SOLANO TRANSPORTATION AUTHORITY

Vacaville Community-Based Transportation Plan

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Chapter 1. Introduction

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

In partnership with the Metropolitan Transportation Commission (MTC) and the City of Vacaville, the Solano Transportation Authority has undertaken the development of a Community-Based Transportation Plan for the City of Vacaville. The Plan is intended to identify the transportation needs of residents of low-income neighborhoods of Vacaville (known by MTC as "communities of concern"), and to develop strategies to meet those needs. This report provides a context for the assessment of the needs of the low-income population throughout Vacaville, with an emphasis on the Markham neighborhood as it was highlighted in MTC's report..

Structure of the Report

Chapter 2, *Existing Conditions*, provides a detailed analysis of the socio-demographics of Vacaville, including population and measures of poverty, linguistic isolation, age distribution, and disability. This is followed by transportation-related indicators such as auto ownership and journey to work. Maps are provided that illustrate concentrations of low-income residents. Existing transit routes are presented to show transit coverage and how this corresponds with concentrations of transit-dependent residents.

Chapter 3, *Existing Transportation Network*, documents the various transportation options available both within the city and on a regional basis. These include the fixed-route system known as City Coach, Special Services (the ADA paratransit program), the local and intercity taxi services, faith-based transportation ("Ride with Pride" Program), regional services such as Fairfield and Suisun City Transit (FAST) and Yolobus, and various private transit providers.

Chapter 4, *Identification of Transportation Gaps*, identifies and summarizes gaps in the existing transportation network by researching existing transportation studies, plans, and policies; and bicycle and pedestrian plans and policies. The review provides an overview of relevant transportation studies that have been conducted for Vacaville and Solano County in the past decade, as well as the MTC study that formed the genesis of the community-based transportation plans. These studies relate to both fixed-route and paratransit services, and also to bicycle and pedestrian plans.

Chapter 5, *Community Outreach*, describes the outreach plan and process through which low-income communities in Vacaville were able to provide their views on problems and solutions in the transportation network in Vacaville. Information was gathered through community surveys, stakeholder interviews, stakeholder meetings, community meetings, and focus groups.

Chapter 6, *Community Input*, collects, categorizes, and lists the key transportation gaps facing low-income residents of Vacaville identified in through both the outreach process and the document review described in Chapter 4.

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

Chapter 2. Existing Conditions

Study Area Overview

The City of Vacaville, California is located in northern Solano County along the I-80 corridor, about 55 miles from San Francisco to the southwest and 33 miles from Sacramento to the northeast. Vacaville was incorporated in 1892 and currently comprises just over 29 square miles of land. The topography of Vacaville is relatively flat with an elevation ranging from 90 to 300 feet. Interstate 80 bisects Vacaville with the majority of the city's commercial districts directly adjacent to the freeway. Residential zones are spread out across the city in predominately low to moderate densities with a few smaller higher density residential zones to the south of I-80. The northern part of the city is dominated by industrial and commercial office parks, especially along the I-505 corridor, which branches off of I-80 and heads north. Towards the southwestern boundary, Vacaville is comprised of large portions of open space, especially around Lagoon Valley Regional Park. Agricultural zones are spread throughout the city, but predominantly exist in the eastern and northeastern portions of the city.

Vacaville has a small historic downtown reflecting its founding in the mid-nineteenth century. Outside of this small area, much of the city is characterized by wide multi-lane roads with large shopping malls and housing developments arranged in cul-de-sac developments. This form of land use development generally presents challenges for efficient provision of public transit and creates lengthy, circuitous bicycle and pedestrian trips.

Population and Housing

In 2008, there were an estimated 91,287 people living in Vacaville, comprising roughly 22 percent of Solano County's total population. Vacaville has seen 3 percent growth in its population since 2000, slightly less than Solano County's 3.2 percent population growth rate.

Figure 2-1   Population Change, 2000 to 2008

	2000 Population	2008 Population	% Change
Vacaville	88,644	91,287	3.0%
Solano County	394,542	407,214	3.2%

Source: 2000 U.S. Census, SF3, P8; 2006-08 ACS, B01003

Of Vacaville's 32,000 housing units, almost 70 percent are detached, one unit houses. The distribution of housing type in Vacaville is similar to that of Solano County, but Vacaville does have a slightly higher share of apartment buildings (3-9, 10-50, and 50+ unit structures) than for Solano County as a whole. Just over four percent of Vacaville residents live in mobile homes.

The majority of housing units in Vacaville (65 percent) are owner-occupied, with the remainder renter-occupied, the same as Solano County as a whole. As of 2008, Vacaville had a housing vacancy rate of slightly more than 6 percent, considerably lower than Solano County's 9 percent housing vacancy rate.

Figure 2-12 at the end of this section shows Vacaville's population density for 2010 and projected population density for 2020. As the figure shows, most of Vacaville has population densities in the

range of 1,000 to 5,000 people per square mile. The highest concentrations of population are to the south of I-80 along Alamo Drive and Nut Tree Road for both 2010 and 2020.

This report also took a closer look at the Markham neighborhood, which is one of Vacaville's most diverse and low-income neighborhoods. Figure 3-4 in Chapter 3 highlights the existing transit services and bicycle facilities in this neighborhood.

Income and Poverty Status

In 2008, median family income for the City of Vacaville was $81,571, slightly more than that of Solano County as a whole, where median family income was $77,162. Per capita income for Vacaville and Solano County were nearly identical, roughly $28,700 per individual. Figure 2-2 shows the distribution of household income for both Vacaville and Solano County. Based on these three metrics, it appears that Vacaville households in general make more money than in Solano County. For example, a higher share of households in Vacaville make between $100,000 and $200,000 than in Solano County, 30 percent versus just less than 26 percent. Nevertheless, pockets of poverty do exist in Vacaville, particularly in the Markham neighborhood, situated north of Monte Vista Avenue and bounded roughly by Brown's Valley Parkway on the east and Markham Avenue on the west.

Figure 2-2   Distribution of Household Income (2008)
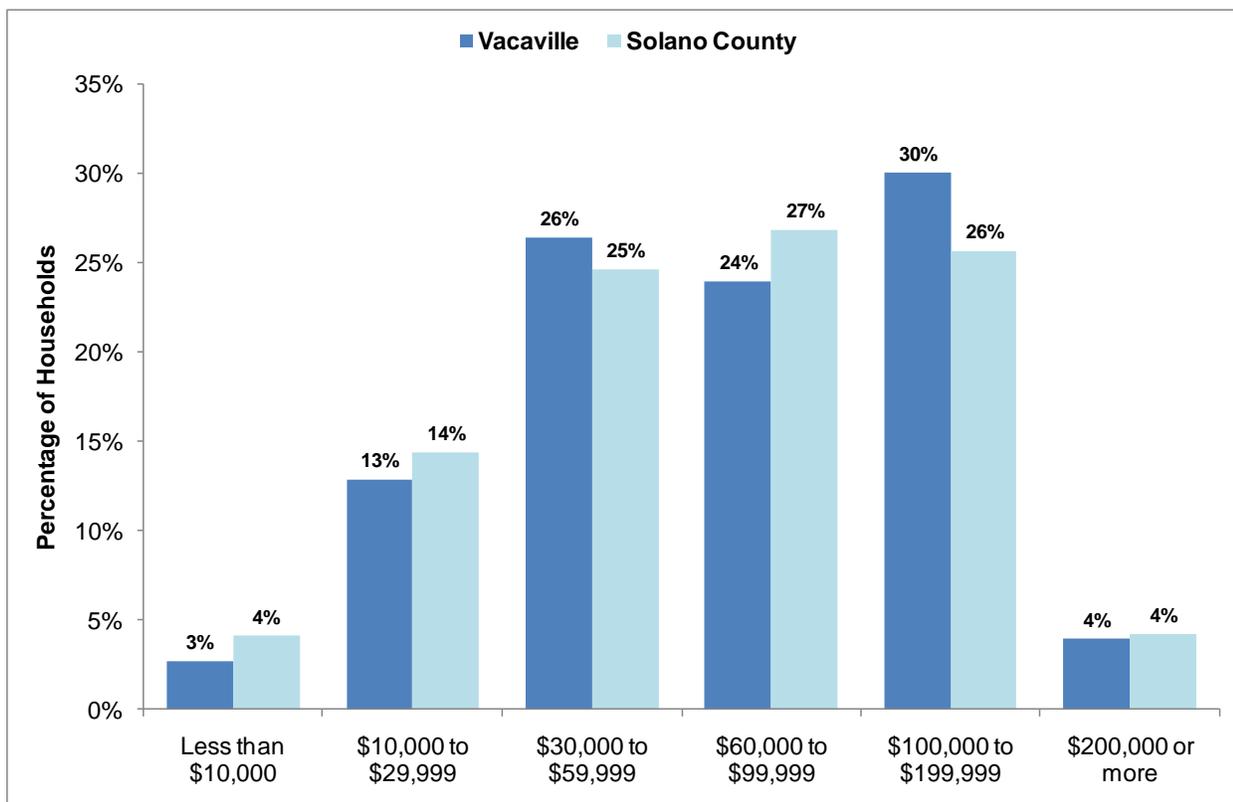
Source: 2006-08 ACS, B19001

Figure 2-13 at the end of this section shows Vacaville's median household income for 2010 and projected median household income for 2020. As the figure shows, central Vacaville and areas just to the south of I-80 are home to the City's lowest income households, which make less than $50,000 dollars per year. More specifically, the two census tracts which are home to the highest concentration of low income households: one south of I-80 bounded by the Putah Canal to the east, Alamo Road to the south, and Davis on the west; and one north of I-80 bounded by Gibson Canyon Road on the east, West Monte Vista on the south, North Orchard Street on the west, and Fruitvale on the north.

Poverty Level

The U.S. Census Bureau uses a set of income thresholds that vary by family size and composition to determine the population living in poverty. If a family's total income is less than the poverty threshold based on the composition of the family, then that family and every individual in it is considered to be living in poverty. According to federal poverty thresholds, the City of Vacaville had 1,669 households below the poverty level, or just less than 6 percent of all households in the city. This share is lower than that in Solano County, where 11,791 households, or almost 9 percent, of households were below the poverty level.

Figure 2-3   Household Poverty Status, Last 12 Months (2008)

	Vacaville	%	Solano County	%
Below Poverty Level	1,669	5.6%	11,791	8.7%
At or above Poverty Level	28,102	94.4%	124,335	91.3%
Total	29,771	100.0%	136,126	100.0%

Source: 2006-08 ACS, B17017

Race and Ethnicity

According to the 2006-08 American Community Survey, the majority of residents in the City of Vacaville were White, at 60 percent of the city's population. As shown in Figure 2-4 below, the second largest racial group at 19 percent is Hispanic or Latino, with African American third at 10 percent, and Asian was fourth with 5 percent of the population. All other racial groups comprised the remaining 6 percent of Vacaville's population.

Figure 2-4   Race/Ethnicity of Residents of Vacaville, 2008

Race/Ethnicity	Vacaville	% of Population
White	54,749	60%
Hispanic /Latino	17,179	19%
African American	9,339	10%
Asian	4,350	5%
Two or more races	4,230	5%
Native Hawaiian/Pacific Islander	567	1%
Other race	562	1%
American Indian Alaska Native	311	0%
Total	91,287	100.0%

Source: 2006-08 ACS, B03002

Compared to Solano County as a whole, Vacaville is less racially and ethnically diverse. For Solano County as a whole, Whites make up only 44 percent of the population, with other ethnic groups comprising a larger share of the county's population. The largest differences between Vacaville and Solano County were among the White and Asian populations, as Vacaville's share of Whites was 16 percent higher than Solano County's share, while Solano County's share of Asians was nearly 9 percent higher than that of Vacaville's.

Figure 2-5   Race and Ethnicity of Population (2008)
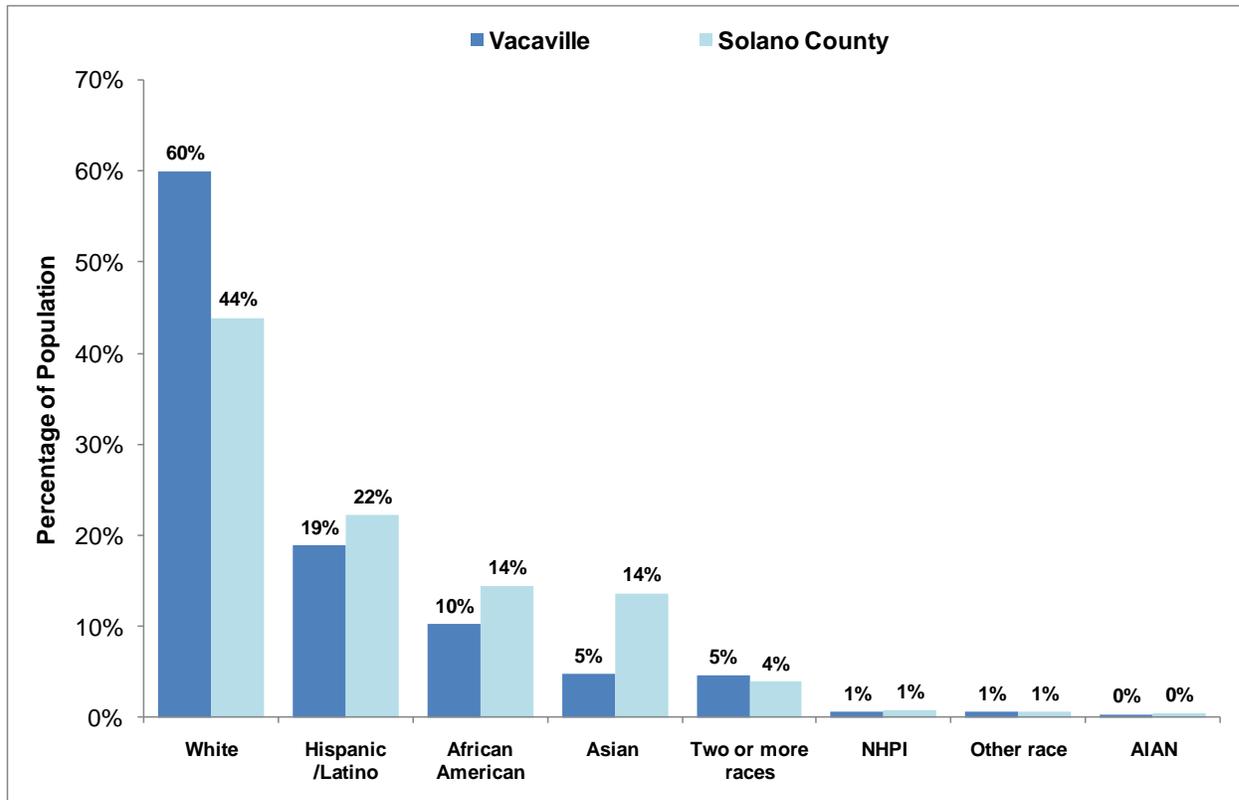
Source: 2006-08 ACS, B03002

Age Distribution

As shown in Figure 2-6, the age distribution for Vacaville and Solano County are comparable. The youth population (less than 18 years of age) is virtually identical, with Vacaville having just a slightly smaller share (6 percent) of youth aged less than 5 years than Solano County (7 percent). Vacaville also has a smaller share of seniors than Solano County. In Vacaville just under 10 percent of the population is over 65 years of age, roughly 9,000 individuals, with approximately 1 percent, or roughly 1,095 individuals, of that population 85 years or older. By contrast, Solano County has just less than 11 percent of its population 65 years or older, and just over 1 percent over 85 years of age. Both of these are smaller than the national average which is close to thirteen percent.

