective, DACs often face cumulative challenges, including higher exposure to traffic-related pollution, gaps in pedestrian and bicycle infrastructure, and limited access to reliable and affordable transportation options. CBTPs use DAC analysis to ensure that transportation investments address these compounded inequities and align with state equity and funding requirements.

Solano County Thresholds for Disadvantaged Communities

Solano County incorporated equity indicators and developed thresholds for Disadvantaged Communities within the County (see Figure 6.)

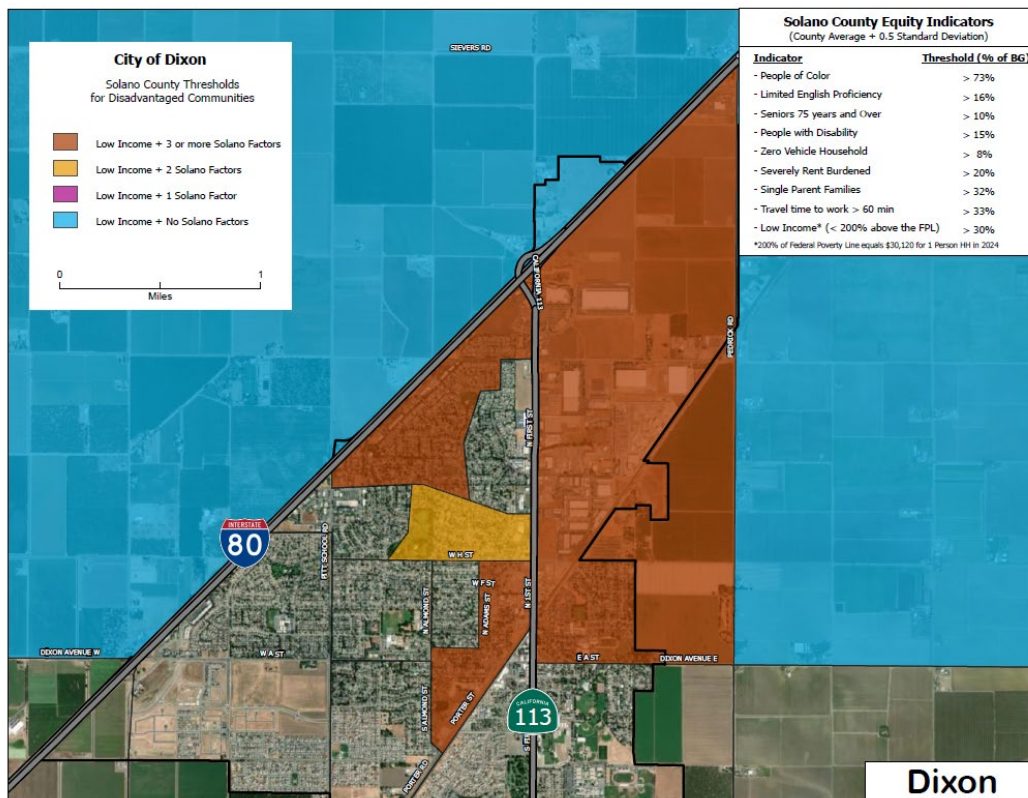


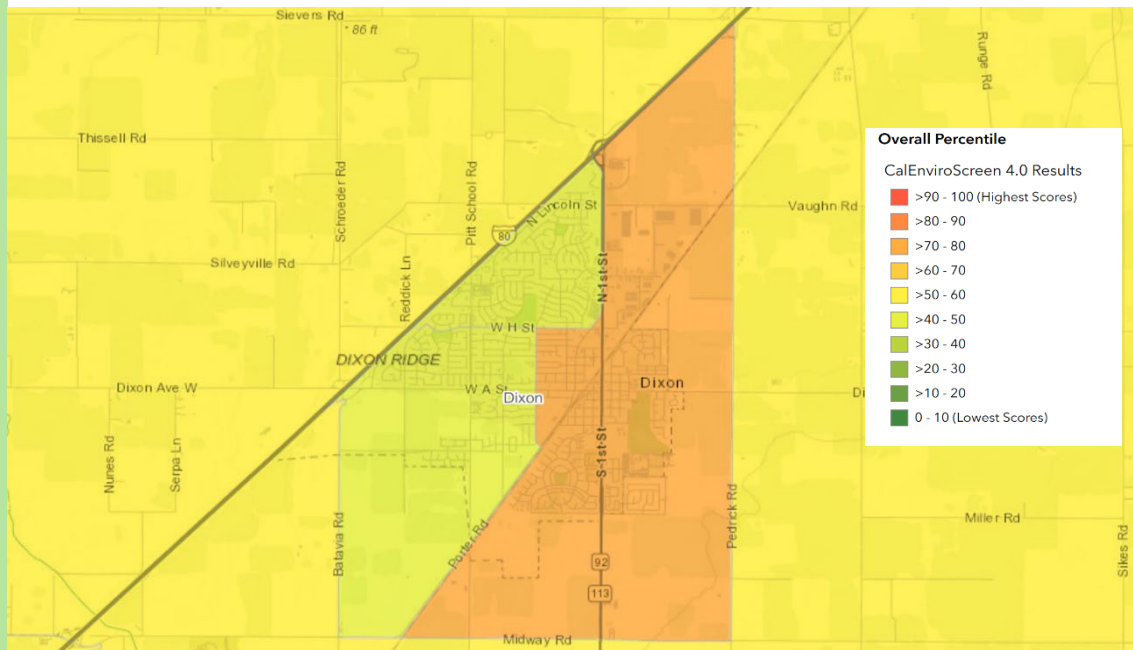
Figure 6. Solano County Thresholds for Disadvantaged Community

Together, EPCs and DACs provide a consistent equity lens for evaluating existing transportation conditions and developing recommendations. While defined through different methodologies, these geographies often overlap and highlight areas where transportation investments can improve access to essential destinations, enhance safety, and support community health.

CalEnviroScreen

The CalEnviroScreen developed by the California Environmental Protection Agency (CalEPA) is an environmental justice (EJ) mapping tool that identifies areas most affected by multiple forms of pollution. The CalEnviroScreen ranks portions of Dixon in the 70th percentile (i.e., east of SR 113, south to southeast of Porter Street, south of H Street and east of Almond) for having high environmental pollution and disadvantaged populations (see Figure 7) . Other areas of Dixon rank in the 40th CalEnviroScreen percentile.

Figure 7. CalEnviroScreen, Dixon

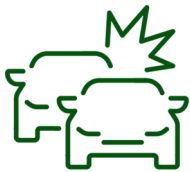


Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS | Header, P1, P2, P3, P4, H1, and P5 Tables from U.S. Census Bureau's 2020 Public Law 94-171 files.

Vehicle, Pedestrian, and Bicycle Safety

Safety for all roadway users is a foundational element of the Dixon Community-Based Transportation Plan. An evaluation of vehicle collisions, along with pedestrian- and bicycle-involved crashes, helps identify systemic safety issues, high-risk corridors, and opportunities to improve conditions for vulnerable road users. This section summarizes existing safety conditions in Dixon using countywide and local planning documents, including the Solano Countywide Local Road Safety Plan (LRSP) (2022), the Solano Countywide Active Transportation Plan, and the Dixon Active Transportation Plan.

Vehicle Collisions



The Solano Countywide Local Road Safety Plan (LRSP) provides a data-driven assessment of collision trends across Solano County and identifies patterns relevant to local jurisdictions such as Dixon. Countywide analysis indicates that severe and fatal crashes are disproportionately associated with higher-speed roadways, major arterials, and corridors with a mix of local and regional traffic, including truck movements.

In Dixon, the roadway network is shaped by its location along the Interstate 80 corridor and the presence of State Route 113 (South 1st Street), which functions as a major north-south arterial through the city. These facilities carry higher traffic volumes and speeds and serve both local and regional travel. The LRSP identifies speeding, unsafe turning movements, and intersection-related conflicts as common contributing factors in severe vehicle crashes countywide—trends that are consistent with conditions observed on Dixon’s primary arterials and at

key intersections (See Figure 8. Heat map of all non-interstate crashes within the City of Dixon).

The LRSP emphasizes a Safe System and systemic safety approach, focusing on roadway characteristics and user behavior rather than isolated crash locations. For Dixon, this reinforces the importance of corridor-level safety strategies—such as speed management, access management, intersection safety improvements, and context-sensitive roadway design—particularly on routes that also serve pedestrians, bicyclists, and transit users.

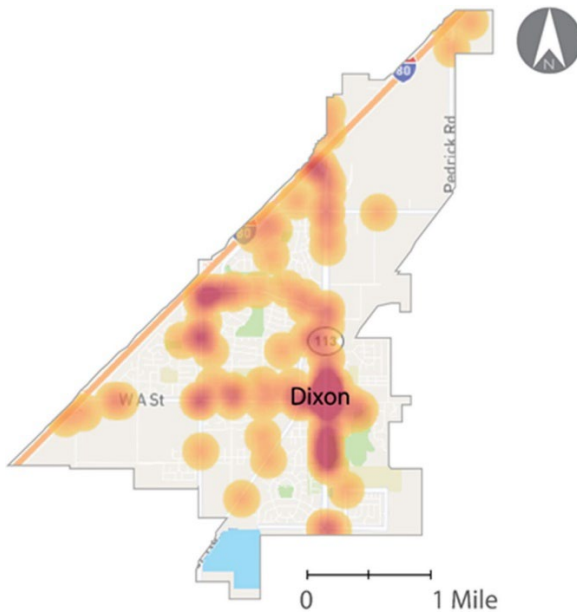


Figure 8. Heat map of all non-interstate crashes within the City of Dixon

Pedestrian and Bicycle Safety

Pedestrians and bicyclists are among the most vulnerable roadway users, and safety conditions for these groups are a central concern for Dixon residents. The Solano Countywide Active Transportation Plan and the Dixon Active Transportation Plan provide detailed analyses of pedestrian- and bicycle-involved collisions, network comfort, and connectivity within the city.

Based on a five-year collision analysis referenced in the Solano Countywide Active Transportation Plan (ATP), pedestrian and bicycle crashes represent a smaller share of total collisions in Dixon but result in disproportionately severe outcomes when they occur. Pedestrian collisions are more likely to result in serious injury or fatality, particularly along higher-speed corridors and in areas with frequent crossings, such as South 1st Street (CA-113). The ATP identifies South 1st Street between West Cherry Street and Vaughn Road as a key pedestrian collision hotspot warranting focused safety improvements.

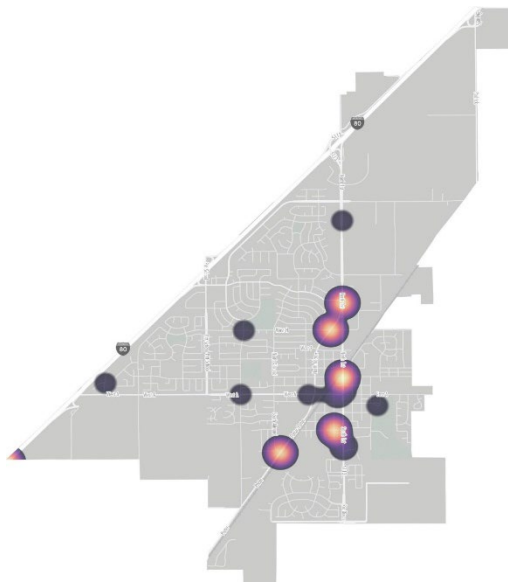


Figure 9. Heat map of pedestrian collision analysis

Bicycle collision analysis indicates fewer high-concentration crash locations; however, perceived safety concerns remain significant (See Figure 10. Heat map of bicycle collision analysis).

Network-level analysis shows that a large portion of Dixon’s roadway network operates at higher levels of traffic stress for people bicycling, limiting comfort and discouraging use by youth, older adults, and less confident riders. Only a small share of streets currently provide low-stress, all-ages-and-abilities bicycle facilities, resulting in gaps in connectivity and forcing bicyclists to travel on higher-speed or higher-volume roadways.

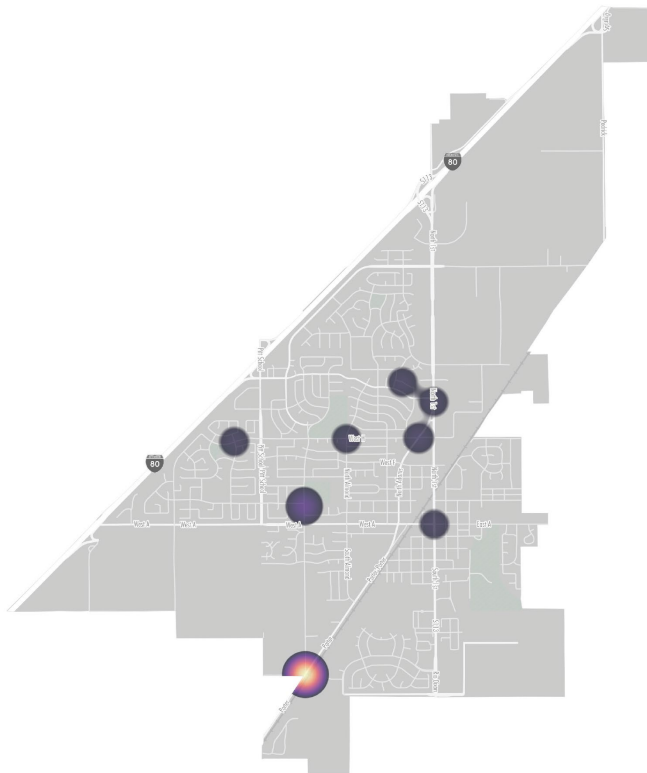


Figure 10. Heat map of bicycle collision analysis

Across both pedestrian and bicycle modes, common safety challenges identified in the Active Transportation Plans include:

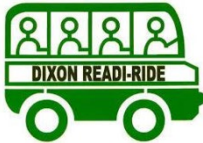
- High vehicle speeds and wide roadway cross-sections.
- Limited marked or enhanced crossing opportunities on arterial streets.
- Gaps in sidewalks and bicycle facilities.
- Conflicts at intersections and driveways.
- Insufficient lighting in some areas, particularly affecting nighttime pedestrian safety.

These conditions disproportionately affect priority populations, including children, seniors, people with disabilities, and residents without access to a private vehicle. Improving pedestrian and bicycle safety in Dixon will require a combination of infrastructure investments, speed management strategies, and design approaches that prioritize vulnerable road users and support safer, more comfortable travel for all ages and abilities.



Transit Services

Dixon Read-i-Ride



In April 1983, the City launched Read-i-Ride with a single nine-passenger van, offering dial-a-ride transit service. During its first year of operation, the program provided 2,960 rides. In 2010, with grant funding from Proposition 1B's Public Transportation Modernization Improvements and Service Enhancement Account, Dixon Read-i-Ride expanded its fleet by adding two wheelchair-accessible minivans tailored for Paratransit Intercity Service.

Currently, Read-i-Ride offers curb-to-curb transportation within the Dixon city limits. In addition, eligible individuals can access paratransit services to Davis and Vacaville. To schedule a ride, residents may call (707) 678-5020.

Service hours are Monday, Tuesday, Thursday, and Friday from 7:00 a.m. to 12:00 p.m. and 1:00 p.m. to 4:00 p.m., and Wednesdays from 7:00 a.m. to 11:00 a.m. and 12:00 p.m. to 4:00 p.m.

Regional Transit Services

Additional transit providers include:

Solano Express



Solano Express is overseen by the Solano Transportation Authority and operated by Solano County Transit (SolTrans) under a formal agreement. It delivers intercity bus service across Solano County, with frequent departures during peak commute times in the

morning and evening. Several routes connect with regional transit options including BART, the San Francisco Bay Ferry, and Amtrak.

Vacaville City Coach

Vacaville City Coach is the public transit system serving Vacaville, California. It offers a mix of fixed-route and on-demand services designed to make getting around town easy and accessible. Users can utilize the Solano Express Blue line to connect to the Vacaville Transit Center.

Capitol Corridor



Capitol Corridor provides an efficient, high-speed intercity passenger rail service across Northern California. Solano County is served by two key stations along this route: the Suisun Train Depot in Suisun City and the Fairfield–Vacaville Hannigan (FFV) Station. These stations connect directly to the Capitol Corridor line, which runs from San Jose to Auburn.

Additionally, the Capitol Corridor provides access to the Davis, Sacramento, and Martinez stations which offer extended service options.

Solano Mobility Programs and Services

Established in 2014, Solano Mobility is a key initiative that emerged from community feedback during two mobility summits in 2009, and the subsequent completion of the Solano Transportation Study for Seniors and People with Disabilities in 2011. Mobility Management was identified as a priority strategy in this study to address transportation challenges in Solano County. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously approved the Solano County Mobility Management Plan, which launched four priority initiatives: the Countywide In-Person ADA Eligibility and Certification Program, Travel Training, Senior Driver Safety Information, and the Solano Mobility One Stop Call Center. This report provides a comprehensive overview of the programs offered under Solano Mobility, each aimed at enhancing transportation accessibility and mobility options for Solano County residents. These services are offered at either reduced cost, low-cost or free of charge, reflecting the program's commitment to inclusivity and accessibility.

Currently there are 16 Countywide Solano Mobility Programs.



Solano Mobility Call Center

The Solano Mobility Call Center is a one-stop resource for residents of Solano County, offering expert support for a wide range of transportation needs. Skilled staff assist with public transit trip planning, enrollment in mobility programs, and provide helpful guidance for traveling throughout the Bay Area. Services are available weekdays from 8:00 A.M. to 5:00 P.M. by calling (800) 535-6883.



Solano Mobility Programs for Older Adults, People with Disabilities and Veterans (GoGO Grandparent)

The GoGo Grandparent program is for Solano County patrons who are 60 and over as well as ADA certified. It offers users the ability to use Uber and Lyft to get to medical essential appointments within Solano County. The user does not need to be familiar or dependent with the app to book a ride. They simply call the phone number provided. Solano Mobility will subsidize the cost of 30 one-way or 15 round-trip rides a month at 60% and 80% if the user is deemed low income.



Veterans Mobility Program

The Veterans mobility program provides subsidies rides to Veterans and their spouses of any age to medical appointments in Solano County. It also offers assistance in getting to three locations in Contra Costa County.

ADA In-Person Eligibility Program

If a disability prevents a patron from using standard fixed-route public transit, obtaining ADA (Americans with Disabilities Act) certification can open the door to more affordable transportation options. Solano Mobility helps facilitate this process by coordinating with the local Transit Operator to offer free rides to assessment appointments for individuals.



Travel Training Program

Travel Training is a complimentary program provided by Solano Mobility, designed to empower individuals with the skills and confidence to navigate public transportation throughout Solano County. Participants may choose between personalized one-on-one instruction or engaging group sessions, both of which offer hands-on guidance in using local transit systems effectively and independently.

Intercity Taxi Card Program

ADA-certified residents of Solano County may qualify for discounted intercity taxi transportation through a prepaid debit card program. Eligible participants can purchase \$100 in taxi fare for just \$40, with a further reduced rate of \$20 available for individuals who meet low-income criteria. This initiative offers a cost-effective and accessible travel option for those commuting between cities within Solano County.



Bucks for Bikes (B4B)

Solano Mobility offers an incentive for individuals who commute by bicycle. Eligible applicants may receive reimbursement for 60% of the cost of a new commuter bicycle, up to \$300. To qualify, participants must live, work, or attend college in Solano County. Be 18 years or older and agree to the program's rules and guidelines.

Applications will be reviewed for eligibility, and funding will be awarded based on program criteria. While there is no formal deadline, funding is limited, so early application is encouraged.

Equitable Access to Justice



The Equitable Access to Justice Pilot Program, launched in June 2023, is a collaborative initiative between the Solano County Superior Courts and the Solano Transportation Authority (STA). Its mission is to eliminate transportation barriers that prevent residents from participating in the justice system. Services offered are free transportation to and from courthouses in Vallejo and Fairfield. Travel training and trip planning using our Call Center.

First/Last Mile (FLM)

Solano Mobility and Lyft have partnered to offer discounted rides within Solano County. Eligible participants can receive 60% off Lyft rides (up to \$20), or 80% off through the Low-Income Subsidy Program, for travel to 12 designated transit locations including transportation centers, train stations, and Solano Express bus stops. Riders must live or work in Solano County, be 18 or older, and may use up to 45 discounted rides per month. All trips must stay within County limits. Misuse may result in removal from the program.

Guaranteed Ride Home (GRH)

Solano County residents and employees can get reimbursed (up to \$100) for a ride home via Taxi, Uber, or Lyft if an emergency disrupts their commute. Eligible participants must live or work in

Solano County, or commute in from within 100 miles. The program allows up to 3 uses per month and 6 per year. All Commute Solano members are automatically enrolled.

Solano Express 2-for-1 Incentive

This is a commuter incentive program offered by Solano Mobility to encourage public transit use among Solano County residents and workers. A user who purchases a 31-Day Solano Express Pass can receive a free Clipper Card worth \$125.

Solano Mobility Express Vanpool Pilot Program

This pilot program provides a replacement option for Solano Express Blue Line riders traveling between Vacaville, Dixon, and Sacramento during commute hours. 4 vans travel to and from Sacramento each day. The introductory rate is \$50/month. Solano Express Blue Line riders transfer for free.

Vanpool Program (VP)

A vanpool is a convenient and cost-effective commuting option for groups of 7 to 15 people who live at least 10 miles from their workplace. New vanpools that meet certain criteria may receive subsidies ranging from \$200 to \$700, and in some areas, vanpool vehicles are eligible for preferential parking. This arrangement not only reduces commuting expenses but also helps ease traffic congestion and lower environmental impact.

Employer Program

The Program informs Solano County employers about the benefits and services available to assist their employees with their

commutes. The Solano EDC continues to partner with Solano Mobility to promote STA's commuter benefits via direct mail, social media and in person events.

ⁱ WalkScore.com

ⁱⁱ Ibid

ⁱⁱⁱ Metropolitan Transportation Commission, Equity Priority Communities, https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities?utm_source=chatgpt.com



FINDINGS

Overview

The Dixon Community Based Transportation Plan (CBTP) is a strategic initiative aimed at enhancing mobility and transportation options for the residents of Dixon, California. This plan is particularly significant for the community as it seeks to address existing transportation challenges, improve accessibility, and promote sustainable solutions. By engaging with residents and stakeholders throughout the CBTP

process, the CBTP aims to create a comprehensive framework that reflects the community's needs and priorities.

This chapter summarizes the quantitative and qualitative findings from the Dixon Community-Based Transportation Plan (CBTP) community survey, focus groups, and resident input via pop-up and outreach events. The findings provide understanding of the current transportation landscape and identify areas for improvement.

The Dixon CBTP Community Survey was conducted in English and Spanish and received **920 responses**, providing a robust dataset to understand how residents travel, what barriers they face, and how needs differ across CBTP priority populations. Many survey questions allowed respondents to select more than one answer; therefore, percentages presented in this chapter do not total 100 percent.

Consistent with CBTP guidance, this chapter focuses on the following priority populations: Low-income residents - Seniors (age 65 and older) - People with disabilities - Veterans - and People of color.

The findings in this chapter directly inform CBTP goals, strategies, and project recommendations.

Demographic Analysis

A demographic analysis of survey respondents was conducted to ensure the plan reflects the needs and experiences of the full community, particularly populations that have historically been underserved or disproportionately impacted by transportation barriers. The analysis provides context for interpreting survey results and ensures that community input is representative and equity-centered. Understanding the demographic characteristics of participants—

including income level, age, disability status, race and ethnicity, and other priority populations—helps identify whose voices are reflected in the data and where engagement gaps may exist. Pairing demographic insights with travel behavior and issue identification helps ground transportation recommendations in equity, strengthens compliance with regional and state equity frameworks, and ensures that investments and strategies are targeted to address the specific needs of priority communities rather than applying a one-size-fits-all approach.

A wide range of Dixon residents participated in the CBTP. The survey captured demographic data. Some demographic questions had non-response rates, which is common in voluntary surveys. Results are interpreted with this limitation in mind.

Age of Respondents

Survey respondents represented a broad cross-section of age groups. Comparing to the 2024 U.S. Census Data Quick Facts, 22% of survey respondents were under the age of 18 whereas census population estimates show 25% of residents are under the age of 18. Census estimates show 14% of the population are ages 65 and older, and 11% of survey respondents indicated they were 65 and older.

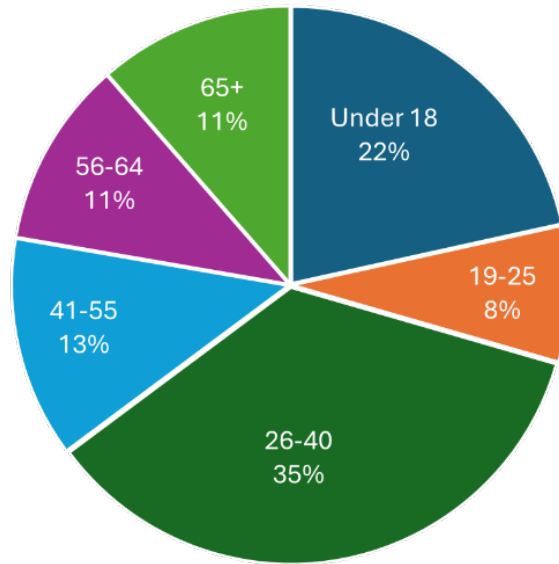


Figure 11. Age of Survey Respondents * n=550

Race/Ethnicity of Respondents

The demographic analysis revealed that survey respondents closely mirrored the demographics of the population in the City of Dixon, reflecting comprehensive and equitable outreach.

Table 1. Race/Ethnicity of Survey Respondents *Note: Census values exceed 100%*

Race/ Ethnicity	2024 Census Population Estimates	Survey Respondents
White, non-Hispanic	46.5%	38%
Black/African American	1.5%	3%
American Indian/Alaska Native	.02%	3%
Asian/Pacific Islander	3.6%	4%
Hispanic/Latino	43.6%	38%
2 or more races	14.9%	14%

Priority Population Representation

The Metropolitan Transportation Commission's (MTC) Community-Based Transportation Plan (CBTP) Guidelines provide a framework for developing locally driven transportation plans that center the needs of historically underserved communities. The guidelines emphasize authentic community engagement, data-informed analysis, and the integration of community-identified priorities into actionable transportation strategies. CBTPs are intended to inform local, regional, and state investment decisions by clearly documenting mobility barriers, gaps in access, and recommended improvements across all travel modes, including walking, biking, transit, and emerging mobility options.

A core element of the CBTP Guidelines is the focus on priority populations, defined by MTC as groups that have been historically marginalized or disproportionately burdened by transportation inequities. These priority populations include low-income households, communities of color, seniors, youth, people with disabilities, veterans, and individuals with limited English proficiency. The guidelines also align with MTC's Equity Priority Communities (EPCs) and Disadvantaged Communities (DACs) designations, encouraging plans to explicitly connect community-identified transportation issues to equity geographies.

In accordance with MTC's guidelines, participation of priority populations in the Dixon CBTP survey are as follows:

- Low-income households ≤\$35,000/year (30%)
- Households below Family Self-Sufficiency Standard (40%)
- Seniors 65+ (11%)
- Youth Under 18 (22%)
- People of color (62%)
- People with disabilities: Approximately 65 respondents
- Veterans: Despite extensive outreach efforts, veterans were underrepresented in the survey. Two veteran focus groups are

used to supplement survey data. Those focus groups were with veterans with low to no-income. As a result, findings for veterans are to be interpreted with this limitation.

Income Distribution of Survey Respondents

The 2024 U.S. Census estimates the median annual household income is \$98,798, and that 8.4% of Dixon residents fall under the Federal Poverty Level with annual income, for a family of four, being \$32,150.00 or less. The Family Self-Sufficiency Standard, to be explored below, is a more accurate reflection of cost of living. Thirty percent (30%) of survey respondents reported incomes of less than \$35,000 a year, 41% had incomes less than \$50,750 per year.

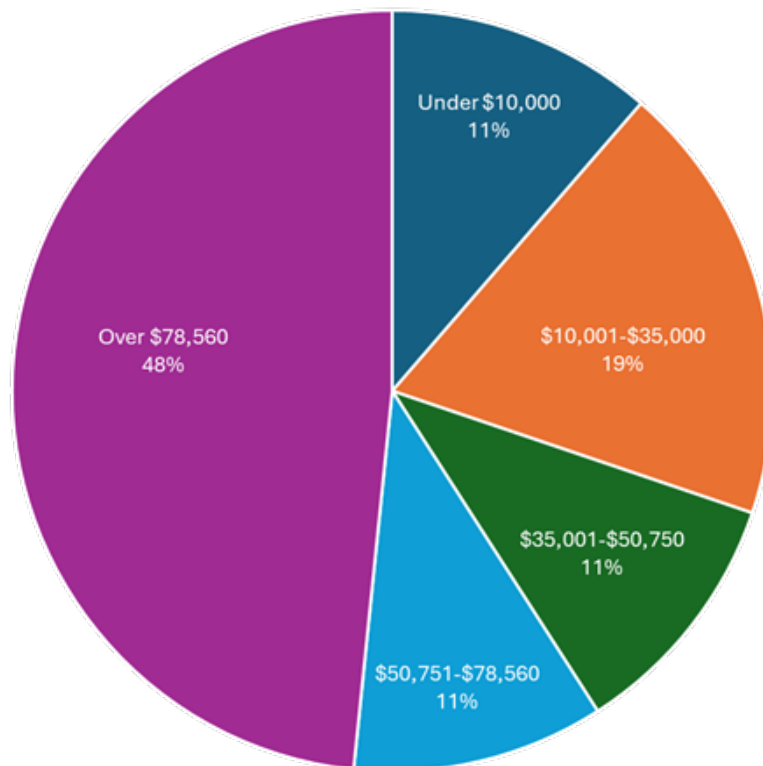


Figure 12. Income Distribution of Survey Respondents * n=439

Family Self-Sufficiency Standard

This chapter uses the 2024 Family Self-Sufficiency Standard (FSS), in addition to traditional low-income definitions, for Solano County to identify households that, despite earning above federal poverty or \$35,000 thresholds, are unable to meet basic needs without assistance. The Family Self-Sufficiency Standard is used as an evaluative benchmark rather than a poverty measure. Unlike the Federal Poverty Level, the FSS reflects actual local costs for housing, transportation, food, healthcare, and childcare, making it especially relevant for transportation affordability analysis.