Figure 2-6   Age Distribution of Population (2008)
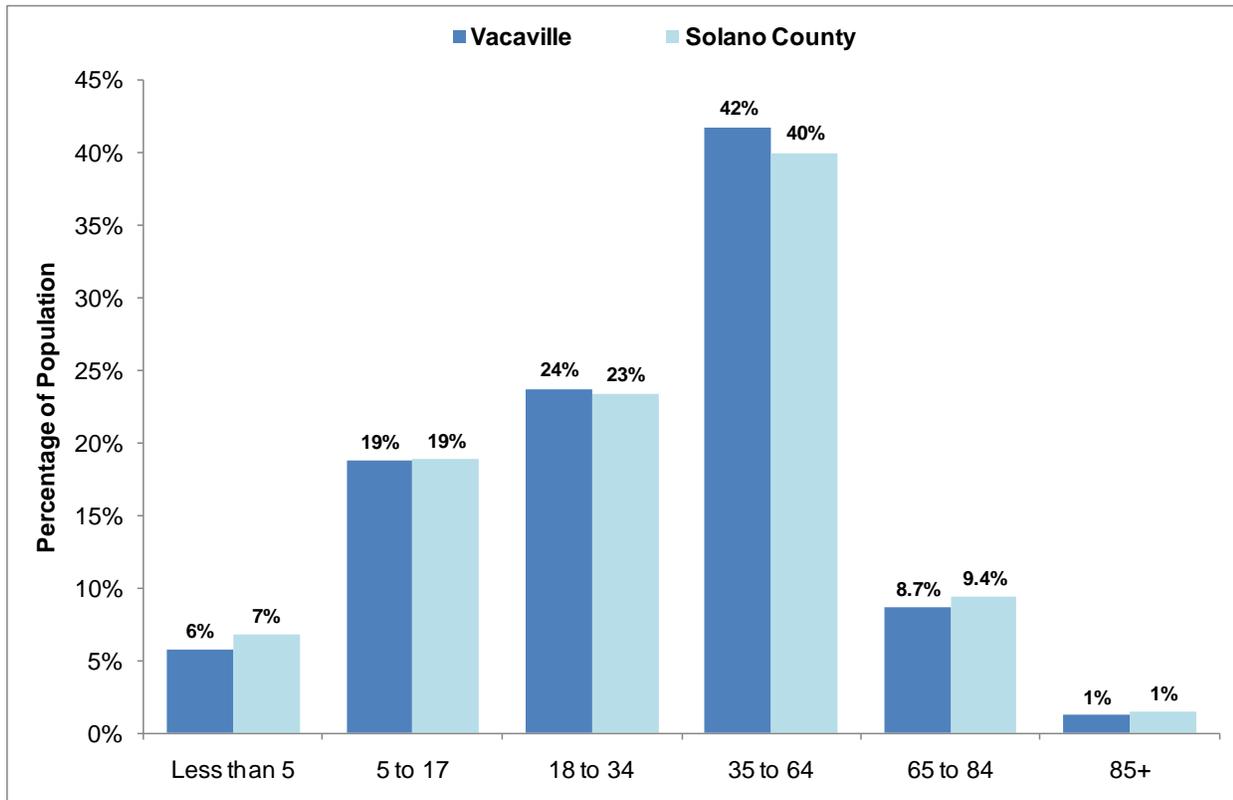
Source: 2006-08 ACS, B01001

Figure 2-14 at the end of this section shows Vacaville's concentration of seniors for both 2010 and 2020. As the figure shows, the highest concentration of Vacaville's senior population is in the northwest area of the city. The census tract bordered by I-80 to the north, Leisure Town Road to the east, and Elmira Road to the south has more than 25 percent of the population 65 years or older. It is important to note that a large amount of the housing provided in this area is senior housing. Other pockets of the City with high concentrations of seniors are found near downtown and to the southern boundary of the City.

Population with a Disability

Figure 2-7 below offers an overview of Vacaville's disability population in relation to Solano County as a whole. The metric used for this analysis is "go-outside-home" disability, which serves as a proxy for those individuals that will likely be paratransit eligible and require specialized transit services. Roughly 3 percent of Vacaville residents had a disability which prevented them leaving their home, as compared to 4 percent for Solano County as a whole. The percentage of individuals 65 years and older with such a disability was higher than that of the 16 to 64 age cohort, despite being a smaller segment of the overall population. Not surprisingly, the data indicates that older populations have more mobility limiting disabilities.

Figure 2-7   Persons with a Go-outside-home Disability (2007)

	Vacaville	% of population	Solano County	% of population
Go-outside-home disability, 16-64	1,195	1.3%	7,754	1.9%
Go-outside-home disability, 65+	1,857	2.0%	8,855	2.2%
Go-outside-home disability, Total	3,052	3.3%	16,609	4.1%

Source: ACS 2005-07, B18007

Language and Linguistic Isolation

The vast majority of residents, slightly more than 83 percent, in the City of Vacaville speak English as their primary language at home. At just more than 11 percent, Spanish is the second most common language spoken at home. A small share of the population in Vacaville speaks an Indo-European (almost 2 percent) or Asian/Pacific Island (slightly less than 3 percent) language at home. For Solano County as a whole, a much larger share of the population speaks Spanish and Asian/Pacific Island languages at home, roughly 15 percent and 10 percent, respectively. As a result, a smaller share of the population speaks English, just less than 72 percent, as their primary language at home.

Figure 2-8   Language Spoken at Home, 5 Years or Older (2008)
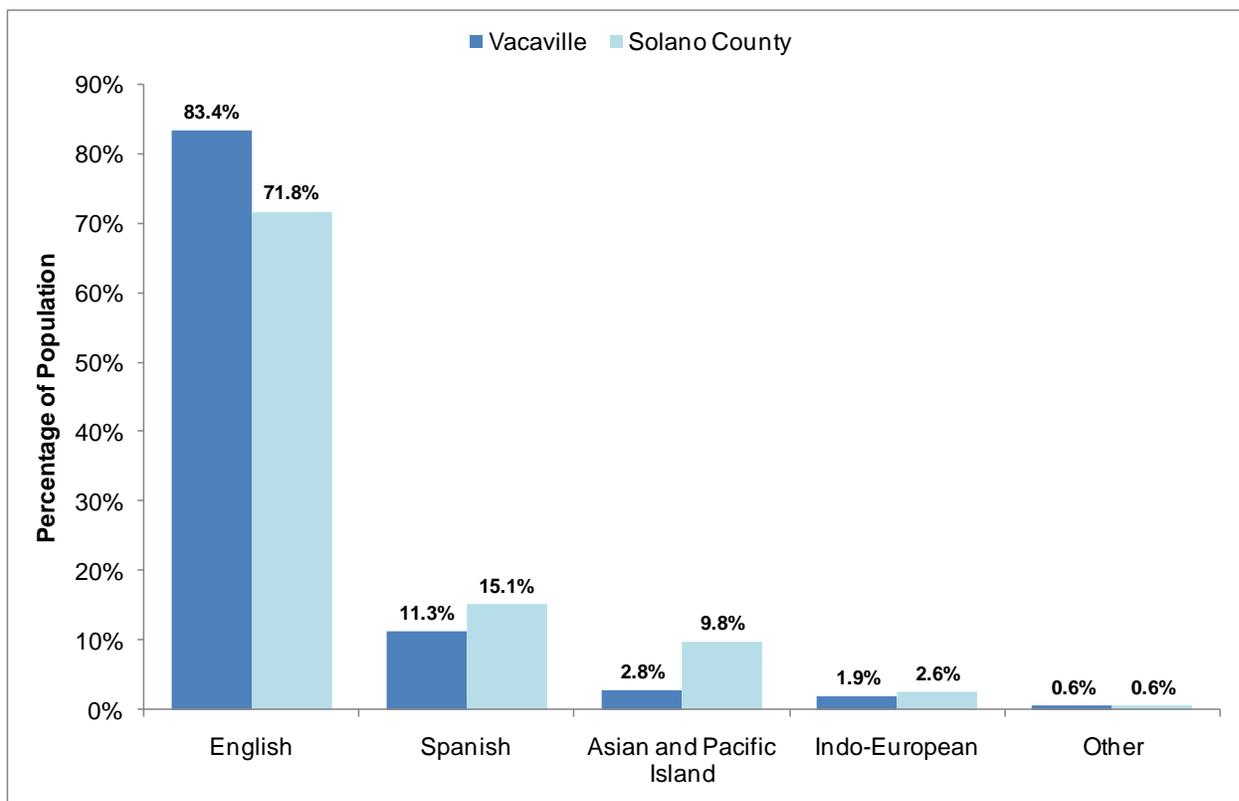
Source: 2006-08 ACS, C16001

One other important measure of language is linguistic isolation. As defined by the Census Bureau, "A household in which all members age 14 years and over speak a non-English language and also speak English less than 'very well' (have difficulty with English) is 'linguistically isolated.'" In Vacaville, almost 3 percent of households that do not speak English are linguistically isolated. In Solano County that share is more than double, just more than 6 percent. Of those households that are linguistically isolated, the majority are Spanish speaking households for both Vacaville and Solano County. As shown in Figure 2-9 below, slightly more than half of the 810 linguistically isolated households in Vacaville are Spanish speaking, compared to roughly 64 percent of the of the 8,500 linguistically isolated households in Solano County. For both Vacaville and Solano County, Asian/Pacific Island speaking households were the second most linguistically isolated households.

Figure 2-9   Linguistically Isolated Households by Language (2008)

	Vacaville	%	Solano County	%
Spanish	406	50.1%	5,404	63.6%
Indo-European	146	18.0%	657	7.7%
Asian/Pacific Island	258	31.9%	2,363	27.8%
Other	0	0.0%	76	0.9%
Total	810	100.0%	8,500	100.0%

Source: 2006-08 ACS, B16002

Transportation-Related Demographics

The following section explores transportation behavior and options for people in Vacaville, focusing on low-income households.

Vehicle Availability

In 2008, 1,171 households in Vacaville did not have access to a car, which represents a significant mobility barrier in a largely car oriented city. In Vacaville, most households (approximately 68 percent), had two or more vehicles available. Overall, the breakdown of vehicle availability is similar between Vacaville and Solano County.

Figure 2-10 Number of Vehicles Available by Household (2008)

	Vacaville	%	Solano County	%
No Vehicle Available	1,171	3.9%	6,477	4.8%
1 Vehicles Available	8,391	28.2%	39,437	29.0%
2 Vehicles Available	11,945	40.1%	51,445	37.8%
3+ Vehicles Available	8,264	27.8%	38,767	28.5%
Total	29,771	100.0%	136,126	100.0%

Source: 2006-08 ACS, B25044

Journey to Work

Of the City of Vacaville's 38,862 workers aged 16 years and over, slightly less than 83 percent traveled to work by driving alone. This drive alone mode share is higher than that of Solano County as a whole, where roughly 76 percent of workers drove alone to work. Roughly 11 percent of Vacaville workers carpooled to work, as compared to 15 percent for Solano County. In Vacaville, all other mode shares comprised a very small percentage of commute trips. Most notably, less than one percent of commuters took public transit and only 1.2 percent either walked or bicycled. Public transit and walking mode share is slightly higher for Solano County, but bicycle trips are slightly lower when compared to Vacaville, possibly reflecting the proactive bikeway programs in Vacaville in recent years.