A substantial share of respondents (41%) reported incomes below \$50,750, with an additional large group between \$50,751 and \$78,560. When compared to the 2024 FSS for Solano County, these income ranges fall below or near self-sufficiency for most household types, particularly:

- Single adults without employer-sponsored healthcare
- Seniors on fixed incomes
- Households with disabilities
- Veterans relying on benefits, EBT, or part-time employment

Under the FSS, even a single adult typically requires well above \$40,000 annually to meet basic needs in Solano County, while families with children require significantly more. This indicates that many Dixon survey respondents are economically constrained, even if they are not classified as “low-income” under federal definitions.

Key Findings

Travel Modes

Driving is the most common way respondents get around Dixon. However, a substantial share of respondents also reported walking, biking, and using transit or demand-responsive services.

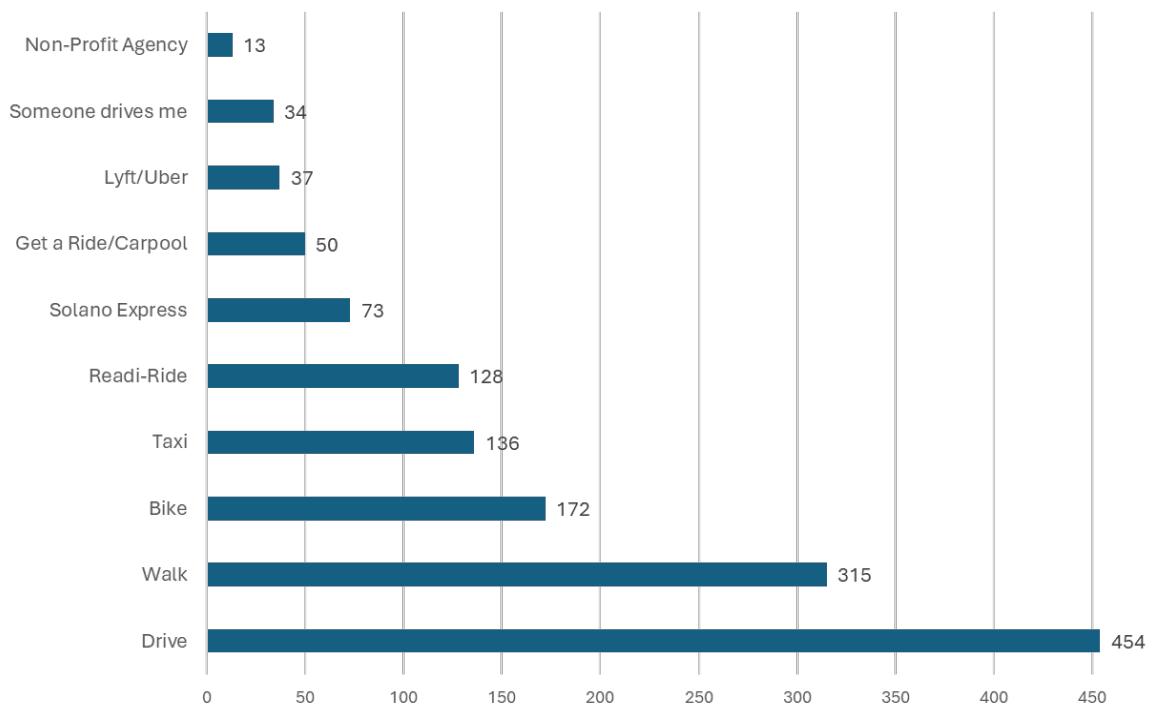


Figure 13. How Residents Get Around * n=610

According to the findings, three-fourths of respondents drive as their primary mode of transportation. This preference for personal vehicles underscores the need for efficient road networks and parking availability.

Walking is the second most popular way people get around, with 315 residents choosing to travel on foot. This highlights the importance of pedestrian-friendly infrastructure, such as well-maintained sidewalks and safe crosswalks, to ensure the safety and convenience of those who prefer walking, and to encourage more residents to walk.

Bicycling is another, albeit less common means of transportation, with 172 residents opting for this eco-friendly option. The presence of dedicated bike lanes and secure bike parking can encourage more residents to consider cycling as a viable alternative to driving.

For those who do not drive, 84 survey respondents either get a ride, carpool, or have someone drive them. These shared transportation methods emphasize the community's supportive spirit and the potential for reducing traffic congestion and minimizing environmental impact.

Public transportation options are utilized by residents with 22% of respondents indicating that they take a Taxi, and 12% use ride-hailing services like Lyft and Uber. Transit services such as Dixon Read-Ride and Solano Express and are utilized by 21% and 12% survey respondents respectively. These services provide essential connectivity for those without access to personal vehicles or who prefer not to drive.

Travel Modes by Priority Population

Consistent with CBTP and Metropolitan Transportation Commission (MTC) guidance, this chapter focuses on priority populations, including low-income residents, households below the Family Self-Sufficiency Standard, youth, seniors, people with disabilities, veterans, people of color, and residents living in Disadvantaged Communities (DACs).

How Respondents Get Around by Age

There are clear age-based differences in how residents travel as highlighted in Figure 14. Adults ages 19–64 tend to be a car-dependent group, with driving representing the dominant mode, reflecting higher rates of vehicle access and commute-driven travel. Seniors and youth also drive at high rates but seniors demonstrate more diversified travel behavior, and youth are often reliant on others to get around.

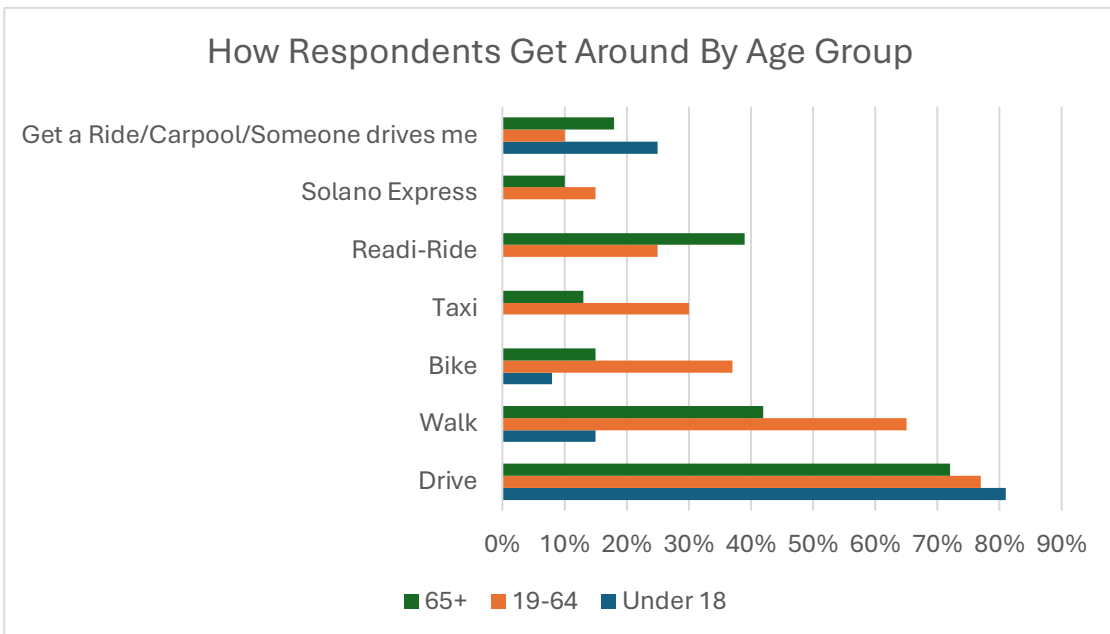


Figure 14. How Residents Get Around By Age Group * Percentages are within group

Seniors (65+)

Seniors show distinct mobility patterns that reflect a greater need for accessible, supportive transportation options. Compared with adults ages 19–64 and youth, seniors report the highest use of Dixon Read-Ride (39%), indicating the service is a key mobility lifeline for older

residents. Seniors also report lower driving (72%) than other age groups, consistent with reduced driving ability or comfort with age. Walking remains important for seniors (42%), reinforcing the need for safe crossings, continuous sidewalks, and comfortable walking environments near senior housing, services, and shopping. Qualitative data includes seniors using wheelchairs (motorized and non-motorized) to get around.

Youth (Under 18)

Youth rely more on others for mobility: 25% report getting a ride/someone driving them, much higher than adults (18%) and seniors (10%). The youth who participated in the survey report very low use of Redit-Ride (~1%) and taxi (~1%), suggesting limited independent travel options. However, youth who participated in the survey were mostly high school seniors and therefore are not representative of all youth. Key stakeholders and focus group participants reported that many school-aged children rely on Dixon Redit-Ride, walking, bicycling and scooters to get to and from school. The survey data must be interpreted together with qualitative reports.

Overall, the data suggests that youth and seniors are less auto-reliant and more vulnerable to gaps in non-driving transportation options, reinforcing the need for age-responsive strategies in the Community-Based Transportation Plan, including safe walking routes, reliable ride services, and expanded demand-responsive transit for older adults.

How Respondents Get Around by Income

Travel behavior in Dixon varies by income level, reflecting differences in access to reliable private vehicles and reliance on supportive transportation options. The patterns below compare respondents

above the Family Self-Sufficiency Standard (FSS), below the FSS, and low-income households (\leq \$35,000 per year).

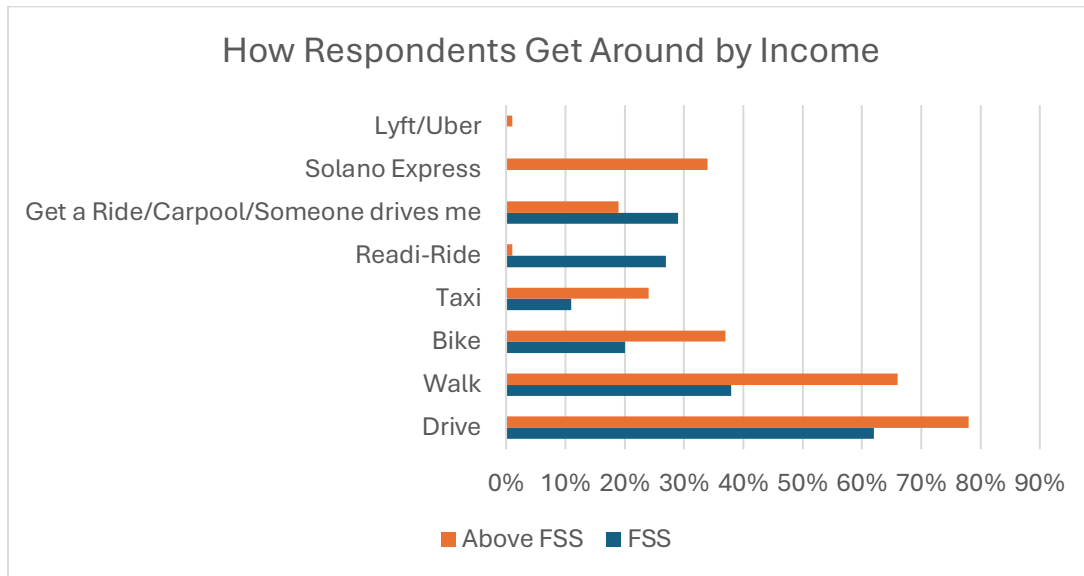


Figure 15. How Residents Get Around By Income * Percentages are within group

Respondents Above the Family Self-Sufficiency Standard (FSS)

Respondents with incomes above the FSS (i.e., in excess of \$50,751 per year) rely primarily on driving to meet their daily travel needs. Nearly four out of five report driving as a regular mode, indicating relatively high access to private vehicles. Walking and bicycling are also used by this group. Both modes of transportation are also forms of leisure time physical activity and enjoyment. Use of Dixon REDI-Ride, taxis, and ride-hailing services is minimal, reflecting fewer mobility constraints and greater flexibility in travel choices. When transit is used, it is more often for longer-distance trips, such as those served by Solano Express.

Respondents Below the Family Self-Sufficiency Standard

Respondents below the FSS (i.e., \$50,570 or less per year) exhibit a more diversified and constrained travel profile. Driving remains common but

at notably lower rates (62%) than among those with higher incomes (78%). Walking and bicycling play a role in travel but at lower rates than those above FSS. Studies show that people with higher income levels participate in greater leisure time physical activity compared to lower income groupsⁱ which may account for the differences reported here. Use of Dixon Readi-Ride is substantially higher in the below FSS group, underscoring the importance of demand-responsive transit for accessing jobs, services, and daily needs. Getting a ride from others or carpooling is also more common, reflecting reliance on shared and informal transportation options.

Key Takeaway Across Income Groups. Across all income levels, the data show a clear gradient: as income increases, reliance on driving increases, while dependence on Readi-Ride, and shared rides decreases. Respondents below the Family Self-Sufficiency Standard, and especially those with the lowest incomes, rely heavily on non-auto modes and supportive services, making them particularly sensitive to sidewalk conditions, bicycle safety, transit availability, and service reliability.

Destinations Difficult to Reach

Understanding which destinations are difficult to reach is essential to the Community-Based Transportation Plan because transportation is not an end in itself, but a means to access jobs, education, health care, food, and community life. Identifying where residents experience the greatest access barriers helps ensure that transportation investments are responsive to daily needs, particularly for MTC priority populations who may have fewer travel options. This analysis allows the CBTP to target strategies and projects that improve equitable access to

essential destinations, reduce disparities, and support health, economic stability, and quality of life for all community members.

Destinations Difficult to Reach by Age

Access challenges vary by age and disproportionately affect populations with limited transportation options.