Figure 2-11 Means of Transportation to Work, Ages 16+ (2008)
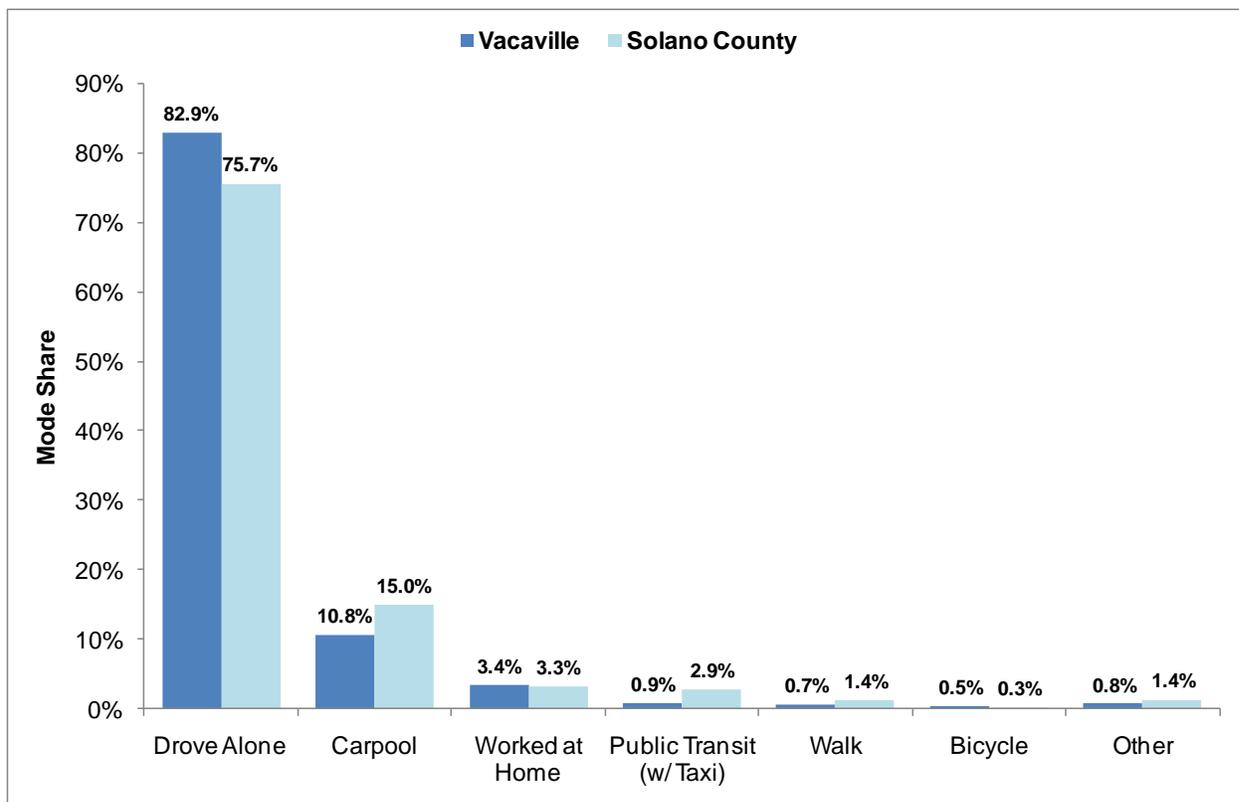
Source: 2006-08 ACS, B08301

Employment Density

Figure 2-15 at the end of this section shows Vacaville's concentration of employees for both 2010 and 2020. As the figure shows, most of Vacaville's jobs and employment opportunities are located south of the I-80 corridor. Major State Correctional facilities on the southern edge of Vacaville and multiple retail centers including a factory store complex south of I-80 near I-505. By 2020, moderate employment growth is projected in the northern part of Vacaville between the Browns Valley neighborhood and Leisure Town Road north of I-80. Several biotech manufacturers are already located there along with a major medical complex with room to grow.

Figure 2-12 Vacaville Projected Population Density
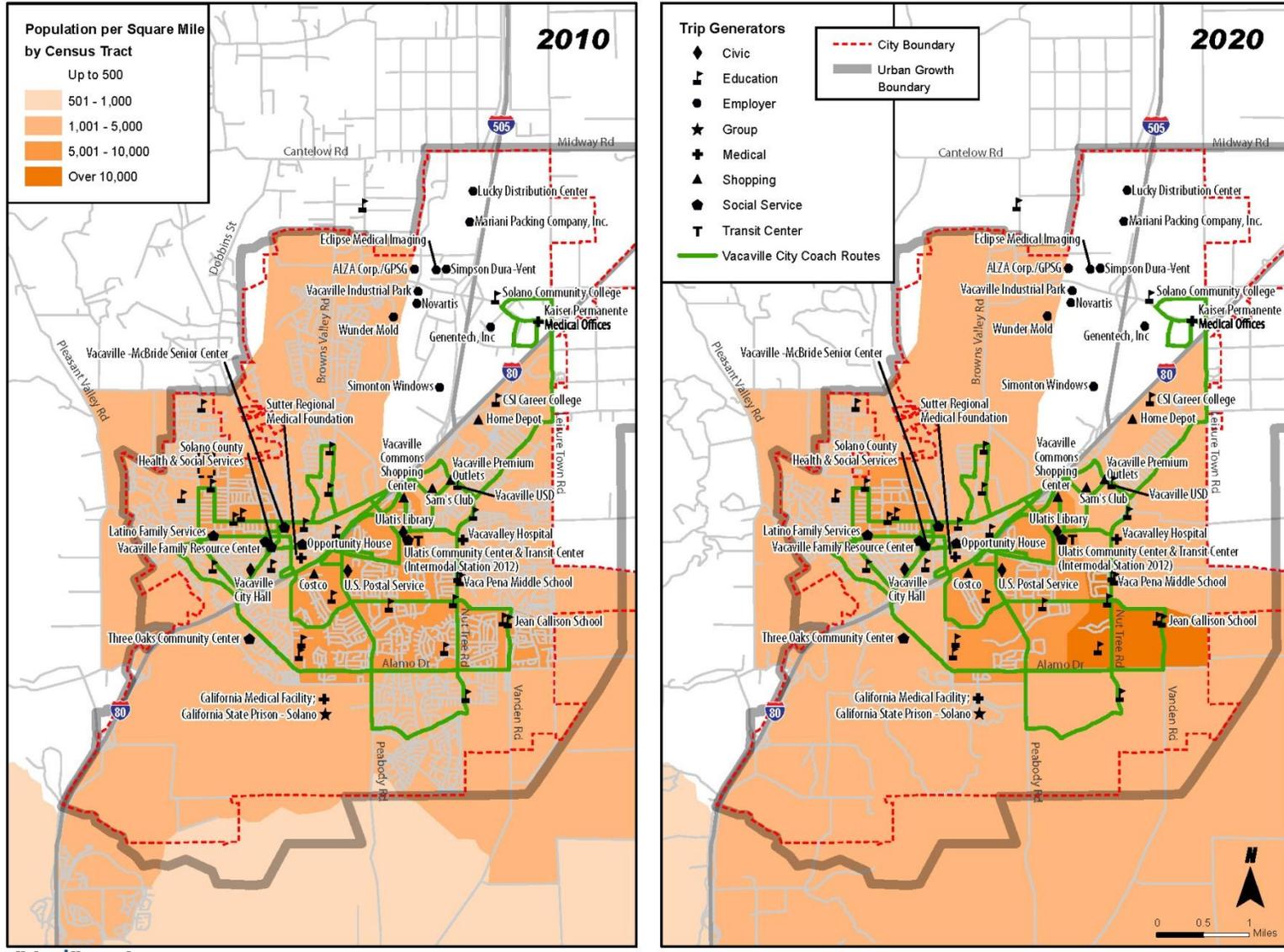
Figure 2-13 Vacaville Projected Median Household Income
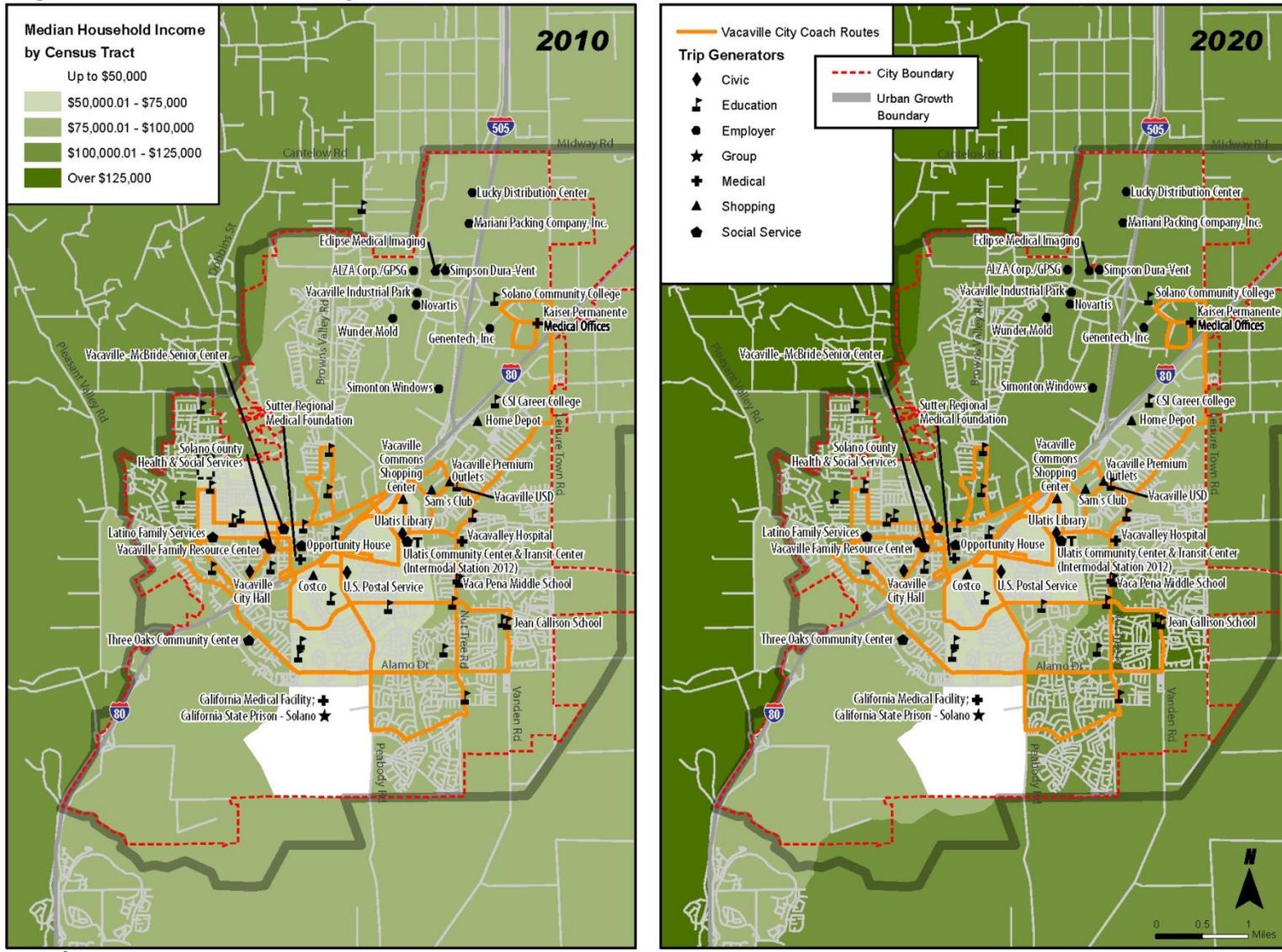
Figure 2-14 Vacaville Projected Senior Population
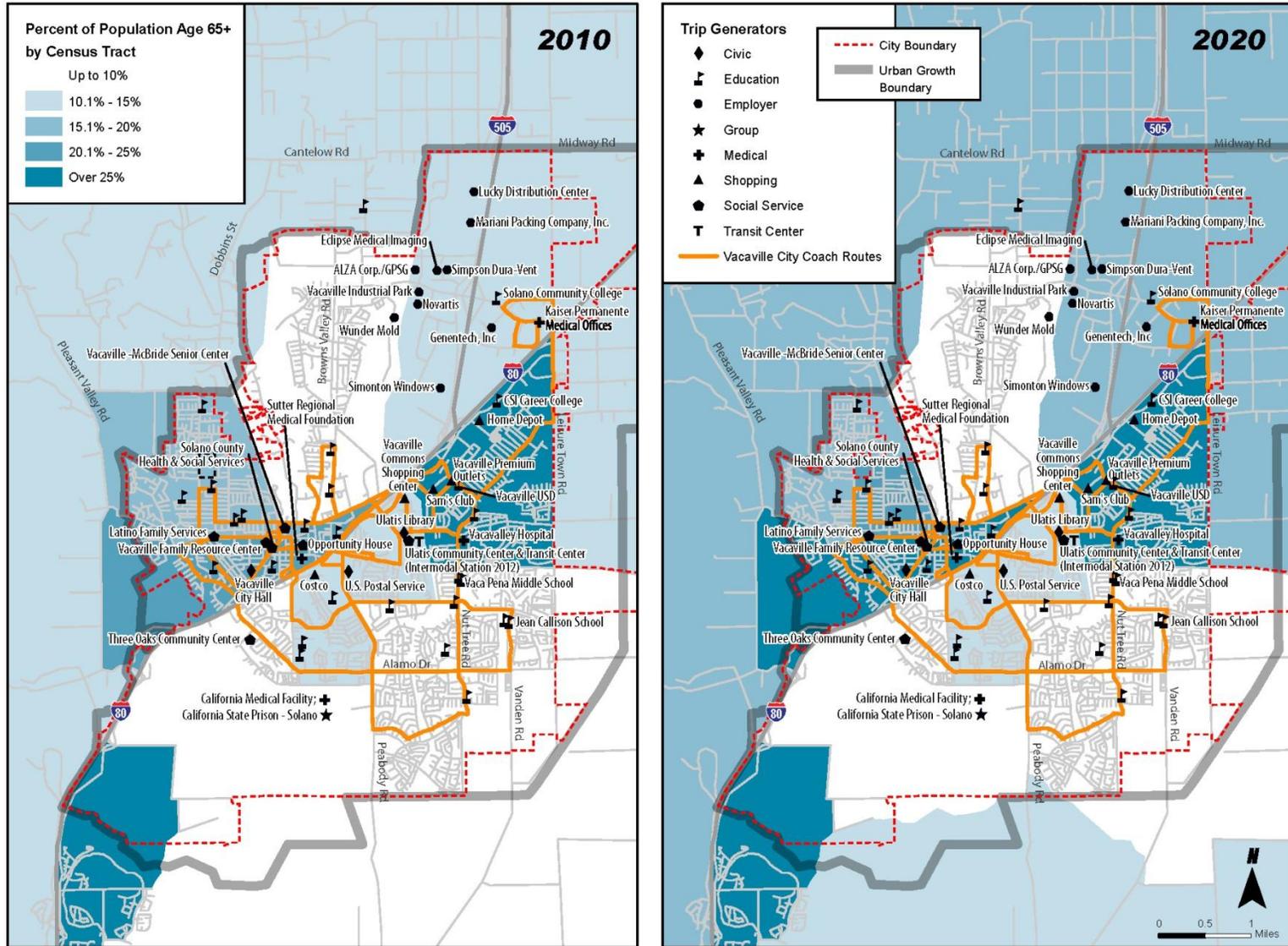
Figure 2-15 Vacaville Projected Employment Density

Source: Solano County; ABAG Projections; MTC
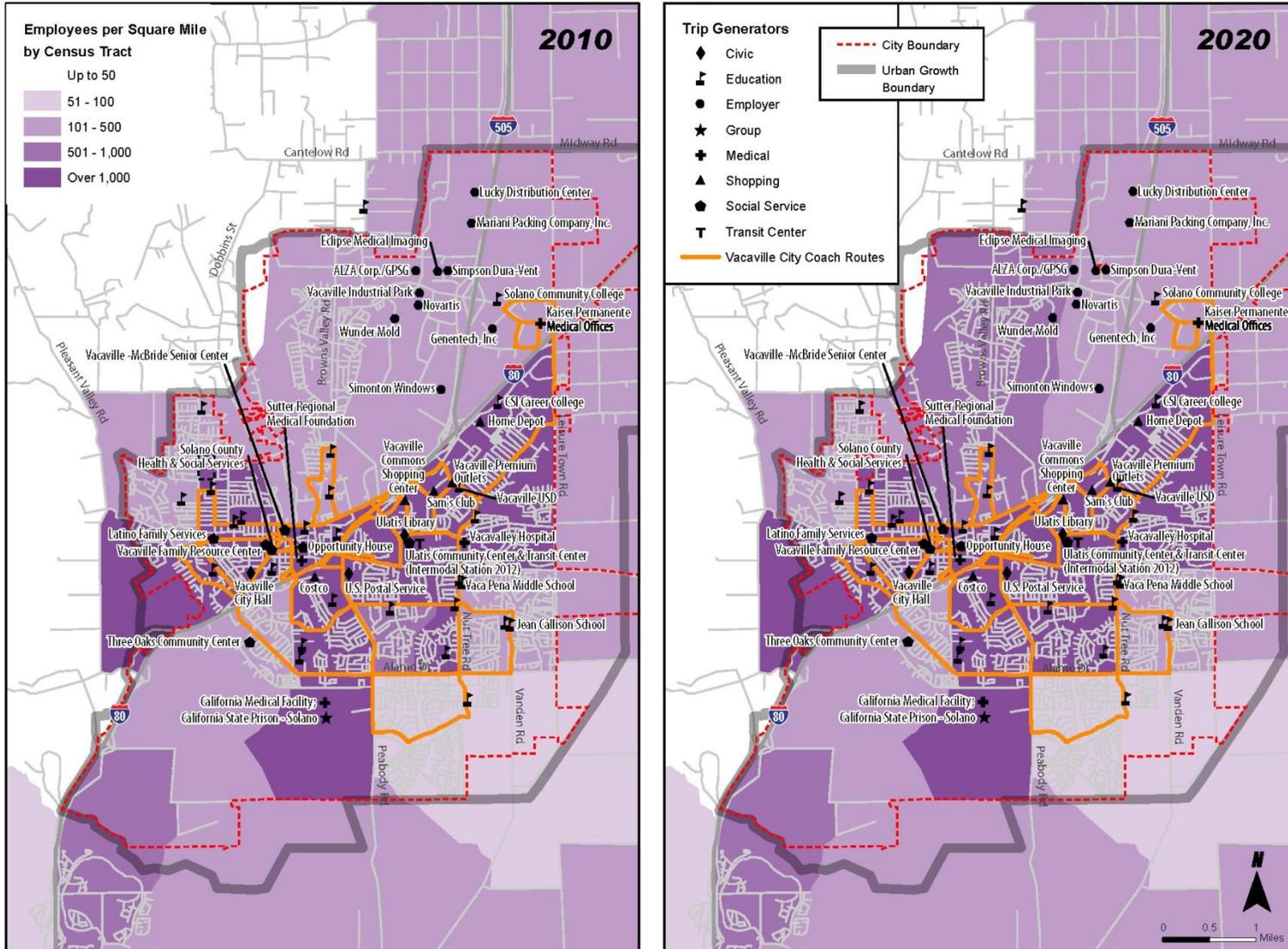
Chapter 3. Existing Transportation Network

Local Transit Service

Fixed Route

The City of Vacaville offers intracity fixed route service through City Coach. City Coach operates five fixed routes and two fixed-route tripper services. The Tripper service is designed to serve schools, since school bus service in Vacaville was discontinued in the fall of 2009.

There are two primary transit centers in Vacaville where the routes begin and/or end their trip. The first is the Ulatis Cultural Center located at Ulatis and Allison Drives, and the second is the Downtown Transit Plaza located at East Monte Vista Avenue and Cernon Street. The Davis Street Park & Ride lot is also a key location for carpool and vanpool services, as well as a hub for intercity bus routes operated by Fairfield and Suisun Transit (FAST). As discussed below, a new Vacaville Transit Center is also scheduled to be constructed at Allison Drive and Ulatis Drive. Figure 3-2 is a map showing the routes, and they are summarized in the table below. Figure 3-3 is a map of the Tripper service.

Service is provided Monday to Friday, with limited service on Saturday, and no service on Sunday and six public holidays.

Figure 3-1   Summary of Vacaville City Coach Transit Service

Number	Route	Hours of Operation	Frequency
3	Ulatis Center, Nut Tree, and Outlet Stores	Monday - Friday: 7:00 a.m. - 6:00 p.m. Saturday: 9:00 a.m. - 5:00 p.m. Sunday: No Service	30 minutes
4	Ulatis Center, Northeast Vacaville, and I-505 Corridor	Monday - Friday: 7:00 a.m. - 5:00 p.m. Saturday: 9:00 a.m. - 4:30 p.m. Sunday: No Service	30 minutes
5	Ulatis Center, Nut Tree Road, Alamo Drive, and Davis St. Center	Monday - Friday: 7:00 a.m. - 6:00 p.m. Saturday: 9:00 a.m. - 5:00 p.m. Sunday: No Service	30 minutes
6	Ulatis Center, E. Monte Vista Ave., North Vacaville, Davis St. Center	Monday - Friday: 6:30 a.m. - 5:00 p.m. Saturday: 9:00 a.m. - 4:30 p.m. Sunday: No Service	30 minutes
8	Ulatis Center, South Vacaville, and Davis St. Center	Monday - Friday: 7:00 a.m. - 5:00 p.m. Saturday: 9:00 a.m. - 4:00 p.m. Sunday: No Service	30 minutes
Tripper	AM Route (13 stops) PM Route (9 stops)	Monday - Friday: AM 6:40 a.m. - 7:39 a.m. PM 3:10 p.m. - 3:50 p.m.	One AM run One PM run

Figure 3-2   Map of City Coach Transit System

Figure 3-3   Map of City Coach Tripper Service
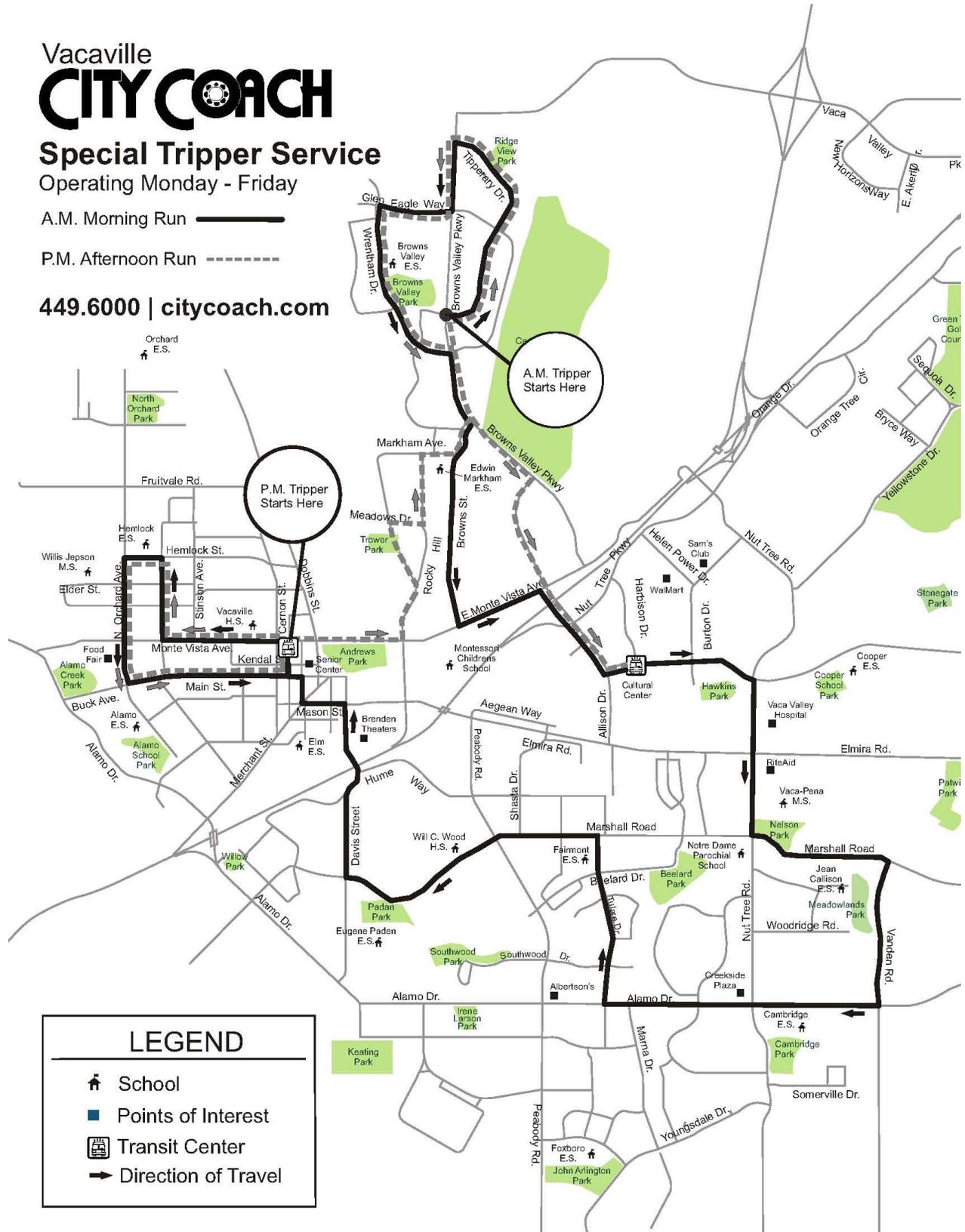
Figure 3–4   Map of Existing Transit and Bicycle Facilities in the Markham Neighborhood
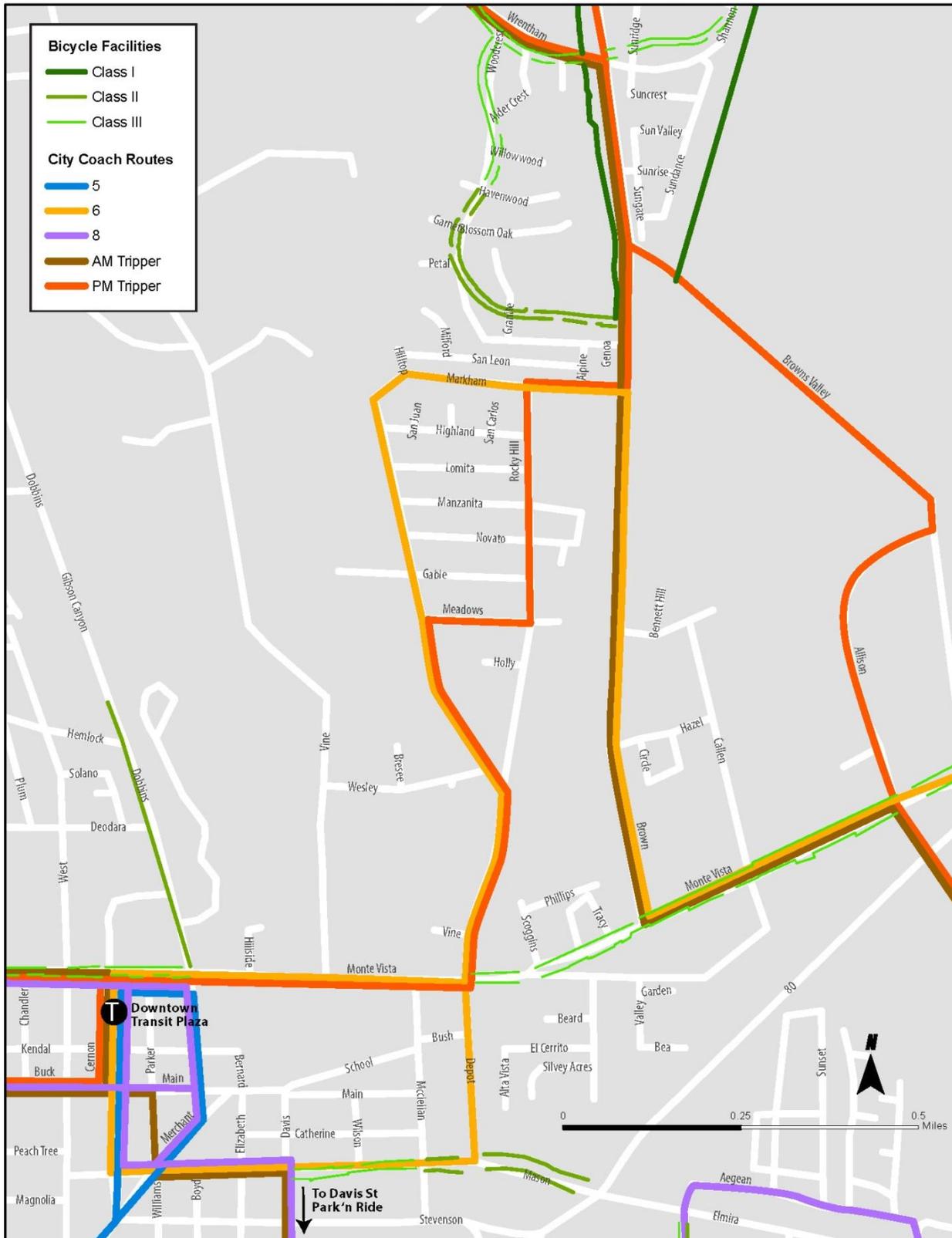
All fifteen City Coach are low floor buses running on compressed natural gas, are equipped with wheelchair lifts, and can accommodate two wheelchairs. Each bus is also equipped with an external bicycle rack that can hold two bicycles. City Coach offers a flexible fare structure, including single rides, half month passes, monthly passes, multiple-ride passes, discounted fares for senior, disabled, and youth riders, as well as various promotional discounts. Figure 3-4 summarizes City Coach's fare structure.