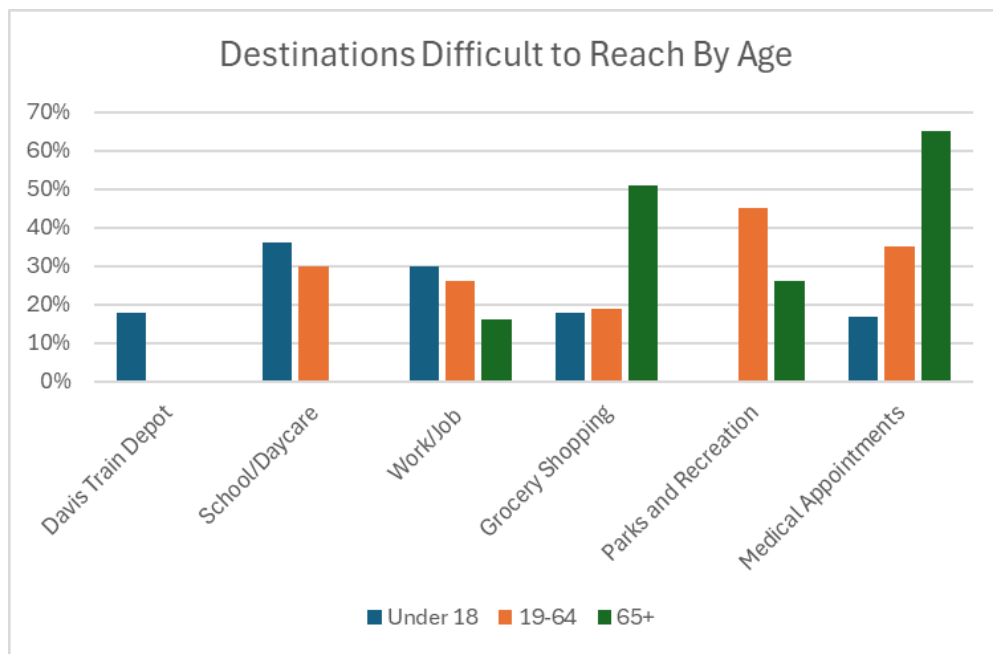


Figure 16. Destination Difficult to Reach By Age * Percentages are within group

Youth under 18

Youth report difficulty reaching school/daycare and job-related destinations, reflecting limited independent mobility options and reliance on caregivers or others for transportation. These barriers can constrain educational access and early employment opportunities, underscoring the importance of safe, reliable routes to school and

supportive transportation services for young people who are not yet able to drive.

Adults Ages 19–64

Adults most frequently identify parks and recreation as difficult to reach, indicating that transportation barriers extend beyond work trips and affect access to community amenities and quality-of-life destinations.

Seniors Age 65+

Seniors, a priority population under MTC’s CBTP framework, experience the greatest difficulty accessing essential destinations, particularly medical appointments and grocery stores. These challenges reflect reduced driving ability, fixed incomes, and increased reliance on specialized or demand-responsive transportation services. Improving access to health care and food is critical to supporting mobility, independence, and aging in place for older adults.

Collectively, the data emphasize the need for age-responsive transportation strategies, including improved access to health care, food shopping, and recreational opportunities for older adults.

Destinations Difficult to Reach by Income.

Transportation barriers are most acute for households with limited financial resources.

Below FSS

Seniors Experience Disproportionate Barriers to Essential Destinations.

Older adults report the highest difficulty reaching medical appointments and grocery stores, underscoring the importance of accessible, reliable, and affordable transportation options that support health, independence, and aging in place—key goals of MTC’s community-based transportation plan framework.

Respondents below the Family Self-Sufficiency Standard (FSS) report substantial difficulty accessing grocery shopping, medical appointments, and recreational opportunities, indicating that transportation challenges directly affect access to basic needs and overall well-being.

Low-Income

Although low-income and below-FSS households are combined in the chart, disaggregated results highlight more severe impacts among the lowest-income residents. Among respondents earning less than \$35,000 annually, 68% report difficulty reaching grocery stores and 64% report difficulty accessing medical appointments. These findings illustrate how transportation cost, service availability, and distance compound financial vulnerability.

While some challenges are shared across income levels, the data demonstrate that economic insecurity significantly intensifies barriers to essential destinations, reinforcing the CBTP focus on prioritizing investments that improve access for low-income and economically vulnerable households.

Low-Income Households Face Significant Barriers

Among residents earning less than \$35,000 per year, nearly seven in ten report difficulty accessing grocery stores, and almost two-thirds report challenges reaching medical care. These disparities highlight the need for CBTP strategies that reduce cost burdens and improve access to essential destinations for economically vulnerable communities.

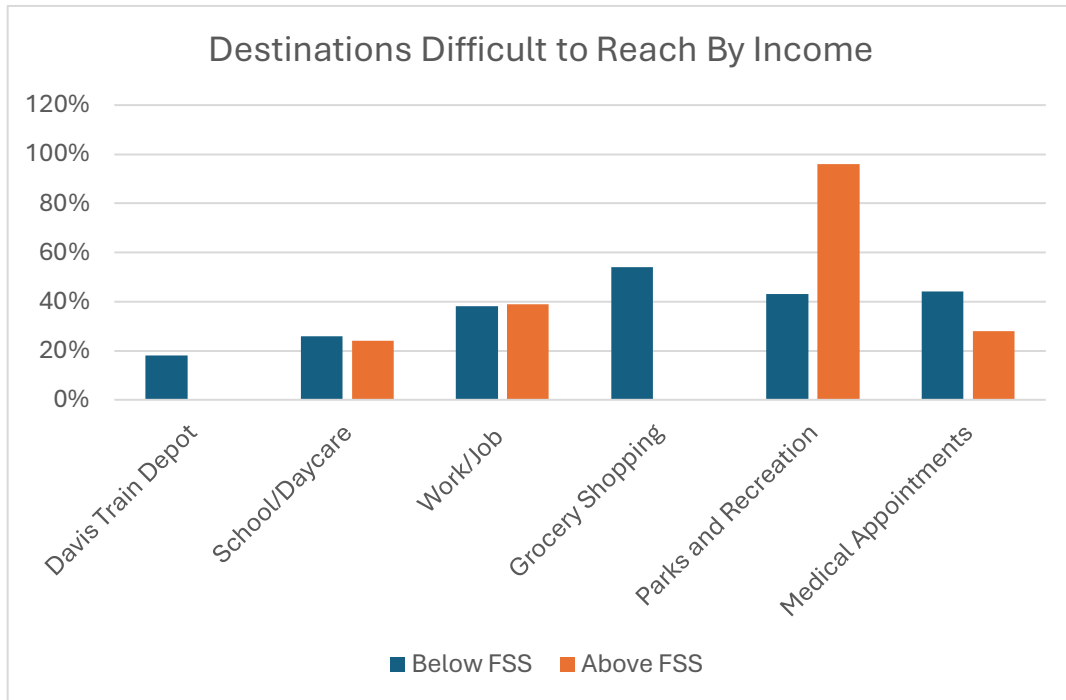


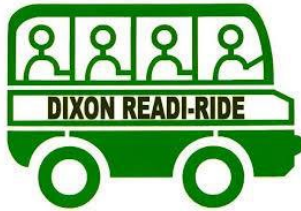
Figure 17. Destination Difficult to Reach By Income * Percentages are within group

Dixon CBTP participants were asked to identify specific destinations that they find difficult to reach. Table 2 lists the most commonly identified locations by category.

Table 2. Specifics Destinations that are Difficult to Reach

Grocery Shopping	Medical	School
Wal-Mart	Sutter	Dixon high School
Safeway	Davis	Dixon Special Education
Super La Favorita	Vacaville	Tremont Elementary
Grocery Outlet	Kaiser Vacaville	Dixon Montessori
	Woodland	Neighborhood Christian
		Linford L Anderson
		Birch Lane

Transit and Dixon Read-Ride Themes



Dixon Read-Ride is the City of Dixon's local demand-response transit service designed to provide mobility for residents who may not be well served by fixed-route transit. Operating as a curb-to-curb shared ride service, Read-Ride offers trips within Dixon and to select destinations outside the city for those who qualify, helping residents access essential needs such as medical appointments, grocery stores, employment, and social services. The service is particularly important for seniors, people with disabilities, and lower-income households, and serves as a critical mobility option for residents who do not drive or have limited access to a private vehicle. In the context of the Dixon Community-Based Transportation Plan, Read-Ride plays a key role in advancing transportation equity by supporting access to daily necessities and community resources.

Residents who were familiar with Dixon Read-Ride spoke highly of the service. Read-Ride's on demand service addresses many issues that are typically associated with fixed route. When asked to identify issues, survey respondents identified expanded service options. Notably, 88 respondents were interested in service on Saturdays, 56 on Sundays, and 35 identified the need for more service during the weekday. Cost was identified by 49 survey respondents, and information needed in a language other than English was identified by 38 respondents.

I love Read-Ride. They are good people. They drove me to the bank so I could get cash to pay for the bus fare.

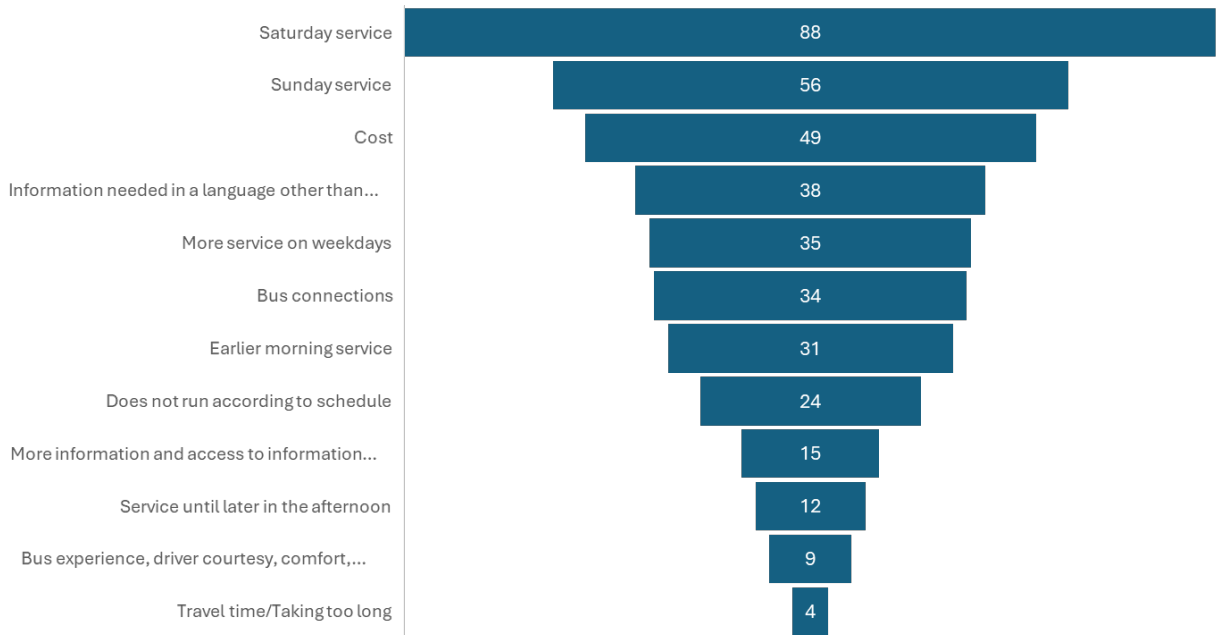


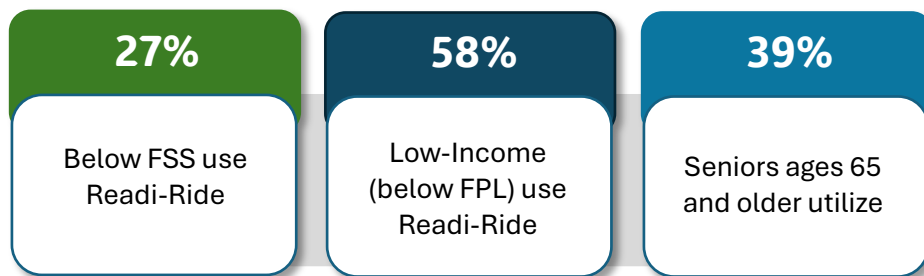
Figure 18. Dixon Read-Ride Improvement Themes



“ Buses run only during peak times (7-12; 1-4). If you go out at 3:30 p.m. there is no guarantee to get home. ”

Priority Populations.

According to the survey data, seniors ages 65 and older and respondents with incomes below the Family Self-Sufficiency Standard (FSS) are much more likely to utilize Dixon Read-Ride services than other groups. This is especially true for those with incomes below the Federal Poverty Level (FPL).



Veterans, living in supportive Veteran Housing, likewise identified cost barriers to transit. Many of the veterans living in the home do not have an income, and if they do it is typically very low.



There are veterans who have no income or very limited income. Even though the cost of a ticket is low, it's still a lot for someone who has no money.

Feedback from focus groups and key stakeholders indicates that there is also high utilization among school aged kids trying to get to and from school.

Pedestrian Issues

Community input from surveys, focus groups, and resident comments indicates that pedestrian safety and walking conditions remain a significant concern across the City of Dixon. Fifty-four (54%) percent of respondents identified poor pavement quality, including broken sidewalks, uneven surfaces, and obstructions, as the most pressing pedestrian issue. These conditions limit accessibility, increase the risk of trips and falls, and reduce overall comfort for people walking, particularly for older adults and individuals with mobility limitations.

Unsafe street crossings (48%), pedestrian safety(44%), and pedestrian and driver behavior emerged as recurring themes. Community members reported frequent failure by drivers to stop at stop signs, especially in school zones and downtown areas with high pedestrian activity.



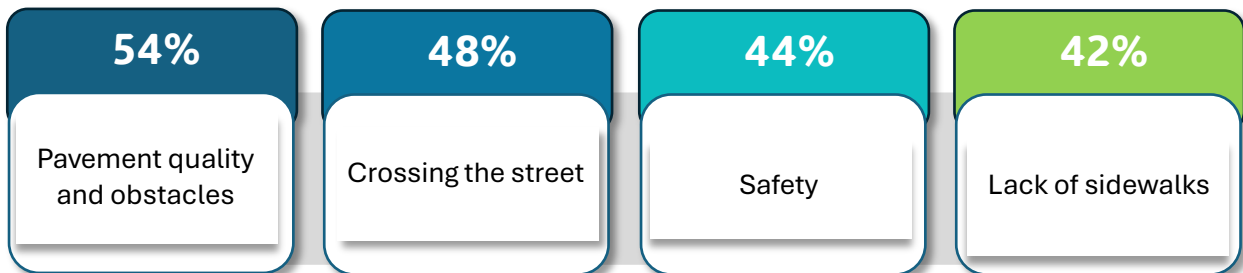
Locations such as E. Chestnut Street and S. 1st Street, E. A Street and E. Mayes, E. A Street and N. 4th Street were repeatedly cited as areas where congestion, cutting corners, failing to stop at stop signs, speeding and general disregard for traffic controls create hazardous conditions. This is especially true during school drop-off and pick-up times. The intersection of W. A Street and S. Almond was also identified as a hazardous area where drivers run the stop sign. Serious incidents—like a pedestrian being hit while walking her dog while crossing the street at S. A Street and Almond Street—underscore the severity of these risks and the need for targeted safety improvements.