Figure 3–5   2010 City Coach Fare Structure

Fare Type	2010 Fare
Adult	$1.50
Adult Monthly*	$45.00 / $36.00
Adult ½ Month	$18.00
Youth (6-17)	$1.25
Youth Monthly*	$28.00 / $18.00
Summer Youth Pass (6/2010 – 8/2010)	$15.00
Summer Saturdays (5/1/10 – 8/28/10)	$0.25
Senior/Disable/Medicare	$0.75
Senior/Disabled Monthly*	$25.00 / $21.00
30 Ride Pass - Senior/Disabled	$19.00
Special Services (1 ride)	$2.00
20 Ride Pass - Special Services	$39.00
Day Pass (General)	$3.25
Day Pass (Seniors/Disabled)	$2.00
Children (under 5 years)	FREE
Transfers, 1 hour	$0.15

* On sale through December 2010

City Coach Annual Ridership and Rider Profile

In FY 2008-09, City Coach saw a historical high in its annual ridership with 302,461 passengers, a 14 percent overall ridership increase from FY 2007-08 and roughly a 54 percent increase from FY 2006-07[1]. A ridership increase of 10 percent is expected in the current fiscal year. Broken down by age group, City Coach saw a 2 percent increase in adult riders, a 31 percent increase in senior riders, and an 18 percent increase in youth riders from FY 2007-08 to FY 2008-09. City Coach's transit manager explains that the increase in seniors/youth versus adults is likely because of the combined effect of strategic marketing (with appropriate fare media) and the downturn in the economy.

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[1] Transit Manager Brian McLean presentation to Senior & Disabled Transportation Summit II (October 30, 2009). http://www.solanolinks.com/pdfs/SNCI/Senior%20Disabled%20Transportation%20Summit/Summit2_Vacaville_Citycoach.pdf

In March 2008 and April 2009, City Coach conducted an annual on-board ridership survey. These surveys were taken at similar points in the calendar year to ensure accurate comparisons. Highlights of those findings are detailed below:

- The vast majority of origins of bus City Coach trips are home. In 2008, home origin share was approximately 68 percent. That share increased to almost 76 percent in 2009.

- City Coach destinations are more evenly distributed with home, work, shopping, and school being the most popular destinations. In 2009, the share of passengers taking City Coach to school increased from roughly 12 percent to just over 26 percent. This increase is likely related to the elimination of all home-to-school bus service by Vacaville Unified School District.

- The majority of City Coach riders, roughly 60 percent, are female.

- Both youth and senior ridership increased slightly from March 2008 to April 2009.

- The majority of riders surveyed in 2009, roughly 63 percent, make less than $20,000 per year.

Following are figures showing the results from the City Coach Survey comparing year-to-year results from 2008 and 2009.

Figure 3–6   City Coach Passenger Destinations (2008-09)
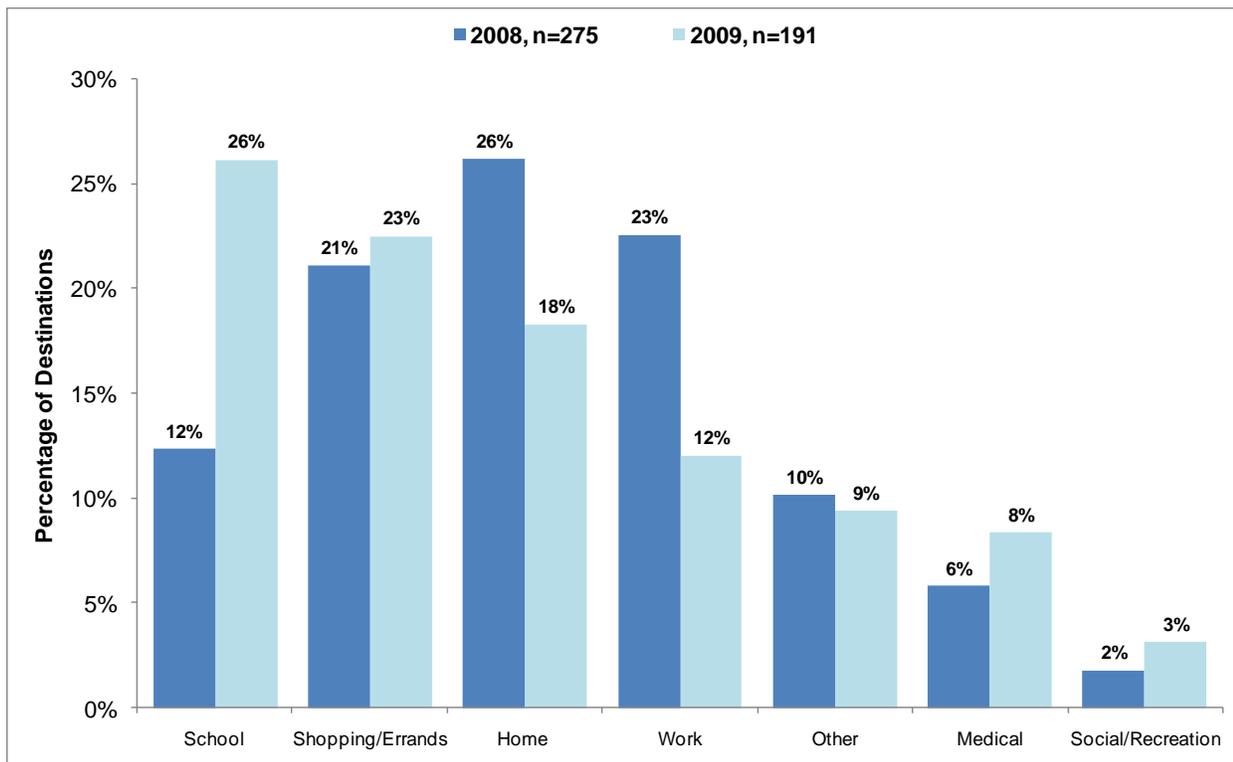
Figure 3–7   City Coach Passenger Age (2008-09)
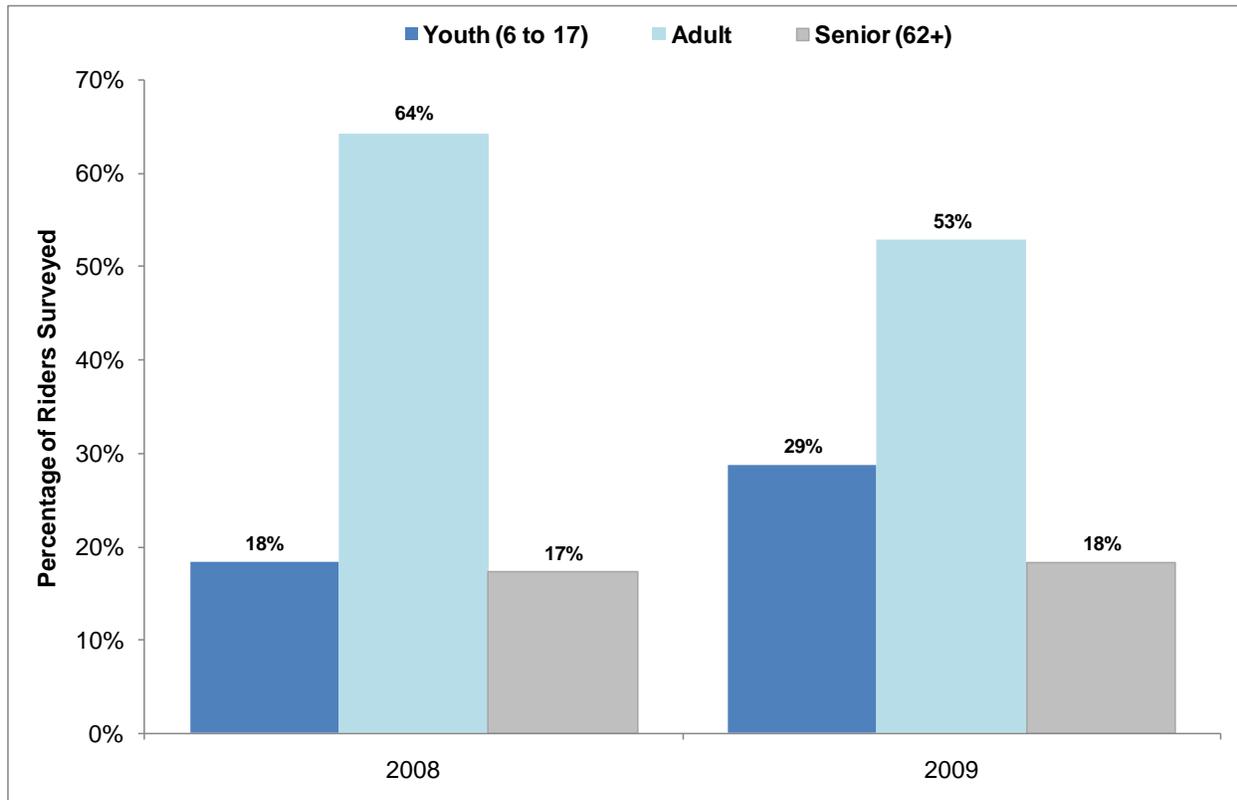
Figure 3–8   City Coach Passenger Income (2008-09)
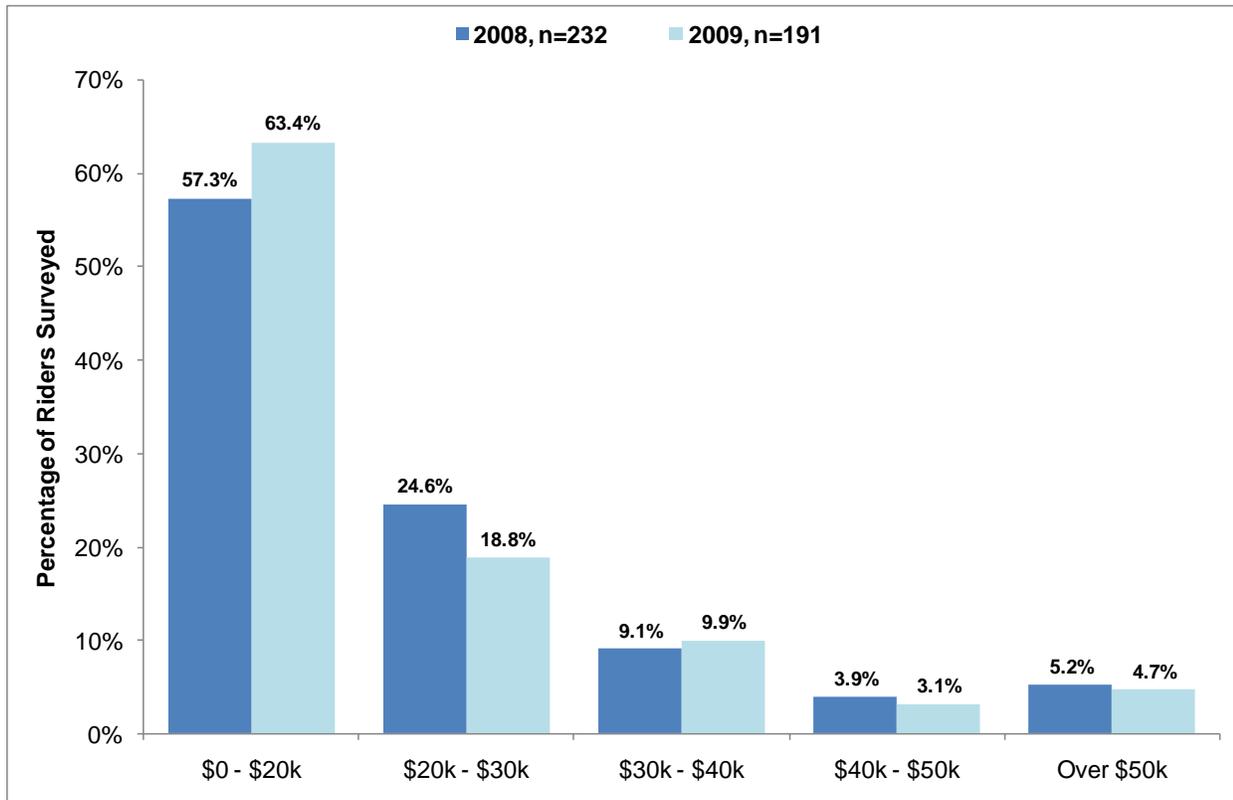
Strategies to Serve Low-income Residents

According to the City's Transit Manager, City Coach has taken a number of steps in recent years to improve transit service and make it more affordable to Vacaville's low-income population. Some of these include:

- Creating a Summer Youth Pass, which provides youths ages 6-17 unlimited rides on City Coach during the months of June through August 2010 for $15. This summer program has been very successful in attracting new youth riders.

- Creating a Senior Companion Pass – this program allows seniors to bring a companion on board for free, and has encouraged seniors who would otherwise be resistant to riding to try out the service.

- Lowered the monthly pass costs by $7 for adults and seniors, and $6 for youth.

- Created half month passes to make them more accessible to residents who were not able to advance a relatively large amount of money for the monthly passes.

- A 25 cent, one-way fare on Saturdays, May through August 2010.

The agency lowered fares at a time when most other transit agencies in California and across the country were increasing their fares. Even though fares were lowered, net revenues increased by 15 percent due to the significant increases in ridership. In addition, after operating on one hour headways for many years, in 2007 the agency was able to restructure transit services to allow for half-hour headways without any increase in vehicle service hours.

In response to the Vacaville School District eliminating home-to-school busing in 2009-2010, City Coach began offering free transit to public school students for the first seven days of classes (2010-2011 school year). City Coach will also be initiating its ParentPass program, which allows a parent or guardian to ride to and from school for free with a fare-paying child.

Paratransit

City Coach Special Services is Vacaville's American Disabilities Act (ADA) intracity paratransit service for individuals with disabilities. **Solano Paratransit,** which had been serving the cities of Dixon, Fairfield, Suisun City, Vacaville, and the County unincorporated areas around these cities, was dissolved as of July 1, 2009**.** The intercity paratransit service for ADA eligible riders is now provided by the local transit operators serving those communities.

City Coach Special Services operates six vehicles within the city boundaries of Vacaville. Any individual who is unable to use general public fixed-route transit service due to their disability, such as Vacaville City Coach, is eligible for City Coach Special Services. City Coach Special Services operates within the Vacaville city limits on weekdays from 6:30 a.m. to 6:33 p.m. and Saturdays from 8:35 a.m. to 5:10 p.m. Service is not provided on Sundays and holidays. One-way ADA Fare is $2.00 and 20-Ride ADA Punch Pass is $39.00. In addition, 20-Ride Special Services Punch Passes can be purchased at various locations within the City of Vacaville, including:

- Vacaville City Hall – Finance Department
- McBride Senior Center
- Lucky Supermarket on Peabody Road and East Monte Vista Avenue
- Ulatis Cultural Center
- Three Oaks Community Center

Passengers residing within ¾ of a mile of the service area of FAST Route 20 are served by FAST's local paratransit service known as DART. In FY 2008/09 City Coach completed 14,773 paratransit rides. Ridership has been flat for a number of years, and may show some decline if passengers shift to the new intercity taxi service, which is discussed below.

Additional Alternative Services & Programs

Vacaville elderly and disabled residents have two other alternative transportation options: **subsidized taxi fares** and the faith-based **Ride with Pride** Program.

There are two subsidized taxi programs for which Vacaville senior and disabled residents are eligible. The City of Vacaville administers the Half Fare Discount **Taxi Scrip Program**, which provides qualified individuals (seniors 63 age and over and ADA paratransit certified) the opportunity to use the services of Vacaville's local taxi cab companies at half the regular fare. Taxi cab services through the use of this program are limited to the city limits of the City of Vacaville and to senior and disabled residents in the unincorporated area adjacent to Vacaville's city limits.

In addition, the Intercity Taxi Scrip Program began its first phase in February of 2010. For Vacaville residents who are both ADA paratransit-certified and ambulatory, the program provides 24-hour on-call service between cities in Solano County for only 15 percent of the regular taxi fare. It takes approximately 15 to 30 minutes from the time a call is placed for the taxi to arrive. A scrip book containing $100 worth of scrip may be purchased for $15. As funding and resources become available, the pilot program is planned to also include non-ambulatory persons in Phase Two, and local service (within cities) in Phase Three.

The **Ride with Pride Program** is a service of Faith in Action, a non-profit organization founded twelve years ago. Ride with Pride is based at the McBride Senior Center and provides transportation to various destinations throughout Solano County, primarily to and from medical or social service programs. Approximately 6,500 one-way trips are provided annually, with 26% (about 1,700) trips in Vacaville. They serve 350 clients at any one time, or 600-700 during the course of a year; 26% are in Vacaville. This program transports several persons per vehicle on a predetermined route. The vehicles may be agency-owned (one 6-passenger van and one 9-passenger van), but mostly volunteers drive their own vehicles. Volunteer dispatchers or agency staff members schedule these rides. [2]

To qualify for this service, a rider must be either an ambulatory non-driving senior (60+), or have a debilitating, chronic illness. Ninety percent of the riders are low-income, and most are homebound. Appointments for riders should be made 24-48 hours in advance. There is no fare, but a $5 per ride donation is suggested. The latest data available shows that the program provides 40-50 rides a week to seniors within Vacaville. The program is able to accommodate about 95 percent of trip requests, but riders generally assume that they will not easily get rides for non-medical purposes if they don't call a few days in advance.

STA's **Solano/Napa Commuter Information (SNCI)** offers an Emergency Ride Home (ERH) program, which provides an "emergency" or "back-up" ride home for an individual who has used a commute alternative like transit, carpool, or vanpool, bicycle, or walked to get to work in Solano County. ERH is a free service, in which the SNCI provides taxi vouchers or rental cars to ERH participants. Employers and employees must register with SNCI. SNCI also offers carpool/vanpool matching and transit trip planning. Vanpool services are also coordinated by SNCI offering a variety of incentives to commuters to vanpool. Finally, SNCI provides bike incentives for residents or employees in Solano County, who can receive 60 percent of the cost of a new bike, up to $100**,** when it is used for commuting to and from work.

The **American Cancer Society** provides transportation for ambulatory Solano County cancer patients. Reservations must be made 72 hours in advance.

The **Vacaville Unified School District** continues to provide transportation to 186 children with disabilities (also known as "special needs"). However, the school transit service that was provided to over 1,100 students was discontinued in May of 2009 due to budget cuts.

City Coach offers a program to assist people in using the bus system. *Travel Training* includes a classroom session where participants are acquainted with the bus map and schedule, how to identify the correct bus for their trip, boarding (including wheelchair lifts), fare payment, and requesting a stop. After reviewing the various fare options, participants board a bus and get more first-hand experience with the kneeling buses and the wheelchair lift.

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[2] Interview with Robert Fuentes, June 2010

Regional Transportation Services

SolanoExpress is a coalition of transit operators in greater Solano County that coordinates intercity transit services and provides regional connections to I-80 corridor cities and transit services, such as BART and Amtrak. A SolanoExpress connections map is show in Figure 3-8. Connections to, from, and within Vacaville are provided by Fairfield and Suisun Transit (FAST) and Yolobus, including:

- FAST Route 20 provides connections between the Ulatis Cultural Center and Davis Street Park and Ride in Vacaville to the Fairfield Transportation Center and Solano Mall. Service is provided Monday – Friday (7:02 a.m. – 7:02 p.m., 60 minute frequency) and Saturday (10:02 a.m. – 5:02 p.m., 60 minute frequency).

- FAST Route 30 provides connections between the Davis Street Park & Ride lot in Vacaville to Dixon, UC Davis, downtown Sacramento to the east, and the Fairfield Transportation Center and Solano Mall to the west. Service is provided Monday – Friday (5 eastbound trips concentrated in the AM and 5 westbound trips concentrated in the PM), and limited service is provided on Saturdays. At UC Davis, passengers can connect to Yolobus 42A to go to Sacramento Airport or Yolobus 42B to go to downtown Sacramento.

- FAST Route 40 provides connections between the Davis Street Park & Ride lot in Vacaville to Benicia Industrial Park and the Pleasant Hill and Walnut Creek BART stations. Service is provided Monday – Friday (6 westbound trips and 9 eastbound trips).

- Yolobus Route 220 provides connections between Vacaville, Winters, and Davis to the north.

The **Capitol Corridor** provides intercity train service with daily roundtrips between Sacramento and Oakland, as well as limited connections to Colfax and San Jose. The Capitol Corridor is operated by Amtrak and administrated by the Capitol Corridor Joint Powers Board. In Solano County, residents are served by a station located in Suisun City at Highway 12 and Main Street. Connections to/from Suisun City are made by FAST. Westbound Capitol Corridor service begins in Suisun City at 5:09 a.m. and ends at 9.49 p.m. Trains depart every 40 minutes to 2 hours. Eastbound Capitol Corridor service begins in Suisun City begins at 5:38 a.m. and ends at 10.43 p.m. Trains depart every 50 minutes to 2 hours. More limited service is provided on the weekends.

Solano County is also served by **Greyhound Bus** service. The primary Vacaville station is located on Mason Street near Peabody Road. Service connects passengers with destinations in the Bay Area, California, and across the U.S.

Finally, there are a number of **privately operated** transportation service providers in Vacaville. The taxi companies are AA Cab, Checker Cab and Yellow Cab; there are also a number of private shuttle services, such as Sully's Non-Emergency Transport, Americare Alliance, AA Medical Transportation, Garcia's Transportation, Murphy Medical Transport, and Stan's Chaperone Service. In addition, there are a number of airport shuttle services, including Reile Transportation Services, Super Shuttle, Solano Airporter, and M&M Luxury Airport Shuttle for service to Sacramento, Oakland and San Francisco airports.

Figure 3–9   Solano Transit Connections Map

Future Transportation Services

The City of Vacaville is working to design and build a new Vacaville Transportation Center (VTC), which is expected to be completed in November/December of 2010. The proposed station would accommodate regional express bus service, local bus service, carpools and vanpools. The VTC is under construction on a parcel on Allison and Ulatis Drives.

The City of Fairfield is ready to design and develop a new Fairfield/Vacaville regional rail station. The proposed location of the rail station is at Vanden and Peabody Roads near Travis Air Force Base to the south of I-80. This location is on the Amtrak Capitol Corridor and would provide more proximate rail service for Vacaville and Fairfield residents. Projected costs are $40 million and estimated completion date is 2014.

Bicycle and Pedestrian Infrastructure

Sidewalks, Multi-Use Paths, and Bike Lanes

Vacaville's bicycle and pedestrian infrastructure provides reasonably good access through the city and to transit stops, with most infrastructure issues related to intersections and crossings of major roadways. Most residential streets have sidewalks on both sides, typically four to five feet wide. Some cul-de-sac neighborhoods have pedestrian cut-throughs that allow residents to directly access major roadways. Most major roads have sidewalks on at least one side, with wide sidewalks or multi-use paths provided along sections of Elmira Road, Vaca Valley Parkway, and Browns Valley Road. The majority of Vacaville's Class I bicycle facilities are located to the south of I-80, where Vacaville has constructed multi-use paths along Alamo Creek, along a portion of Ulatis Creek, along the railroad right-of-way between California Drive and Hume Way, and from the west end of Butcher Road to Lagoon Valley Regional Park. North of I-80, the city has constructed a path along the railroad right-of way between Foothill Drive and Orchard Avenue. Class II bike lanes are also primarily striped on roadways south of I-80. Streets with striped bike lanes include Butcher Road, Peabody Road, Alamo Drive, California Drive, Elmira Road, Nut Tree Road, Nut Tree Parkway, Ulatis Drive, Burton Drive, Butcher Road, and Woodcrest Drive. Collectively, the City of Vacaville's bicycle routes include both local and regionally significant bicycle routes.

Bus Stop Amenities

City Coach provides a range of amenities at bus stops, with higher-ridership stops receiving more amenities, and makes improvements to a subset of its bus stops each year. At the most basic level, a bus stop includes a bench, although this is determined by the available right-of-way. Higher-use bus stops include a bench, trash receptacle, and bus shelter, as right-of-way allows.

Bike racks are not provided as a standard item at transit stops. The downtown Transit Center does not have bicycle racks and lockers, however, the new VTC will have both. Lockers are rented to an individual, who receives a key for a particular locker. Bicyclists must provide a credit card to rent a locker.

When a new bus stop is constructed, or if an existing bus stop is improved, a City engineer and the ADA coordinator visit the site and determine what improvements should be made to bring that intersection up to ADA standards, and to improve pedestrian crossing. When situating a bus stop, the City evaluates sight lines and pedestrian-vehicle conflicts to determine the most appropriate location for bus stop placement.

Improvements to an intersection may include reconstructing or constructing ADA-compliant curb ramps, striping crosswalks, upgrading to accessible pedestrian signals, or other engineering measures.

Bicycle-Transit Access

All coaches have double-racks for bicycles on the front of the bus. Vacaville City Coach will be ordering newer coaches that have triple-racks on the front. Drivers may, at their discretion, permit bicyclists to take their bikes on board if the racks are full.

Chapter 4. Identification of Transportation Gaps

Review of Transportation Studies and Plans

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

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

Figure 4-1 below is a summary of Countywide and Vacaville-specific transportation gaps in each of the reviewed studies.

Figure 4-1   Plans Reviewed for Summary of Transportation Gaps

Report Name	Author/Agency	Date	Relevance to Vacaville
Lifeline Transportation Network Report, MTC	Metropolitan Transportation Commission (MTC)	2001	Moderate
CBTP for Cordelia, Fairfield, and Suisun	Solano Transportation Authority (STA)	2008	Moderate
CBTP for Dixon	STA	2004	Low
CBTP for Vallejo	STA	2008	Low
Low-Income Component of the Coordinated Public Transit-Human Services Transportation Plan	MTC	2006	Moderate
Solano County Welfare to Work Transportation Plan	MTC	2002	Moderate
Solano County Senior & Disabled Transit Study	STA	2004	Moderate

Detailed Literature Review

The plans covered in the following section identify key destinations and gaps in transportation services. Essential destinations are defined as locations with employers that offer entry-level positions (requiring minimal or no training), medical facilities, homeless shelters, career and job

training centers, daycare centers and homes, schools, colleges, and community colleges, civic destinations (libraries, town halls, courts, post offices, etc.), public housing (elderly, disabled, family), and establishments that accept food stamps. Transit routes and transportation services were reviewed, and a route's service area was considered to be within a 5-minute walk, or ¼ mile.

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

- Spatial (the bus does not go where people need to travel)

- Temporal (the bus does not go when people need to travel) or

- Informational (gaps in understanding how to use transit, transit system fare structure, route and timetable information, trip planning and transfer scheduling).

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

Metropolitan Transportation Commission

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

Lifeline routes were identified using the following criteria:

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

And/or are:

- Core trunk line service as identified by the transit operator, and/or

- A regional link.

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

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

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

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

Regarding Solano County, the report noted that there is very limited to no public transit service on the weekends in the greater North Bay. The report also designated 50% of the Vacaville City Coach transit lines in service at the time of the study as "Lifeline Routes," with five of the agency's routes (1, 5, 6, 7 and 8) serving CalWORKs neighborhoods.

Over the nine years since that report was released, transit routes in Vacaville have changed somewhat. Using MTC's criteria for Lifeline routes, three City Coach routes - Routes 5, 6, and 8 – were identified for this report as meeting Lifeline criteria. These were identified through examination of maps showing MTC's predetermined CalWORKS housing and essential destination concentrations from their 2001 report, and then comparing these to current maps showing household income and the locations of destinations they would consider "essential". Current City coach routes 3 and 4 meet none of the lifeline qualifying criteria. All current routes and their qualifications for Lifeline route selection are shown in Figure 4-2 below.

Figure 4–2   Qualifications for Lifeline Route Selection

Vacaville Coach Route #	Serves CalWORKS Cluster	Serves Essential Destinations	Operator Trunkline Route	Regional Link	Connection to Other Lifeline Services
3					
4					
5	X	X	X		
6	X	X	X		
8	X	X			

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

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

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

Current routes were evaluated using MTC suburban service objectives for frequency of service and hours of operation, to indentify temporal gaps in the current system. On weekdays, the service objectives call for 30 minute headways during midday, at night, and during commute hours. Thirty minute headways are also part of the service objectives for Saturday and Sunday service. As Table 4-3 shows below, all City Coach routes operate on 30 minute headways on weekdays and Saturday. However, no City coach routes offer Sunday service. The Lifeline service objectives for hours of operations are for routes to be in service from 6 AM – 10 PM on Weekdays, and 8 AM to 10 PM on Saturday and Sunday. No City Coach route meets Lifeline service hour goals, since no routes continue service after 6:30 PM.