The safety issues are exacerbated by the behavior of school aged children who were reported to not adhere to using crosswalks to cross the street, often don't look both ways when crossing, and walk, ride their scooters, and bikes in the street.

The lack of continuous and accessible sidewalks (42%) further exacerbates pedestrian safety challenges. In some neighborhoods, missing sidewalks force residents to walk in the street or along poorly lit roadways. Limited lighting outside of the downtown core was also raised as a concern, particularly during early morning and evening hours when people are walking to transit stops or services. Veterans and seniors noted that long walking distances to destinations, combined with poor lighting and uneven pavement, significantly increase safety risks. With the exception of the downtown area, Hwy 113 was identified as having missing sidewalks, poor lighting and other safety hazards between Heritage Lane and the Fairgrounds.

Overall, the findings point to a need for coordinated investments in sidewalk repair and infill, safer and more visible crossings, traffic calming in high-conflict areas, and improved lighting. These improvements are critical to supporting safe, equitable, and accessible walking conditions throughout Dixon.



Pedestrian Issues Affecting Priority Populations

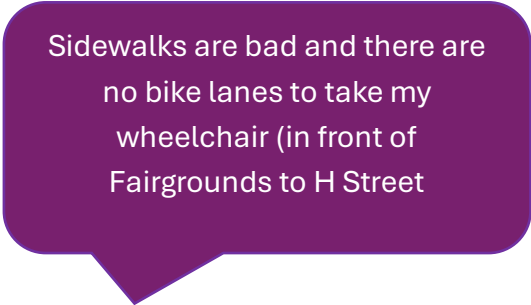
Consistent with MTC CBTP guidance, pedestrian challenges are not experienced equally across the community. Survey responses and focus group input show that priority populations face heightened barriers to safe and comfortable walking. Pedestrian challenges disproportionately affect seniors, people with disabilities, youth, low-income residents, and veterans, many of whom rely on walking as a primary or essential mode of travel.



Seniors (65+) and Older Adults

Seniors identified uneven pavement, long crossing distances, and lack of shade or seating as key barriers to walking. Focus group participants described difficulty walking long distances to stores or transit stops and challenges carrying groceries. Poor sidewalk conditions increase fall risk, while wide intersections and fast-moving traffic make crossings stressful and unsafe. For seniors with limited mobility or assistive devices, even short walking trips can become prohibitive when sidewalks are missing or poorly maintained.

During focus groups, several seniors reported avoiding walking in certain areas due to fear of injury or traffic-related incidents. Seniors who live in Heritage Commons pointed out the lack of sidewalks into town. If they wish to walk into town they are forced to walk along the shoulder or on the road. Those who use wheelchairs described an added hazard of uneven pavement and overgrown brush. Although Dixon Redit-Ride's on-demand service can take seniors into town, they cited the limited-service hours as an issue if they need to go anywhere in the late afternoon or on weekends.



Sidewalks are bad and there are no bike lanes to take my wheelchair (in front of Fairgrounds to H Street)

Veterans

Veteran focus group participants emphasized how pedestrian barriers intersect with mobility limitations, income constraints, and transit access. Veterans described long, poorly lit walks to the Solano Express bus stop, difficulty carrying groceries, and the

physical strain of walking in extreme heat during the summer. These conditions make everyday trips more challenging and increase dependence on limited transit services or costly alternatives. Veterans in the focus groups shared that when they need to get to Vacaville and Fairfield, without a car they must walk to the bus stop to catch Solano Express, due to the early morning and infrequent routes. They are also likely to get stuck in Vacaville if they miss the last bus to Dixon.

People with Disabilities

People with disabilities—particularly those using walkers, wheelchairs, or scooters—reported significant challenges related to sidewalk gaps, surface quality, and curb accessibility. Comments noted that broken pavement, steep slopes, and obstructions make it difficult or impossible to travel independently. These conditions limit independence and increase reliance on others for transportation.

Low-Income Residents and Zero-Vehicle Households

Low-income households and residents without access to a vehicle rely more heavily on walking for daily needs, making pedestrian infrastructure especially critical. Survey comments highlighted long walking distances to grocery stores, the need to walk along busy roads due to missing sidewalks, and safety concerns when traveling at night or early in the morning. For these residents, poor pedestrian conditions directly affect access to food, healthcare, employment, and transit.

Youth (Under 18)

Youth pedestrian safety was raised as a growing concern, particularly around school start and dismissal times. Community members noted heavy congestion, children riding bicycles or scooters in the street or on sidewalks, and a lack of safe routes to school. Participants emphasized the need for expanded Safe Routes to School education, clearer rules for scooter and bicycle use, and infrastructure improvements to better separate pedestrians, cyclists, and vehicles.

Disadvantaged Communities

The City of Dixon's Disadvantaged Communities (DAC) map shows that several areas with low-income households and multiple equity indicators—including higher concentrations of seniors, people with disabilities, people of color, and zero-vehicle households—are located near major corridors such as A Street, Almond Street, and Dixon Avenue. These are the same areas where residents reported unsafe crossings, missing sidewalks, speeding, and heavy traffic volumes.

In DAC areas, residents are more likely to depend on walking for daily trips, making the condition of pedestrian infrastructure especially critical. Gaps in sidewalks, limited ADA-compliant crossings, poor lighting, and high-speed traffic create compounding barriers for those with the greatest transportation needs. Community feedback highlighted concerns about accessibility in new developments, insufficient ADA parking, and the difficulty of safely crossing wide or busy streets within and near these communities.

Addressing pedestrian safety in disadvantaged communities will be essential to advancing equity goals within the Dixon CBTP. Prioritizing

improvements in these areas—such as sidewalk infill, enhanced crossings, traffic calming, and lighting—would directly benefit residents who are most reliant on walking and most vulnerable to safety risks.

Bicycling Issues

Community feedback indicates that bicycling conditions in Dixon present notable safety, comfort, and connectivity challenges. Survey responses, focus group discussions, and comment cards consistently point to limited bicycle infrastructure, unsafe interactions with vehicles and pedestrians, and concerns related to youth bicycling behavior. While bicycling is an important travel mode for recreation, school travel, and short local trips, many residents reported that existing conditions discourage safe and confident riding.

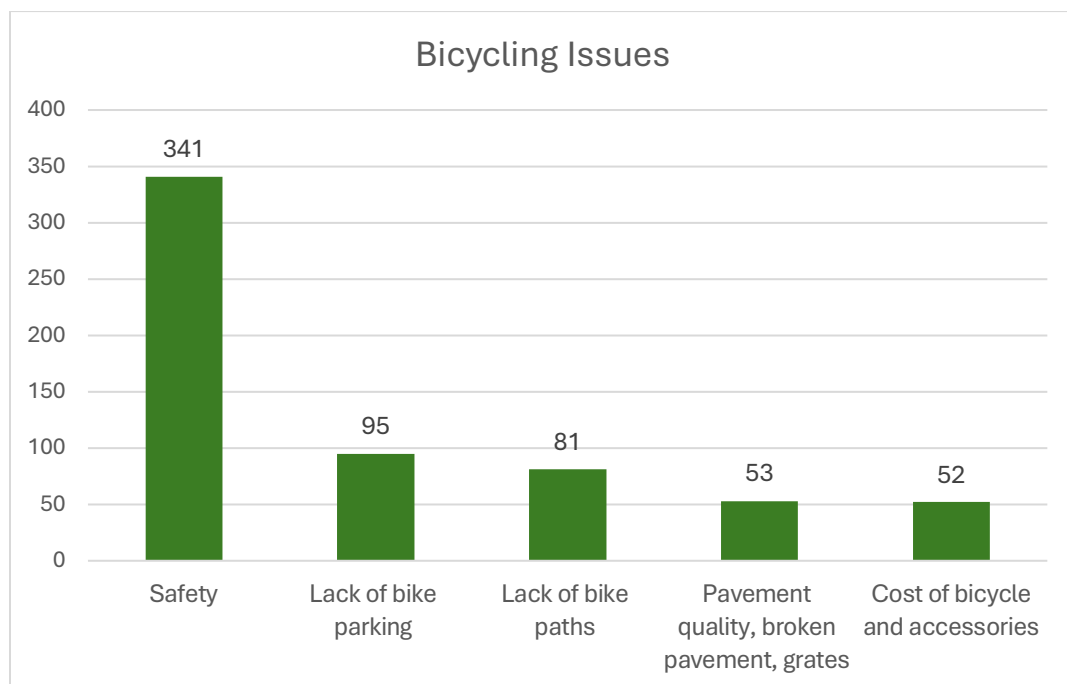
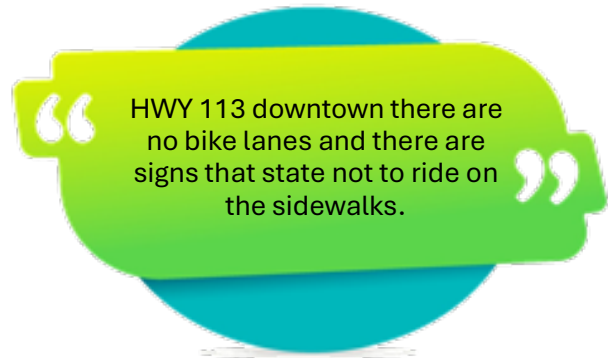
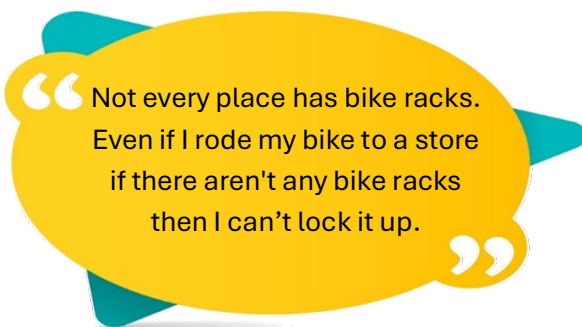


Figure 19. Bicycling Issues *n=585

Bicycling safety was the most identified issue as reflected by 58% of the survey respondents and feedback from focus groups and community members. A recurring theme, with impacts to safety, across community input is the lack of dedicated and continuous bicycle facilities. Participants noted gaps in bike lanes, narrow roadways, and corridors where bicyclists are forced to share space with fast-moving vehicles. As a result, some riders—particularly children—use sidewalks or ride in the middle of the street, creating conflicts with pedestrians and increasing crash risk. Community members expressed concern that these conditions contribute to unsafe riding behavior, including riding without helmets and limited situational awareness.

Conflicts between bicycles, electric scooters, pedestrians, and vehicles were frequently reported, especially near schools, parks, and in the downtown core. Seniors and parents described children riding bikes and scooters on sidewalks, in school zones, and through congested intersections without clear guidance or

enforcement. This highlights the need for better infrastructure design, education, and clear expectations for shared spaces.



Lighting and visibility were also identified as issues affecting bicyclist safety. Veterans and other riders noted that early morning and evening travel—particularly to reach transit stops or work—often occurs on poorly lit streets, increasing the risk of crashes. Combined with uneven pavement and limited separation from traffic, these conditions further reduce comfort for bicyclists of all ages.

Bicycling Issues Affecting Priority Populations. Bicycling challenges in Dixon disproportionately affect youth and low-income households many of whom rely on biking as a low-cost transportation option.

Youth (Under 18)

Youth safety was a prominent concern raised by seniors and parents, who observed children riding bicycles and electric scooters on sidewalks, in travel lanes, and through intersections without helmets or awareness of traffic conditions. A community member summarized this concern by noting that “kids ride electric scooters and bikes on the sidewalk, in the middle of the road, and don’t pay attention to where they are going.”



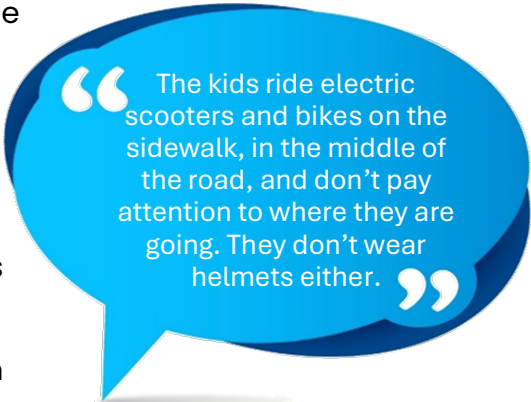
Veterans

Veterans described bicycling as a potential alternative to walking long distances, but cited missing bike racks, lack of secure parking, and limited bike-friendly connections as barriers. Some veterans noted that even when destinations were reachable by bike, the absence of bike racks prevented them from safely locking their bicycles, discouraging use. Others highlighted the physical strain of riding or walking long distances due to limited transit connectivity and uneven road conditions.

Bicycling Issues in Disadvantaged Communities

Dixon's disadvantaged communities often overlap with corridors lacking safe bicycle infrastructure. In these areas, residents are more likely to rely on biking for short trips to schools, stores, parks, and transit stops. However, missing bike lanes, high-speed traffic, and poor pavement conditions create barriers that discourage safe bicycling.

Community comments and focus group feedback indicate that in DAC areas, bicyclists frequently ride on sidewalks or in travel lanes due to the absence of designated facilities. This increases exposure to conflicts with both vehicles and pedestrians and disproportionately affects residents with fewer transportation alternatives. Improving bicycle infrastructure in disadvantaged communities would support safer



“ The kids ride electric scooters and bikes on the sidewalk, in the middle of the road, and don't pay attention to where they are going. They don't wear helmets either. ”

travel, reduce reliance on driving, and advance equity goals of the CBTP.

Key Takeaways for the CBTP

The findings from the Dixon Community-Based Transportation Plan reveal a community with diverse mobility needs and clear equity-driven priorities. While driving remains the dominant travel mode, a substantial share of residents—particularly CBTP priority populations—rely on walking, bicycling, and demand-responsive transit to meet daily needs. Transportation barriers are not experienced equally across the community; rather, they are concentrated among low-income households, seniors, people with disabilities, veterans, youth, people of color, and residents living in Disadvantaged Communities (DACs).

1. Auto Dependence Masks Significant Non-Driving Needs

Although most respondents drive, many residents either cannot drive consistently or prefer not to. Walking is the second most common mode, and bicycling, shared rides, and Dixon REDI-Ride play an essential role for residents with limited vehicle access. Seniors, youth, low-income households, and people with disabilities are less auto-reliant and more vulnerable to gaps in pedestrian, bicycle, and transit infrastructure.

Seniors, youth, and households below the Family Self-Sufficiency Standard are more likely to depend on non-driving modes and supportive transportation services.