Figure 4–3   Lifeline Service Objectives and City Coach Performance

Vacaville Coach Route #	Weekday AM / PM Commute	Weekday Midday	Weekday Night	Saturday	Sunday	Weekend Service Hours	Saturday Service Hours	Sunday Service Hours
	30 Minute Headways					6 AM – 10 PM	8 AM – 10 PM	8 AM – 10 PM
3	X	X	X	X				
4	X	X	X	X				
5	X	X	X	X				
6	X	X	X	X				
8	X	X	X	X				

Follow-up studies to the Lifeline Report detail specific projects that either have been, or are planned to be, implemented in support of the designated Lifeline Routes. One project in Vacaville is slated for FY 2009-2011, for the renovation of bus transit facilities:

> *Procurement and installation of transit amenities within 5 low income/ senior/elderly communities in Vacaville. Transit amenities include bus shelters with benches, trash receptacles, map/schedule display cases, solar lighting, and solar anti-graffiti warning device*

Other Relevant Studies

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

Documents reviewed include the following:

- Existing CBTPs for the cities of Cordelia, Dixon, and Vallejo
- MTC's Coordinated Public Transit-Human Services Transportation Plan – Low Income Component (2006)
- The Solano County Welfare to Work Transportation Study (2002)
- The Solano Senior and Disabled Transportation Study (2004)

Existing Solano County Community Based Transportation Plans

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

In this CBTP, the "Summary of Existing Transportation Services and Transit Gaps" chapter offers a thorough summary of the various modes of access available in the area, and a comprehensive overview of potential transit gaps. This latter section draws from a few reports addressed in this literature review, including the 2002 Solano County Welfare to Work Transportation Plan. The report details a large number of potential gaps and broad problem areas, but few specifically address Vacaville. Broad problem areas included a general lack of transit service for "Swing and Night Shifts, Weekend Shifts," "Childcare Issues Related to Transportation," and a lack of inter-county service. Another significant gap identified "Limited Intercity Transit to Major Employment and Educational Centers in Solano County," including the following (excerpted from the report):

- **Benicia Industrial Park:** Currently there is limited public transit service to the Benicia Industrial Park via a local deviated fixed-route operated by Benicia Breeze. In addition, an intercity fixed-route service, Route 40, stops at the Industrial Park and connects it to Fairfield, Vacaville, and BART stations in Contra Costa County.

- **Vacaville Industrial Park:** The Vacaville Industrial Park is located in north Vacaville along Vaca Valley Parkway. This area has been served by transit to varying degrees over the past five years.

Finally, the CBTP noted that during the 2006-07 MTC funding process, local users identified another "unmet transit need" in the area – "Increase service in the I-80 Corridor between Vacaville, Fairfield, Vallejo, and San Francisco."

Stakeholder interviews shed light on the patterns of travel in greater Solano County, including Vacaville. Of relevance to this current study, among low-income interviewees traveling within the county for visits with friends and family, "the most common destinations outside of the area included Vallejo and Vacaville." Many respondents did not have a driver's license; and others "often complained about the lack of service on Sunday, infrequent service on Saturday, buses that don't run late enough and that traveling by bus takes too long."

Community-Based Transportation Planning for Dixon
Solano Transportation Authority/MTC, 2004

With a population of 16,000, Dixon relies on its larger neighbor cities for many health and social service facilities. Two major healthcare centers, the Kaiser Medical Center and Vaca Valley Hospital, are located in Vacaville, ten miles away, making adequate access to frequent public transit access necessary for many residents. In the report's "Known Transit Gaps," Vacaville is deemed a county destination, primarily reached by intercity (commuter) transit. For Dixon residents, Fairfield and Suisun Transit's Route 30, which connects Vacaville and Dixon, as well as other destinations, has several drawbacks (excerpted from the report):

- The service is I-80 based—linking Fairfield, Vacaville, Dixon, Davis, and Sacramento along the corridor, and many destinations require transfers.

- There is a very limited service span for non-work trips.

- Although the 2003 enhancements created more of an express service, the frequency of service was reduced to a level of 4-5 hours between some eastbound trips stopping in Dixon.

- The first westbound service to Vacaville and Fairfield is offered at 9:40 AM, which is too late for many work, school, and other trips.

The report identified several possible solutions to the identified transportation gaps. Among them was a Medical Shuttle Service providing service twice a week between Dixon and medical facilities in Vacaville, Davis, Fairfield, and Woodland.

Community Based Transportation Plan for Vallejo
Solano Transportation Authority, July 2008

According to the report, travel from Vallejo to Vacaville via public transit requires a bus transfer in Fairfield. Transit user interviews in Vallejo also reveal that many low-income students at the Solano Community College's Vallejo campus travel to Vacaville to visit family and friends, but do so infrequently.

Low-Income Needs Transportation Plans

Solano County Welfare to Work Transportation Plan
Metropolitan Transportation Commission (MTC), 2002

The Solano County Welfare to Work Transportation Plan, following the mandate of federal and state legislation, addresses the role of transportation in the overall effort to move people from the welfare system to employment. MTC, in partnership with the Solano Transportation Authority and the Solano County Department of Health and Social Services, initiated this 2002 study, which offers services and programs to help overcome the transportation challenges specific to the CalWORKs clients living in Solano County.

Specifically regarding Vacaville, the Plan found[3]:

- There was limited local service in Vacaville; as a result, many low-income residents used taxi services to get to their destinations. Some of the reasons residents chose this mode—which reveal transportation gaps—were:

    – There was no regular bus service to some (unspecified) social service locations

    – Difficulty traveling with several children on public transit

    – They were carrying packages

    – The weather was bad

- Regional trips, especially to large employment centers and government services in Fairfield, required multiple transfers and long travel times. One example in the report was that

    A [CalWORKs] client living in Vacaville and working in Fairfield must take a Vacaville City Coach local route to a transfer point to catch FAST Route 20. FAST Route 20 will bring the client to Solano Mall where he/she then must transfer to a local FAST route to get to the destination.

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[3] Note that in the years since this report was written, some of the concerns about the regular bus service have been addressed. Please refer to Chapter 3 of this report, which summarizes current fixed-route transit services in Vacaville.

To fill the countywide transportation gaps, the Plan proposed several projects and policies intended to guide future planning and implementation. Two proposals (a specific project and a policy proposal) most pertinent to Vacaville addressed additional transportation network gaps.

A project proposal to institute vanpool service to Benicia, Solano, and Vacaville Industrial Parks addressed five specific transportation gaps:

- Lack of late night and owl service for swing shifts and graveyard shifts
- Lack of transit service to industrial parks
- Lack of coordination in service hours between regional and local routes
- Lack of weekend service
- Inadequate service frequencies during morning and evening peak periods

The policy statement outlined that "Future transit schedules should include Sunday service and extend service later into the evening," filling temporal gaps in local service (a lack of frequent late-evening and full weekend service). The policy also noted that its implementation would particularly benefit swing-shift and late night shift workers at two major retail employment centers, Westfield Solano Shopping Mall (in Fairfield) and the Vacaville Outlet Mall.

Solano County Senior & Disabled Transit, Final Report, 2004
Solano Transportation Authority

This plan addresses the transportation needs of seniors and people with disabilities in Solano County. Like previously summarized plans, this report offers a comprehensive overview of fixed-route transit and paratransit services in the whole of Solano County, and specifically by each major city (including Vacaville). In preparation for the report, the consultant team, in partnership with Solano Transportation Authority staff, conducted extensive outreach to identify the mobility issues in the community. These activities included stakeholder interviews, eleven focus groups, and a mail-back survey. Nine of the eleven focus groups took place at senior centers in all seven Solano County cities in order to pinpoint the transportation gaps and needs of these residents.

The report determined five broad spatial, temporal, and informational gaps from surveys and focus groups in several cities and towns across Solano County. They included, in the categories outlined in the Lifeline Report:

Spatial

- Difficult to walk and/or wait at stops
- Connections are too difficult

Temporal

- Bus doesn't run early or late enough
- Bus doesn't run frequently enough on weekdays or weekends
- Connections are too difficult

Informational

1. Poor access to information about service, transfers, and fares

The report also noted that trips for health care and social visits posed the biggest challenge to County residents. When asked to rank the potential future transportation improvements that they would most like to see, the most popular improvements synthesized across all focus groups were urgent same-day medical trips and a shopping shuttle.

In this same report, residents of Vacaville identified several specific problems with existing local fixed-route and paratransit service, and proposed many service quality improvements. These were:

Spatial

- Few transportation options for health-care and social visits
- Poor transit connections (no stop at Kaiser)[4]
- Inaccessible, distant bus stops (fixed route)

Temporal

- Lack of frequency on weekdays, weekends, and holidays (fixed-route)
- Few late evening transportation options, specifically after 6pm (paratransit)
- Poor on-time performance (paratransit)

Informational

- Poor driver assistance and lack of courtesy (paratransit)

Low-Income Component, Coordinated Public Transit–Human Services Transportation Plan Metropolitan Transportation Commission (MTC), 2006

This plan provides a wide overview of transportation gaps gleaned through twenty-five initial Bay Area Community Based Transportation Plan processes. The categories of gaps included: transit service, transit amenities, public information about transportation services, transportation for youth and children, access to automobiles, bicycle and pedestrian issues, and affordability.

The report also offers a host of possible solutions to problems in the above categories, all culled from the CBTP processes. Vacaville was not specifically mentioned in the plan.

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[4] Note that City Coach Route 4 now serves this location.

Review of Pedestrian & Bicycle Plans, Projects, and Policies

This section of the report reviews bicycle and pedestrian related plans, projects and policies relevant to the City of Vacaville. The review focused on identifying and summarizing proposed projects that connect to transit stops, and summarizes policies that support bicycle and pedestrian access to transit.

The Solano Countywide Bicycle Plan, the Solano Countywide Pedestrian Plan, and the Solano Transportation Authority Safe Routes to School Plan are the major sources of information for proposed bicycle and pedestrian projects in Vacaville.

All existing and proposed projects are summarized in a table at the end of this document.

Reviewed Plans

Solano Countywide Bicycle Plan	Solano Transportation Authority	2004
Solano Countywide Pedestrian Plan	Solano Transportation Authority	2004
Solano Transportation Authority Safe Routes to School Plan	Solano Transportation Authority	2008
Vacaville ADA Transition Plan: Public Rights of Way	City of Vacaville	1995 and 2005
Transportation Element of the Vacaville General Plan	City of Vacaville	2007
MTC Lifeline Program	Metropolitan Transportation Commission	2005-2009
Coordinated Public Transit/ Human Services Transportation Plan	Metropolitan Transportation Commission	2006 and 2007
Regional Bicycle Plan for the San Francisco Bay Area	Metropolitan Transportation Commission	2009
STA Comprehensive Transportation Program: Alternative Modes Element	Solano County Transportation Authority	2009
STA Comprehensive Transportation Program: Transit Element	Solano County Transportation Authority	2009
Jepson Parkway Concept Plan	Solano Transportation Authority	2000
Vacaville Creekwalk/Opportunity Hill Plan	Solano Transportation Authority	2007

Figure 4–4   Vacaville Existing Bicycle Facilities
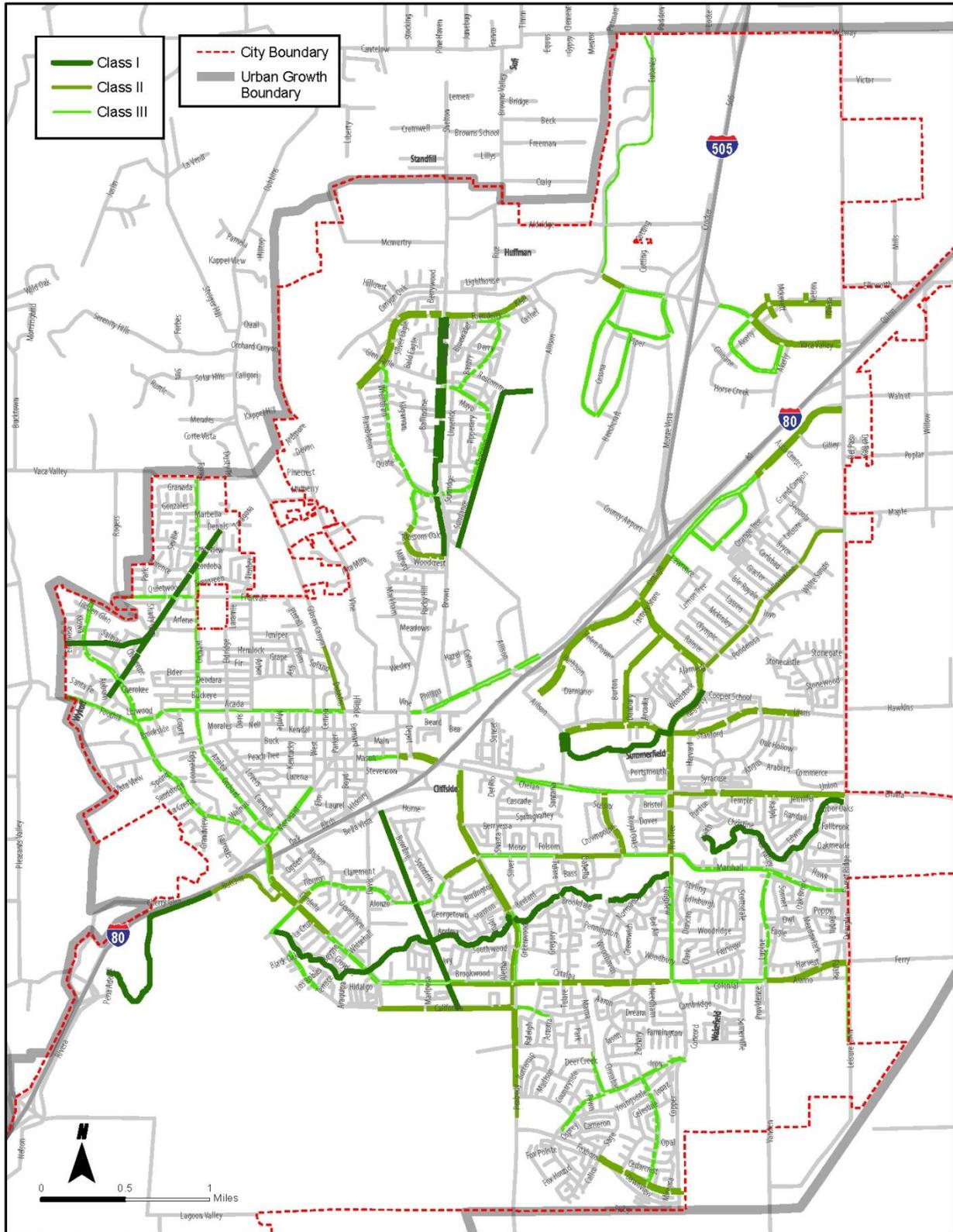
Solano Countywide Bicycle Plan

Agency: Solano Transportation Authority
Adopted: October 2004

The Solano Countywide Bicycle Plan is a component of the Solano Comprehensive Transportation Plan, which has a planning horizon of 2030. Projects included in the plan are given priority for funding programmed through the Solano Transportation Authority. In general, STA does not have the authority to implement the projects, but instead recommends that local jurisdictions incorporate the plan's recommendations into local planning policies and seek funding to implement projects

The following policies are relevant to Vacaville's CBTP:

Objective 5: Maximize multi-modal connections to the Bikeway

Policies:

5.1 Ensure that the countywide bikeway system serves all multimodal stations and terminals in Solano County.

5.2 Work with local and regional transit agencies to install bike lockers at terminals, bike racks on at least 50 percent of all buses, and bike racks and/or designated storage areas on Capitol Corridor trains and ferries serving Solano County.