2. Economic Insecurity Strongly Shapes Transportation Access

A large share of survey respondents fall below the Family Self-Sufficiency Standard, even if they are not classified as low-income under federal definitions. These households rely more heavily on walking, bicycling, Dixon Redit-Ride, and getting rides from others. Transportation costs, service availability, and distance to destinations compound financial vulnerability.

3. Seniors Experience the Greatest Barriers to Essential Destinations

Seniors report disproportionate difficulty accessing medical appointments and grocery stores—destinations critical to health, independence, and aging in place. Many older adults rely on Dixon Redit-Ride and walking but face barriers related to sidewalk conditions, long crossing distances, limited service hours, and safety concerns.

4. Youth Face Safety and Independence Challenges

Youth have limited independent mobility and rely on caregivers, walking, bicycling, scooters, and Redit-Ride to access school and activities. Community feedback highlights safety concerns related to congestion, unsafe crossings, limited bike facilities, and inconsistent rules for scooters and bicycles near schools.

Youth need safer routes to school, clearer separation of travel modes, and education and infrastructure that support independent and safe travel.

5. Pedestrian Safety Is a Citywide Concern with Equity Implications

Poor pavement quality, unsafe crossings, lack of sidewalks, and driver behavior were among the most frequently identified issues. These challenges are most acute in areas with high pedestrian activity, school zones, and DACs. Seniors, people with disabilities, veterans, and zero-vehicle households are especially affected by these conditions.

6. Bicycling Conditions Limit Safe and Confident Use

Residents identified gaps in bicycle lanes, lack of secure bike parking, poor lighting, and conflicts with vehicles and pedestrians as major barriers. Youth bicycling behavior and scooter use raised safety concerns, while veterans and low-income residents identified bicycling as a potential but constrained travel option.

7. Dixon Redit-Ride Is a Critical Mobility Lifeline

Dixon Redit-Ride is highly valued and widely used by seniors, low-income households, people with disabilities, veterans, and students. Demand exceeds current service capacity, with strong interest in expanded hours, weekend service, affordability improvements, and easier payment options.

Redi-Ride: Critical Mobility Lifeline

Seniors, low-income households, people with disabilities, and veterans depend on Redit-Ride for essential trips and are most impacted by service limitations.

8. Disadvantaged Communities Experience Compounding Barriers

DACs in Dixon overlap with corridors that have unsafe crossings, missing sidewalks, limited bike facilities, and heavy traffic. Residents in these areas are more likely to depend on non-auto modes while facing the highest safety and access challenges.

Overall Implications for the CBTP

The findings make clear that achieving transportation equity in Dixon requires prioritizing investments that improve walking and bicycling safety, expand and enhance Dixon Readi-Ride, reduce cost and access barriers, and target improvements in Disadvantaged Communities and for CBTP priority populations. These findings directly inform the CBTP's goals, strategies, and project recommendations, ensuring that future transportation investments are responsive, inclusive, and community-driven.



ⁱ Stalsberg R, Pedersen AV. Are Differences in Physical Activity across Socioeconomic Groups Associated with Choice of Physical Activity Variables to Report? *Int J Environ Res Public Health*. 2018 May 5;15(5):922



ANALYSIS

Analysis and Issue Triangulation

This chapter builds upon the community-identified needs documented in the Findings Chapter by triangulating them with existing local, countywide, regional, and state planning documents, as well as with current and planned projects identified through City and Solano Transportation Authority (STA) efforts. The purpose of this chapter is threefold:

1. **Validate community-identified transportation challenges** by confirming consistency with adopted plans and technical studies.
2. **Assess alignment between identified needs, proposed solutions, and funded or planned projects**, highlighting where progress is already underway.
3. **Identify remaining gaps** and define targeted project and program recommendations to inform implementation of the Dixon CBTP.

This triangulation strengthens the CBTP by ensuring that recommendations are both community-driven and supported by technical analysis, policy direction, and regional priorities.

Walking and Pedestrian Safety

Community members consistently identified poor pavement quality, incomplete or missing sidewalks, unsafe crossings, and traffic safety concerns as the most significant barriers to walking in Dixon. These



issues were emphasized most strongly by seniors, people with disabilities, and low-income residents, who reported that deteriorated infrastructure and unsafe street conditions limit independent mobility and restrict access to daily destinations such as grocery stores, medical services, schools, and transit.

These community-identified concerns are strongly supported by adopted plans and technical studies. The Solano Countywide Local Road Safety Plan (LRSP) identifies pedestrians as a high-risk vulnerable

road user group in Dixon and notes that pedestrian-involved crashes account for a disproportionately high share of fatal and severe injury (KSI) collisions. The LRSP attributes these outcomes to systemic factors such as unsafe vehicle speeds, inadequate lighting, and intersection-related conflicts, and identifies multiple high-crash pedestrian corridors within the city. Similarly, the Dixon Active Transportation Plan documents widespread sidewalk gaps, substandard crossings, and pavement deficiencies throughout Dixon, particularly along arterial and collector streets and in areas near schools and parks. These documented conditions closely mirror the challenges raised by residents during the CBTP engagement process.

Concerns related to pavement quality are further reinforced by the Solano County Pothole Report, which highlights ongoing maintenance backlogs that affect both pedestrian comfort and safety. In addition, the Solano Mobility Study for Older Adults and People with Disabilities emphasizes the importance of continuous sidewalks, safe crossings, and pedestrian amenities such as curb ramps, lighting, and seating. That study underscores how deficiencies in these elements disproportionately affect seniors and people with disabilities, particularly when traveling to medical appointments and other



Improving pedestrian conditions in Dixon is not only a safety imperative, but also a critical equity priority.



essential services.

Taken together, the pedestrian challenges identified in the Findings Chapter are strongly corroborated by safety data, adopted local and regional plans, and countywide mobility studies. This convergence of community input and technical analysis confirms that improving pedestrian conditions in Dixon is not only a safety imperative, but also a critical equity priority.



Bicycling Conditions and Safety

Residents consistently reported safety concerns related to bicycling in Dixon, including limited and discontinuous bike lanes, poor connectivity between destinations, pavement quality issues, and a lack of secure bicycle parking. Community members expressed particular concern about youth bicycling safety, noting that children often ride bicycles or electric scooters on sidewalks, in travel lanes, or through intersections without clear guidance or protection—conditions that are especially problematic near schools, parks, and high-traffic corridors.

These concerns are strongly supported by adopted plans and safety analyses. The Dixon Active Transportation Plan identifies significant gaps in the city’s bikeway network, inconsistent striping, and limited east–west and north–south connectivity as major barriers to safe and comfortable bicycling. The plan’s priority corridors closely align with locations frequently cited by CBTP participants, reinforcing the consistency between technical analysis and lived experience. In

addition, the Solano Countywide Local Road Safety Plan identifies bicycle-involved crashes as a recurring component of serious injury collisions and emphasizes the need for systemwide safety countermeasures. Recommended strategies include improved bikeway design, enhanced intersection treatments, and speed management approaches that reduce conflicts between bicyclists and motor vehicles.



Bicycling conditions require more than isolated improvements and instead depend on a connected, legible, and low-stress network.

Countywide active transportation policies further reinforce these findings by emphasizing the importance of bikeway continuity, comfort for users of all ages and abilities, and strong integration with schools, transit, and key community destinations. Together, these policies recognize that safe The bicycling challenges identified through the CBTP process are consistent with adopted planning documents and crash data, confirming the need for continued investment in bikeway infrastructure, maintenance, education, and network connectivity to support safe bicycling for residents of all ages and abilities.

Transit and Dixon Redit-Ride

Transit users identified a range of needs related to service span, reliability, access to information, and connections to regional services. These issues were most pronounced among seniors, people with disabilities, low-income residents, and veterans—groups that rely more heavily on transit and demand-responsive services to meet daily needs. Dixon Redit-Ride emerged as a critical mobility resource for

these populations, providing access to medical appointments, grocery stores, employment, and social services. While community members expressed strong support for REDI-Ride, they also emphasized interest in expanded service hours, improved connections to regional transit, and clearer, more accessible information about available services.

These community-identified needs closely align with findings from the Solano Mobility Study for Older Adults and People with Disabilities, which identifies traveling to medical appointments and daily activities as the most significant mobility challenges across Solano County. That study places strong emphasis on the role of demand-responsive services, such as Dixon REDI-Ride, in supporting independence and access for seniors and people with disabilities. The study further recommends expanded service hours, improved rider information and trip planning, and stronger coordination with regional transit providers—priorities that mirror the themes raised by CBTP participants.

In addition, regional transit planning efforts led by the Solano Transportation Authority emphasize the importance of first- and last-mile connections, mobility management, and targeted programs for priority populations. These efforts are intended to improve access to regional services while addressing barriers related to cost, information, and service availability. Taken together, community input and countywide mobility planning reinforce the importance of Dixon REDI-Ride as a cornerstone of equitable mobility in Dixon and highlight the need for continued investment in service enhancements, coordination, and rider support.

Vehicle Safety and State Route 113

Residents expressed ongoing concerns about speeding, vehicle conflicts with pedestrians and bicyclists, and overall safety along major corridors, particularly State Route 113 as it passes through downtown Dixon. Community members described SR 113 as a challenging environment for local travel due to higher traffic volumes, regional through-traffic, and vehicle speeds that are incompatible with a walkable, bikeable downtown setting.



These concerns are strongly supported by adopted plans and safety analyses. The Solano Countywide Local Road Safety Plan identifies intersections and speeding as leading contributors to severe and fatal crashes in Dixon and prioritizes safety improvements along arterial corridors where these conditions are most prevalent. This systemic safety analysis reinforces the need for corridor-level strategies rather than isolated spot treatments, particularly on roadways that serve multiple user types.

The State Route 113 Transportation Concept Report further recognizes SR 113 as both Dixon's Main Street and a key north-south corridor carrying local, regional, and interregional traffic. While the long-term corridor concept maintains the existing lane configuration, the report emphasizes the importance of multimodal accommodation, safety, and operational improvements within urban segments, acknowledging the need to balance regional mobility with local access and safety.

Complementing this approach, the City of Dixon General Plan Mobility Element supports traffic calming, multimodal safety, and context-sensitive roadway design along major corridors, particularly in areas with pedestrian activity and community-serving land uses.

Vehicle safety concerns identified by the community are well supported by crash data, state corridor planning, and local policy direction. This alignment underscores the importance of continued coordination with Caltrans and the implementation of context-appropriate safety measures to improve conditions for all roadway users along SR 113 and other major corridors in Dixon.

Proposed Solutions



Throughout the CBTP process, community members were invited to identify a set of solutions that directly respond to the community-identified transportation challenges. A strong emphasis was placed on improving the basic condition and completeness of pedestrian infrastructure, particularly through sidewalk repair and infill in areas where gaps and deteriorated pavement limit safe and comfortable walking. Participants also highlighted the need for safer street crossings and traffic calming measures to reduce conflicts between vehicles and people walking or bicycling, especially near schools, parks, and other key destinations.

Bicycling improvements were another recurring theme, with community members calling for clearer bikeway striping, improved network connectivity, and safer on-street conditions that would support riders of all ages and abilities. In response to the issues of youth riding their bikes, e-bikes, scooters, and skate boards on sidewalks and in the

middle of the street, focus group participants suggested a city ordinance.

In addition to pedestrian and bicycling infrastructure needs, participants expressed the importance of enhancing transit and on-demand mobility options. This included interest in expanded Dixon Redit-Ride service hours, clearer and more accessible rider information, and improved connections to regional transit services.

Finally, the community emphasized the need for targeted fare policies or service enhancements that better support priority populations, including low-income, seniors, people with disabilities, and youth. Collectively, these proposed solutions closely align with the strategies and recommendations identified in the Solano Countywide Local Road Safety Plan, the Dixon Active Transportation Plan, and the Solano Mobility Study for Older Adults and People with Disabilities, reinforcing their validity and relevance.

Current and Planned Projects

In parallel with the community-identified solutions, the City of Dixon and the Solano Transportation Authority have already advanced a number of projects and programs that address many of the same needs. Current and planned efforts include a range of pedestrian and bicycle improvements, such as updated pavement markings, curb bulb-outs, relocation of rectangular rapid flashing beacons (RRFBs), and the installation or rehabilitation of Class II bikeways. These improvements reflect a focus on low-cost, high-impact safety treatments that can be implemented incrementally as funding becomes available.

Several corridors identified through the Dixon Active Transportation Plan—including South First Street, A Street, and the North

Lincoln/Parkgreen area—have been prioritized for improvements. These locations are consistent with community priorities expressed during the CBTP process and represent key opportunities to improve connectivity and safety for people walking and bicycling.

On May 6th, 2025, the City of Dixon established an e-biking ordinance to address many of the concerns raised by the community.

Transit investments are also underway. Dixon Redit-Ride has restored weekday service to 5:00 PM and continues to evaluate longer-term service enhancements, including vehicle electrification, potential microtransit applications, and improvements to customer interfaces and payment options. At the regional level, Solano Mobility programs provide additional support through services such as medical trip concierge programs, ADA-accessible taxi services, and mobility management resources that help residents navigate available transportation options.

Gap Analysis

While there is strong alignment between community priorities, adopted plans, and current investments, several gaps remain that limit Dixon's ability to fully address transportation needs. Funding for sidewalk repair and pavement maintenance continues to be a significant constraint, with no dedicated local revenue source sufficient to address the full extent of the backlog. As a result, improvements must be phased and often rely on competitive grants.

Although progress has been made on key bikeway corridors, the overall bicycle network remains incomplete, particularly outside of priority routes identified in existing plans. Gaps in connectivity and comfort

continue to discourage broader bicycling participation, especially among less confident riders.

Transit service limitations also persist. Evening and weekend service, as well as enhanced regional connectivity, remain constrained by funding availability, staffing, and farebox recovery requirements. In addition, information and wayfinding challenges continue to affect first-time users, non-English speakers, and priority populations, reducing the effectiveness of existing services and programs.

Finally, improving multimodal safety along State Route 113 remains a complex, long-term challenge. While safety concerns are well-documented, meaningful improvements will require sustained coordination with Caltrans and incremental implementation of context-sensitive design and operational strategies.

Project and Program Recommendations

Based on this analysis, the Dixon Community-Based Transportation Plan should prioritize a focused set of project and program strategies that build upon existing efforts while addressing remaining gaps (See Table 3. Findings to Recommendations Matrix). Improving pedestrian safety and accessibility should remain a top priority, with targeted investments in sidewalk repair and infill within priority population areas, along with high-visibility crossings and improved lighting at locations with a history of severe crashes.

Completion of the bicycle network is also essential. This includes implementing low-cost striping, signage, and intersection treatments to close critical gaps, as well as advancing safe routes to schools and parks to support youth mobility and safety. Transit and Dixon Redit-Ride enhancements should continue to be pursued incrementally, with

service expansions aligned to demonstrated demand and accompanied by improved rider information, multilingual materials, and trip-planning support.

Vehicle safety and corridor improvements should focus on traffic calming and speed management on local streets, while maintaining close collaboration with Caltrans to advance multimodal safety improvements along SR 113. Finally, implementation readiness should remain a central consideration, with projects strategically positioned for competitive funding opportunities such as HSIP, ATP, and OBAG, and phased in a manner that reflects available resources and staffing capacity.

Finally, CBTP's are intended to address historically underserved communities and populations. Addressing transit-related issues should be done with priority populations in mind. Many of the identified safety issues occur within or on the perimeter of MTC's Equity Priority Communities and Solano County's threshold for Disadvantaged Communities. Enhancing pedestrian and bicycling infrastructure, addressing pavement quality, increasing traffic enforcement and implementing traffic calming strategies in these communities is paramount. Moreover, there is a need for age-responsive strategies with a focus on seniors 65 and older and youth.

Table 3. Findings-to-Recommendations Matrix

Key Finding	Supporting Plans	Current & Planned Actions	Remaining Gaps	CBTP Recommendations
Sidewalk gaps, poor pavement, and unsafe crossings limit walking, especially for seniors, people with disabilities, and low-income residents.	Dixon ATP; Solano LRSP; Solano Mobility Study	Sidewalk repairs; curb bulb-outs; RRFB relocations; striping	No dedicated sidewalk funding; backlog in priority areas	Prioritize sidewalk repair and infill in EPCs and near key destinations; pursue ATP and HSIP funding; bundle with paving projects
Pedestrian safety risks are highest at crossings and along higher-speed streets.	Solano LRSP; Dixon General Plan; ATP	High-visibility crossings; targeted safety upgrades	Incomplete coverage; limited lighting and speed control	Expand lighting, crossings, and traffic calming at high-injury locations using systemic safety approaches
Bikeway network lacks continuity and comfort for all ages and abilities.	Dixon ATP; Solano County ATP	Class II bikeway installation; restriping	Gaps remain outside priority corridors	Implement low-cost striping, signage, and intersection treatments to close network gaps
Youth bicycling safety concerns near schools and busy corridors.	Dixon ATP; SRTS best practices	Select corridor bikeway upgrades	Limited citywide SRTS projects	Advance Safe Routes to School infrastructure and education projects; pursue SRTS grants
Dixon Read-Ride is critical for priority populations but service hours and connectivity to regional services are limited.	Solano Mobility Study; Solano Mobility Programs	Weekday service restored to 5 PM; service evaluations underway	Evening/weekend service constrained by funding and productivity	Incrementally expand service hours as demand allows; prioritize medical and essential trips

Table 3. Findings-to-Recommendations Matrix continued

Key Finding	Supporting Plans	Current & Planned Actions	Remaining Gaps	CBTP Recommendations
Transit information is difficult to access for first-time users and non-English speakers.	Solano Mobility Study; CBTP input	Solano Mobility Call Center; bilingual assistance and materials in Spanish in key civic locations;	Inconsistent outreach and wayfinding	Improve multilingual rider information, trip-planning tools, and mobility management
Regional transit connections are limited for jobs, healthcare, and services.	Transit and Rideshare Element of the Solano CTP;	Solano Express Blue Line; mobility programs	Expansion dependent on external funding	Improve first/last-mile connections; coordinate with STA on pilots and service expansion
Speeding and vehicle conflicts reduce safety on local streets.	Solano LRSP; Dixon General Plan	Striping and traffic control improvements	Need for broader speed management	Implement neighborhood traffic calming and context-sensitive speed strategies
SR-113 functions as both Main Street and regional route, creating multimodal conflicts.	SR-113 Transportation Concept Report(TCR); Solano LRSP	Incremental safety improvements	Long-term solutions require Caltrans coordination	Continue collaboration with Caltrans; advance multimodal safety and context-sensitive design
Funding limitations constrain project delivery.	Solano CTP; City budget	RMRA, impact fees, grants	Insufficient funds for full needs	Position projects for ATP, HSIP, OBAG; phase implementation to match resources



COMMUNITY DRIVEN SOLUTIONS

The findings of the Dixon Community-Based Transportation Plan clearly demonstrate that transportation needs and barriers vary significantly across the community, with CBTP priority populations experiencing the greatest challenges to safe, affordable, and reliable mobility. While driving remains the dominant mode for many residents, the data and community input underscore the critical role of walking, bicycling, and demand-responsive transit in supporting access to essential destinations—particularly for seniors, low-income households, people with disabilities, veterans, youth, and residents living in Equity Priority and Disadvantaged Communities.

The issues identified throughout the Findings Chapter are interconnected. Poor pedestrian and bicycle infrastructure, unsafe crossings, limited transit service hours, affordability constraints, and gaps in connectivity collectively limit access to healthcare, groceries, education, employment, and social opportunities. This chapter translates community-identified needs and recommended solutions

into actionable strategies, programs, and projects. Recommendations are directly informed by the findings and are organized to:

- Improve pedestrian and bicycle safety and comfort in high-risk locations and Disadvantaged Communities
- Expand and enhance Dixon Redit-Ride and other supportive transit services to better serve priority populations
- Reduce transportation cost burdens and improve affordability and ease of use
- Strengthen connections to essential destinations and regional transit
- Advance Safe Routes to School and age-responsive mobility solutions

Together, the findings and recommendations form a cohesive, community-driven framework for advancing transportation equity in Dixon. This chapter builds on the voices and experiences documented throughout the report, outlining near-term actions and longer-term investments that will improve access, safety, and quality of life for all residents—especially those most reliant on non-auto transportation options.

Transportation challenges are most acute in equity-priority areas and among residents with the fewest transportation options, reinforcing the need for targeted, equity-focused solutions rather than one-size-fits-all approaches.

Community Driven Solutions

Community engagement was the cornerstone of the Dixon Community-Based Transportation Plan (CBTP) process. Throughout the process, community members were asked to identify solutions to the transportation challenges they experienced. In addition, participatory budgeting and prioritization was incorporated to ensure the recommendations reflect the priorities set forth by the community.

Participatory Budgeting and Prioritization

Participatory budgeting and prioritization were used as tools to empower Dixon residents to play a direct role in shaping transportation investments. This approach allowed community members to actively engage in decision-making by identifying which transportation improvements mattered most to them and how limited resources should be allocated.

Key elements of the participatory budgeting and prioritization process included:

Community Involvement

Residents, stakeholders, and community organizations were invited to share their perspectives on transportation challenges, gaps, and priorities through workshops, surveys, and community meetings. This ensured that recommendations reflect the



lived experiences of those most directly affected by transportation conditions in Dixon.

Idea Generation

Community members proposed a range of potential improvements, including pedestrian safety enhancements, bicycle infrastructure, transit service improvements, and roadway safety measures. These ideas were grounded in daily travel needs and local conditions identified through the CBTP outreach process (See Appendix C. Proposed Solutions).

Prioritization and Selection

After ideas were collected and refined, participants were asked to prioritize the improvements they felt were most important. This step was designed to help clearly identify community preferences and establish a hierarchy of needs to guide future investment decisions.

Simulated Budget Allocation

While no dedicated funding was available at the time of the CBTP, participants were asked to allocate a hypothetical \$500,000 across a list of pedestrian and bicycle infrastructure projects (See Appendix D). This exercise simulated real-world tradeoffs and provided insight into which improvements residents felt would deliver the greatest benefit if funding becomes available. In Addition, CBTP participants were asked to prioritize populations for reduced fare should funding become available while still maintaining fare box recovery requirements.

Transparency and Accountability

The participatory process emphasized transparency by clearly communicating how input was collected, how priorities were established, and how community feedback directly informed CBTP

recommendations. This approach helps build trust and reinforces the connection between engagement and outcomes.

Long-Term Vision

Beyond addressing immediate needs, participatory budgeting supported a longer-term vision for Dixon’s transportation system—one that can adapt to future growth, changing travel patterns, and evolving community priorities.

Overall, the participatory budgeting and prioritization process ensured that the Dixon CBTP is grounded in community input, responsive to local needs, and aligned with principles of equity, transparency, and shared decision-making.

Framework for Recommendations

CBTP recommendations are organized around key need areas identified through survey data, focus groups, stakeholder input, and regional policy review.

Each recommendation is:

- Community-driven (grounded in survey, focus group and community member input)
- Equity-centered (prioritizing CBTP priority populations and DACs)
- Regionally aligned (consistent with Solano CTP, LRSP, ATPs, CMP, and SRTPs)

CBTP Issues

Pedestrian safety and accessibility

Bicycle safety and connectivity

Enhanced transit and demand-responsive mobility (Dixon Redit-Ride)

Access to essential destinations

- Funding-ready (linked to realistic funding programs and implementation pathways)

Pedestrian Safety and Accessibility

Recommendations

Residents consistently identified poor pavement quality, unsafe crossings, lack of sidewalks, and driver behavior—particularly in school zones and Equity Priority/Disadvantaged Communities—as major barriers to safe walking. Seniors, people with disabilities, low-income households, veterans, and youth are disproportionately affected by these issues.

Key Recommendations for Pedestrian Safety and Accessibility	
<p>ENHANCE PEDESTRIAN INFRASTRUCTURE</p> <ul style="list-style-type: none"> ▪ Prioritize Sidewalk Repair and Infill in High-Need Areas ▪ Focus on corridors with high pedestrian activity, DACs, school zones, and routes to transit and essential services. ▪ Coordinate improvements with ADA upgrades and lighting enhancements. 	<p>POTENTIAL FUNDING:</p> <ul style="list-style-type: none"> ▪ SB-1 Road Maintenance & Rehabilitation Account (RMRA) ▪ Community Development Block Grant (CDBG) ▪ State Transportation Assistance (STA) Pavement Programs ▪ California Air Resources Board (CARB)
<p>IMPROVE PEDESTRIAN CROSSINGS ON HIGH-RISK CORRIDORS</p> <ul style="list-style-type: none"> ▪ Implement enhanced crossings, Rectangular Rapid-Flashing Beacon (RRFC), and 	<p>POTENTIAL FUNDING:</p> <ul style="list-style-type: none"> ▪ Highway Safety Improvement Program (HSIP)

<p>visibility improvements along SR-113, A Street, Almond Street, and South First Street.</p> <ul style="list-style-type: none"> ▪ Advance near-term safety countermeasures consistent with Vision Zero and Local Road Safety Plan (LRSP) priorities. 	<ul style="list-style-type: none"> ▪ Caltrans Active Transportation Program (ATP) ▪ Transportation Development Act (TDA) ▪ Surface Transportation Block Grant (STBG) ▪ State Highway Operation and Protection Program (SHOPP) ▪ Transportation Fund for Clean Air (TFCA)
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Bicycle Safety and Connectivity Recommendations

Residents reported gaps in bike lanes, lack of bike parking, conflicts with vehicles and pedestrians, and safety concerns related to youth bicycling and e-scooter use. DAC areas experience the greatest infrastructure gaps.

Key Recommendations for Bicycle Safety and Connectivity	
<p>COMPLETE A LOW-STRESS BICYCLE NETWORK, ENHANCE INFRASTRUCTURE</p> <ul style="list-style-type: none"> ▪ Advance identified projects including North Adams Bike Path, North Lincoln Street/Parkgreen Drive bikeway, and South First Street separated bikeways. 	<ul style="list-style-type: none"> ▪ Potential Funding: ▪ HSIP ▪ YSAQMD ▪ Caltrans Active Transportation Program (ATP) ▪ Transportation Development Act (TDA) ▪ Transportation Fund for Clean Air (TFCA),

<ul style="list-style-type: none"> ▪ Prioritize north-south connectivity and access to schools, parks, and downtown. 	<ul style="list-style-type: none"> ▪ Possible RTIF funding for pavement rehabilitation ▪ Local Measure and development impact fees
<p>EXPAND BICYCLE PARKING AND END-OF-TRIP FACILITIES</p> <ul style="list-style-type: none"> ▪ Install bike racks at schools, parks, shopping areas, transit stops, and community facilities, particularly in DACs. 	<p>POTENTIAL FUNDING:</p> <ul style="list-style-type: none"> ▪ Caltrans Active Transportation Program (ATP) ▪ Local Measure Funds ▪ Public-private partnerships
<p>PAIR INFRASTRUCTURE WITH EDUCATION AND ENFORCEMENT</p> <ul style="list-style-type: none"> ▪ Coordinate Safe Routes to School education, helmet programs, and clear guidance for bicycle and e-scooter use. ▪ Align with the City’s adopted e-bike ordinance (May 2025). 	<p>POTENTIAL FUNDING:</p> <ul style="list-style-type: none"> ▪ ATP Safe Routes to School

Transit and Dixon Redit-Ride Recommendations

Dixon Redit-Ride is a critical mobility lifeline for seniors, people with disabilities, low-income households, veterans, and youth. Demand exceeds current capacity, with strong interest in expanded hours, affordability improvements, and better information access.

Key Recommendations for Transit and Dixon Read-Ride	
<p>SUSTAIN AND EXPAND DIXON READ-RIDE SERVICE</p> <ul style="list-style-type: none"> ▪ Continue restoring pre-pandemic weekday service levels and evaluate targeted service extensions as demand and funding allow. ▪ Prioritize service for medical, grocery, and essential trips. 	<p>POTENTIAL FUNDING:</p> <ul style="list-style-type: none"> ▪ Transportation Development Act (TDA) ▪ FTA Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) and 5311 ▪ City of Dixon General Funds
<p>IMPROVE FARE ACCESS AND PAYMENT OPTIONS</p> <ul style="list-style-type: none"> ▪ Explore electronic payment methods, fare subsidies, and expanded coupon access within farebox recovery requirements. ▪ Coordinate with Solano Mobility programs to reduce out-of-pocket costs. ▪ Prioritize discounted rates to low-income and CBTP priority populations 	<p>POTENTIAL FUNDING:</p> <ul style="list-style-type: none"> ▪ Transportation Development Act (TDA) ▪ FTA Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) ▪ City of Dixon General Funds
<p>PROMOTE SOLANO MOBILITY’S MEDICAL CONCIERGE SERVICE PROGRAM</p> <ul style="list-style-type: none"> ▪ Assist older adults (60+) to get to medical appointments through the Medical Concierge program. 	<p>POTENTIAL FUNDING:</p> <ul style="list-style-type: none"> ▪ Solano Mobility Programs

<ul style="list-style-type: none"> Assist Veterans to get to medical appointments at VA clinics through the Medical Concierge program. <p><i>Note: Solano Mobility will pay 60% of the ride, and for qualifying low-income residents, Solano Mobility will pay 80% of the ride.</i></p>	
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Access, Information, and Regional Coordination Recommendations

Many residents—particularly seniors, people with disabilities, veterans, and residents with limited English proficiency—reported difficulty accessing information about available transportation services.