Solano Countywide Pedestrian Plan

Agency: Solano Transportation Authority
Adopted: October 2004

The Solano Countywide Pedestrian Plan was developed to create an overall vision and shared policies for accommodating pedestrians in urban areas of the county and to document existing conditions, plans and projects. The plan encourages local agencies to plan for and implement pedestrian projects based on the plan's framework.

Under Objective 3, Local Plans and Actions, policy 6 states that "The highest priority pedestrian improvements should be those where pedestrian facilities are lacking or deficient in close proximity (1/4 to 1/2 mile) to pedestrian destinations such as schools, parks, transit, and shopping."

Solano Transportation Authority Safe Routes to School Plan

Agency: Solano Transportation Authority
Adopted: February 2008

The STA Safe Routes to School (SR2S) Plan identifies priority education, encouragement, and engineering projects to make it easier and safer for children in Solano County to bike or walk to school. During the development of the county plan, STA coordinated with local jurisdictions and helped them establish local SR2S Plans and Task Forces, so that the SR2S efforts would continue at a local level. Local Task SR2S Task Forces conducted walk audits and identified specific infrastructure improvements for their community.

STA worked with Vacaville to establish a six-person SR2S Task Force for the county SR2S plan. The Task Force conducted a walk audit at six schools during the development of the County Plan. Vacaville has chosen to keep their STA Safe Routes to School Task Force and recommended that school facilities staff become permanent members.

Vacaville ADA Transition Plan: Public Rights of Way

Agency: City of Vacaville
Adopted January 1995, updated September 2005

The City of Vacaville conducted a self-evaluation in 1994, and adopted a Self-Evaluation report and a Transition Plan in 1995. In 2005, the City updated these documents, after a comprehensive survey of City facilities, streets and sidewalks. The plan provides a prioritized list of improvements necessary to bring the City into compliance with ADA laws, over a fifteen-year time frame (fiscal years 2005/2006 through 2019/2020). The updated Transition Plan is divided into two sections: Facilities and Public Rights-of-Way.

The Facilities section identifies ADA-related improvements required to bring the Intermodal Transportation Center into compliance.

The Public Rights of Way section provides a prioritized list of existing conditions and improvements required to bring out-of-compliance intersections and mid-block segments up to ADA standards. Additionally, two roadways are identified as top priority for bus stop improvements by the City ADA Advisory Committee: Helen Power Drive and Alamo Drive.

Transportation Element of the Vacaville General Plan

Agency: City of Vacaville
Adopted: December 2007

Section 6.5 of the Transportation Element discusses bikeways and pedestrian paths. Figure 6-3 of the plan shows Vacaville's proposed bikeways. The element does not specifically mention bicycle or pedestrian access to transit. The element lists several locations for proposed off-street bicycle paths.

MTC Lifeline Program

Agency: Metropolitan Transportation Commission
Adopted: not applicable

MTC's Lifeline Transportation Program supports projects that address mobility and accessibility needs in low-income communities throughout the region. STA administers the program for Solano County. Pedestrian and bicycle related MTC Lifeline projects for Vacaville are listed in Appendix A.

Coordinated Public Transit/ Human Services Transportation Plan

Agency: Metropolitan Transportation Commission
Adopted 2006 (Low-Income Component) and 2007 (Elderly and Disabled Component)

The Coordinated Public Transit/Human Services Transportation plan meets federal planning requirements, and provides MTC and other agencies in the region with strategies and an implementation blueprint for promoting and advancing local efforts to improve the status of transportation for persons with disabilities, older adults, and those of low-income status.

The plan describes pedestrian and bicycle issues identified by stakeholders and includes general strategies that can be used to improve pedestrian access to transit.

Regional Bicycle Plan for the San Francisco Bay Area

Agency: Metropolitan Transportation Commission
Adopted: March 2009

The Regional Bicycle Plan for the San Francisco Bay Area is a component of MTC's Transportation 2035 Regional Transportation Plan Update. The Regional Bicycle Plan focuses investments in bicycle infrastructure along the regional bikeway network and in priority development areas, with the intention of supporting the choice to bike for everyday transportation.

The plan emphasizes the importance of integrating bicycling and public transit and states that "The combination of bicycling and public transit offers perhaps the best alternative to the flexibility and convenience of the single occupant vehicle."

Transit access is woven throughout many of the goals and policies in the document, and specifically noted in Goal 5.0:

> *"**Goal 5.0: Multimodal integration:** Work toward developing seamless transfers between bicycling and public transportation.*
>
> ***Policies***
>
> ***5.1** Encourage transit agencies to provide, maintain and promote convenient and secure bicycle parking at transit stops, stations and terminals, including racks, bike lockers, in-station bike storage and staffed and automated bicycle parking facilities.*
>
> ***5.2** Ensure that bicycles are accommodated on all forms of public transit whenever possible, including on local and regional systems.*
>
> ***5.3** Foster collaboration between local jurisdictions and regional transit agencies to improve bicycle access to transit stations in the last mile."*

To support this goal and related policies, the plan provides detailed guidelines for improving bicycle access to and on public transit (starting on page 43).

The plan identifies a regional bikeway network, and includes lists of built and unbuilt regional bicycle facilities and a map for each county in the nine-county Bay Area.

STA Comprehensive Transportation Program: Alternative Modes Element

Agency: Solano County Transportation Authority
Adopted: 2009

The Alternative Modes Element focuses on non-motorized travel, alternative fuel vehicles and transportation-related land use issues in Solano County. Pages 3 through 5 of the Element summarize existing and proposed bicycle and pedestrian projects by jurisdiction. Vacaville has 4 planned pedestrian TLC projects, and 2 completed pedestrian TLC projects. The Element also provides pedestrian and bicycle counts, at two locations in Vacaville and summarizes bicycle and pedestrian collisions between 1998 and 2008.

Jepson Parkway Concept Plan

Agency: Solano Transportation Authority
Adopted: May 2000

The Jepson Parkway Concept Plan proposes a 10-foot wide bike path and 8-foot shoulders along most of Jepson Parkway and along Leisure Town Road and Vanden Road in Vacaville. A bike staging area is planned at the Fairfield/Vacaville multi-modal station.

Vacaville Creekwalk/Opportunity Hill Plan

Agency: City of Vacaville
Adopted: 2007

This project will extend the Vacaville Creek Walk to McClellan Street to include extended walkway, irrigation and landscaping improvements, parking improvements, and mixed use residential and commercial development to the east and south of the project area.

Summary of Transportation Gaps

The following section summarizes the transportation gaps indentified from the review of relevant plans and studies. The identified gaps were looked at in the context of the current and future demographic trends shown on the maps in Chapter 2. Projections show an increase in the number of people below the poverty line and seniors. However, City Coach provides relatively good service in the geographic areas showing an increase in these populations.

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

Figure 4–5   Summary of Identified Gaps

Spatial	• Cross-county and inter-county service requires multiple transfers. Specifically, travel from Vacaville to Vallejo requires a transfer in Fairfield.
	• Trips to multiple destinations can be difficult using public transit.
	• For seniors, bus stops are inaccessible and distant.
	• Limited local service (forced some residents to use taxi service).
	• Insufficient (or nonexistent) service to major employment centers including industrial parks, social services, shopping centers and healthcare services.
Temporal	• Lack of local transit service on Sundays.
	• Lack of late-evening (until 10 PM) and late-night service, to access evening activities and also for swing- and graveyard shifts.
	• Difficulty in scheduling transfers between local and intercity routes/cross-county trips too long.
	• Lack of frequency on weekdays, weekends, and holidays.
Informational	• Insufficient access to information about scheduling, fares, and transfers.
	• Lack of knowledge on where to find out about transit.
	• Lack of bus information in Spanish.

Funding / Cost	• Bus fare can be a challenge for low-income families, especially with children. • The lack of funding for school buses means students either pay for public transit or walk. School absenteeism increases with bad weather
Paratransit	• Poor driver assistance and lack of courtesy. • Few late evening transportation options, specifically after 6 pm. • Poor on-time performance. • Riders are not always able to schedule a ride for the desired time / date. • Re-organization of Intercity Paratransit now requires additional fares for transfers, creating a financial burden.
Bicycle and Pedestrian Access	• Significant gaps exist in the path network. Paths don't connect to each other, and crossings of major roadways (e.g. Peabody, Alamo, and Nut Tree) are unclear and not direct. • Cul-de-sac developments increase the distance a pedestrian must travel to access a bus stop. Pedestrian cut-throughs are limited • Sidewalks are provided only on one side of some major roadways. • Signal or stop-controlled crossing opportunities are limited along major roadways. • Major intersections pose challenges to bicyclists/pedestrians, including long crossing distances, uncontrolled free right-turn movements, and inconsistent and occasionally improper treatment for bicycle lanes and right turn only lanes. • Bike racks are not provided as a standard item at transit stops. • Bike lockers are rented to an individual, who receives a key for a particular locker, limiting the usefulness of the locker. Bicyclists must provide a credit card to rent a locker, which excludes people who do not have a credit card, including some low-income people.

Chapter 5. Community Outreach

The purpose of the Vacaville CBTP is to identify gaps in transportation for low-income communities, and identify solutions to address these gaps. The process of developing solutions relies on community members; community involvement was the most critical elements of this plan. This chapter describes the community outreach approach that was implemented as part of this effort. The results of the outreach effort are summarized in the next chapter.

The Community Outreach Plan

Transportation is an issue that affects nearly everyone on a day-to-day basis. The place where we live is rarely the same location where we work, go to school, shop, seek community services, or enjoy recreational activities. For people with access to a working automobile or for individuals who live along a transit route that connects the many places they travel, the current transportation system works for them if they can afford it. They need not give too much thought to how they make their day-to-day trips between activities. For people with limited resources (low income, no car or only one car for many family members, etc.), transportation is a factor that not only limits what they can accomplish, but also how they can participate in their own community.

As the name implies, and CBTP is based on extensive contact with the community it is intended to serve. Outreach for this project had the following objectives:

- Inform and educate participants about the goals of the community-based transportation planning process

- Facilitate discussions for sharing information and obtaining community input in identifying transportation gaps with the goal of reaching consensus in prioritizing the transportation gaps

- Gather input from the community on solutions to mitigate gaps.

Below is a list of actions and events undertaken by the consultant team to serve these objectives.

Conduct Stakeholder Interviews. Six preliminary stakeholder interviews were completed. Figure 5-1 below lists those interviewed.

Figure 5-1   Stakeholder Interviewees

Focus	Name	Title	Organization
Bicycle and Pedestrian, Transit	Brian McLean	Transit Manager	City Coach (City of Vacaville)
Bicycle and Pedestrian	Rod Moresco	Dir. Of Public Works	City of Vacaville
Bicycle and Pedestrian	Ray Posey	Vacaville Rep, Vice Chair	STA Bicycle Advisory Committee
People with Disabilities	Judy Nash	Disabled Student Services Assistant, Student Services	Solano Community College – Main Campus Fairfield
Low-Income	Montoya Graham	Executive Director	Boys and Girls Club of Vacaville
Low-Income	Carrie Dettmer	Coordinator	REACH Youth Coalition

Focus	Name	Title	Organization
Low-Income	Jean LePoint	Dir of Transportation	Vacaville Unified School District
Seniors/Frail	Robert Fuentes	Father	Faith in Action

Identify Key Players. A comprehensive list of invitees to community meetings was developed using a database provided by the Project Manager. Approximately 130 organizations such as employers, social service agencies, community organization, service providers, and participants at the Senior Summits in 2009 was a starting point for generating invitations to participate in the Stakeholder Committee. An invitation to participate on the Stakeholder Committee was sent to the entire list. A total of 16 invitees chose to participate in the Stakeholder Committee. The complete list of invitees and the invitation are included as appendices.

Figure 5-2 lists members of the Stakeholder Committee.

Figure 5-2   Members of the Stakeholder Committee

City of Vacaville, ADA Coordinator	Shannon Nelson	Prime Time Seniors	Stacy Tracee
Commission on Aging	Skip Thomson	Providence Community Church	Darren Paulson
Commission on Aging	Steve Ciccarelli	Ray's Cycle	Ray Posey
Connections for Life	Edith Thomas	Salvation Army	Lori Cairns
Connections for Life	Gary Tanner	Simonton Windows	Brian Bliek
Faith in Action	Robert Fuentes	STA PCC Member	Jim Williams
First Place for Youth	Tiffany Puckett	STA PCC Member	Richard Burnett
Food Bank of Contra Costa & Solano	Lindsay Johnson	Superior