Key Recommendations for Access and Information, Regional	
<p>EXPAND TRANSPORTATION INFORMATION AND TRAVEL TRAINING</p> <ul style="list-style-type: none"> Partner with Solano Mobility to provide multilingual outreach, travel training, and one-on-one trip planning assistance. Increase visibility of the Solano Mobility Call Center as a one-stop transportation resource. 	<p>POTENTIAL FUNDING:</p> <ul style="list-style-type: none"> FTA Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Transportation Development Act (TDA)

Leverage Existing Transportation and Planning Efforts

Numerous county and regional studies and plans have been developed with targeted strategies and potential funding streams. It's important to stay abreast of those efforts and to coordinate initiatives to maximize efforts, avoid duplication, and leverage partnership opportunities. Solano Mobility programs, Solano Countywide Road Safety Plan, Active Transportation Plan (ATP) and ATP Update, and the 2023 Solano County Congestion Management Plan are among those that may prove beneficial to residents of Dixon.

Implementation and Collaboration

These community-driven solutions will be implemented through a coordinated effort involving the city, transportation agencies, and local organizations. Successful implementation will require:

- **Ongoing Community Feedback:** Continued engagement with residents will be essential to refine solutions and ensure that the transportation plan adapts to evolving community needs.
- **Partnerships with Local Stakeholders:** Collaboration with local businesses, non-profits, faith-based groups, schools, and other service providers will ensure the plan's success and sustainability.
- **Securing Funding and Resources:** Leveraging state, federal, and local funding, along with private sector partnerships, will be critical for the realization of these strategies.

By prioritizing community-driven solutions, the Dixon Community-Based Transportation Plan aims to create a transportation network that is safe,

accessible, and sustainable for all residents, regardless of their mobility needs or income levels.

Benefits to CBTP Priority Populations

The recommendations in this chapter directly advance equity outcomes for MTC CBTP priority populations:

- *Low-income households & households below FSS*: Improved sidewalks, safer crossings, Redit-Ride expansion, and reduced transportation cost burdens.
- *Seniors*: Enhanced access to medical care and groceries, safer walking environments, expanded demand-responsive transit, and travel training.
- *People with disabilities*: ADA-compliant pedestrian routes, improved pavement quality, and reliable curb-to-curb transit.
- *Veterans*: Affordable transit options, improved access to intercity connections, and reduced walking barriers.
- *Youth*: Safer routes to school, improved bicycling infrastructure, and education supporting safe independent mobility.
- *Communities of color & DAC residents*: Targeted investments in neighborhoods with the greatest safety and access gaps.

Summary of Community-Driven Solutions and Recommendations

The Dixon CBTP Community-Driven Solutions and Recommendations chapter establishes a clear, equity-focused roadmap for improving transportation access, safety, and mobility across the city. By grounding recommendations in community input, aligning projects with adopted

regional plans, and linking actions to realistic funding sources, the CBTP positions Dixon to advance near-term improvements while building toward long-term, sustainable mobility outcomes.

Implementing these recommendations will require continued coordination among the City of Dixon, Solano Transportation Authority, Solano Mobility, regional partners, and the community. Together, these efforts will help ensure that transportation investments support health, economic stability, independence, and quality of life—especially for Dixon’s most vulnerable residents—while advancing the goals of the Community-Based Transportation Plan.

Appendix A. Flyers and Fact Sheets

Save The Date!

Wednesday, January 22, 2025

CBTP Kick Off Meeting:



4:00 PM – 6:00 PM
Dixon City Hall
600 E A St, Dixon CA 95620



Or attend virtually on Zoom (link below)

The Project team is conducting a robust analysis of existing transportation services, local and countywide demographics, and regional plans to identify transportation trends, challenges, and opportunities. We want to hear from you about your experience with transportation options around Dixon.

Along with your input, this information will allow us to propose changes that will strengthen the network of mobility alternatives in Dixon.



This Community-Based Transportation Plan (CBTP) will develop solutions for the transportation challenges facing Dixon residents.

For More Information

For more information, including translations in Spanish, to take the survey, or to attend the Jan. 22 Kick Off Meeting on Zoom, please scan the QR code to the right or visit the project website:

<https://solanomobility.org/dixoncbtp/>



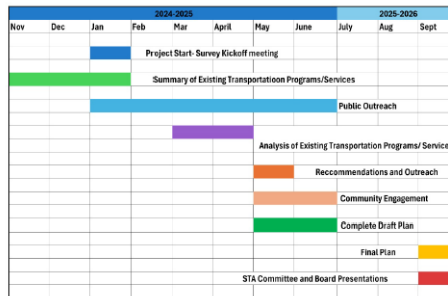
Project Overview

The Solano Transportation Authority (STA), in partnership with the City of Dixon, is implementing a Community-Based Transportation Plan (CBTP) to study and listen to transportation challenges facing Dixon residents.

Solano Mobility provides 16 countywide programs to meet travels needs for all. Programs such as the GoGo and Veterans Programs offer reduced cost rides to medical providers throughout the county and designated medical facilities in Contra Costa, while the Travel Training Program promotes independence by teaching patrons to ride fixed route transit. By providing feedback during this CBTP process, you will help the City of Dixon and STA better understand current transit conditions and opportunities to make mobility services more accessible and efficient for older adults, youth, low income, individuals with disabilities, veterans, commuters, and all residents across the community.

STA is responsible for Solano County's transportation planning, programming, and project delivery and prioritization. In partnership with its eight member agencies, STA serves a countywide population of over 440,000 and an area of over 900 square miles in coordination with various transit, rideshare, travel demand management, active transportation, and first/last-mile initiatives.

Project Timeline



Appendix B. Dixon CBTP Survey



Dixon Community Based Transportation Plan (CBTP) Survey

To take the survey online, use the QR code:

Please submit survey by April 30, 2025.



The Solano County Transportation Authority (STA) is partnering with the City of Dixon to implement a Community-Based Transportation Plan (CBTP) to study and listen to the transportation challenges Dixon residents are facing. The CBTP will help the City and STA better understand current transportation conditions, the impacts of the Covid-19 pandemic, and opportunities to make mobility services more accessible and efficient for older adults, youth, low income, individuals with disabilities, and all residents across the community. By providing your feedback, you will help us design transportation system improvements that work for you!

A. How do you Travel?

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

- Walk Drive Bicycle Dixon Read-Ride Get a ride/Carpool Taxi Lyft/Uber
- Vanpool Solano Express Someone Drives Me Non-Profit Agency Other: _____
- 2. Is traveling to any of these destinations difficult? (Check the destinations and name specific locations that are hard to reach.)
- Job (Specific location) _____
- Grocery shopping (Specific location) _____
- Parks and recreation (Specific location) _____
- School and daycare (Specific location) _____
- Medical and health care appointments (Provider location) _____
- Davis Train Depot Other destinations (Which ones?) _____

B. Identify Transportation Needs

Which transportation problems are the most serious for you? For EACH type of transportat you think most need improvement. (Check three boxes and specify the location or route.)

1. WALKING (Check up to THREE issues that most need improvement.)

- Crossing the street (Which streets?) _____
- Lack of sidewalks (Which streets?) _____
- Pavement quality, obstacles, broken paving (Where?) _____
- Safety (Which streets? What safety issues?) _____
- Other: _____

2. BIKING (Check up to THREE issues that most need improvement.)

- Lack of bicycle paths (Where?) _____
- Lack of bicycle parking (Where?) _____
- Safety (Which streets? What safety issues?) _____
- Pavement quality, broken paving, grates (Which streets?) _____
- Cost of bicycle and accessories _____
- Other: _____

3. TAKING Dixon Read-Ride (Check up to THREE issues that most need improvement.)

- No improvement needed. Doesn't go where I want to go (Where?) _____
- Dixon Read-Ride not running according to schedule _____
- Need more information and access to information (Maps, schedules, etc.) _____
- Need information in a language other than English (Which language?) _____
- Experience on bus, driver courtesy, comfort, accessibility _____
- Safety on bus (What safety issues?) _____
- More weekday service (Shorter wait time) _____
- Service earlier in the morning Service later in the evening Bus Connections
- Saturday service Sunday service Cost Other: _____

4. How frequently do you ride Dixon Read-Ride? I do not ride Dixon Read-Ride It's been over a year since I rode Dixon Read-Ride Rarely, less than twice a year Occasionally, at least once a month Weekly Daily

5. Do you use Priority Booking with Dixon Read-Ride? Yes No NA

6. Are you ADA eligible? Yes No I'm not sure.

DRIVING

7. Do you have a car available to drive? Always Usually Sometimes Never

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

Self-imposed driving restrictions Sharing with others Cost of fuel Insurance Cost of parking/tolls Cost of maintenance/repair Lack of EV Charging Stations Other: _____

9. Lyft/Uber (Check issues that need improvement. Check all that apply)

I am not familiar with these services Response time Trip reservation Cost Customer service Information

Driver Access to smartphone app (Lyft/Uber) Safety Payment method (Specify: _____)

Other: _____

10. Taxi (Check issues that need improvement. Check all that apply)

I am not familiar with these services Response time Trip reservation Cost Customer service Information

Driver Safety Payment method (Specify: _____) Other: _____

11. If public transportation was expanded for school aged children, would your child utilize the service?

Yes No

12. Please describe other transportation issues or needs in your neighborhood (Please be as specific as possible.)

13. Please tell us about your ideas for improving transportation to address the challenges above (Please be as specific as possible.)

C. Please tell us about Yourself.

The following information will help us understand unique needs and to ensure inclusivity in this process and in the development of strategies.

1. What is your zip code? 95620 Other: _____

2. Where do you live? (Neighborhood/major cross streets near your house) _____

3. Are you (Check all that apply): Employed full-time Employed part-time A student Unemployed Retired Active military or veteran Prefer not to say.

4. What is your age? Under 18 19-25 26-40 41-55 56-64 65+ Prefer not to say

5. Ethnic origin (Please specify your ethnicity. Check all that apply). White, Non-Hispanic

Hispanic or Latino Black or African American Native American or American Indian Asian / Pacific Islander

Other: _____

6. Gender (What is your gender identity?) Male Female Prefer not to say Prefer to self-describe: _____

7. What is your household income per year: Under \$10,000 \$10,001 to \$35,000 \$35,001 to \$50,750

\$50,751 to \$78,560 \$78,561 to \$92,501 Over \$92,501 Prefer not to say

8. Household size: 1 2 3 4 or more

9. Do you have difficulty using transportation because of a disability: Yes No Prefer not to say

10. Do you have a (check all that apply): Basic cell phone Smartphone Prepaid phone Landline

Comments (Please add any additional comments or clarifications here):

Would you like to stay informed about this project? If so, please share your name and contact information and we'll add you to the distribution list.

Name: _____ Email: _____ Phone: _____

Thank you for taking the time to complete our survey! Your input is an essential part of this effort to improve the transportation system in and around Dixon. If you'd like to share this survey with someone you can send them this link: [Dixon CBTP Solano Mobility Link](#)

Appendix C. Proposed Community Solutions

Proposed Solutions to Transit Challenges/Needs



Top Issues	Proposed Solutions from the Public
Saturday Service	None
Sunday Service	None
Cost	Provide 2 bus passes per month to veterans who income qualify (with little to no income); offer veteran's the senior rate.
Info in Language Other than English	Provide brochures and materials in Spanish and distributed to locations where Spanish speaking residents live, shop, and gather.
More Service on Weekdays (later in day, during school commute hours)	Add an additional bus during school commute hours; offer fixed route for school kids from residential communities; Extend hours to later in the day.
Bus Connections	Blue line can be more frequent.



Proposed Solutions to Walking Challenges/Needs



Top Issues	Proposed Solutions from the Public
Pavement quality, obstacles, broken paving	Tree roots push up through sidewalk along HWY 113 and there are no bike paths. I can't take my wheelchair from Heritage Commons without being in the street. Install bike lanes and fix sidewalks.
Crossing the Street	Install flashing beacon systems; improved signage; and clearer pavement markings using high visibility paint/materials, especially at critical intersections along A Street, and near the schools
Safety (e.g., Cars run stop signs, speed, cut across lanes, etc.)	Increase enforcement during school start and stop times. Implement strategies above. Install street lighting on some segments of HWY 113 from Heritage Commons to Fairgrounds and downtown Add crosswalk, stop signs and/or speed bumps on Parkgreen dr by northwest park. RoundABOUTs on A street.
Lack of Sidewalks	Install sidewalks along HWY 113 from the Fairgrounds to H St. Make sure the new housing developments create sidewalks and enhanced crossing treatments. Put a bike path /walking path to get to the new park planned on A Street.



Proposed Solutions to Bicycling Challenges/Needs



Top Issues	Proposed Solutions from the Public
Safety (e.g., kids on e-bikes on sidewalks, in middle of the street, cars speeding, running stop signs, etc.)	Improve pedestrian/bike infrastructure, such as safer crossings and dedicated bike lanes. Create an e-bike ordinance. Enforce helmet laws. Educate the public and hold parents accountable. Reflective flaps on the bike lane, reflective paint on bike lanes. Safe Routes to School should be expanded
Lack of Bike Parking	Work with Wal-Mart and major grocery stores to install bike parking.
Lack of Bike Paths	Improve bike infrastructure with dedicated bike lanes.
Pavement quality, broken pavement, grates.	



***City Council established an e-bike ordinance on May 6th, 2025.*



Appendix D. Participatory Budgeting Exercise



Participatory Budgeting Exercise

Scenario: Imagine you have \$500,000 to allocate towards the most important active transportation Public Works improvements. Using the worksheet provided, allocate the amount of funds you wish to dedicate to each area listed below. You can divide the funds up between several projects or allocate it all toward 1 or 2 projects based on what you think the priorities are.

Be sure the total comes out to \$500,000.

- \$ _____ **South First Street Corridor:** Segments 1 through 5 mostly consisting of striping and bike lane improvements plus sidewalk widening
- \$ _____ **West A Street Bikeway Improvements:** Installation of bike lanes on West A Street from Pitt School to N. Adams
- \$ _____ **N. Lincoln/Parkgreen Bikeway Improvements:** Installation of bike lanes near/around NW Park connecting to Stratford
- \$ _____ **NW Quad – Pedrick Road Widening:** Pedrick Road Widening (Sparling to southern end of Campus development which is north of railroad tracks) – 4 lanes w/median and Class II bike lane.
- \$ _____ **Other** (please describe): _____
- \$ _____ **TOTAL**



Community Priorities for Readi-Ride

Help us Prioritize! If you wanted to give free or reduced rides to residents, who would you give it to?

Note: This does not mean we will provide free rides, but we want to know how you would prioritize who receives it. Currently, seniors ages 60-80 currently have reduced fares and those over 80 ride free. Children and youth have reduced fares.

- Veterans**
- Seniors**
- Children under 4**
- Youth (5-18)**
- Low-Income Individuals**
- Frequent User (coupon books)**



✓ **Choose 3**

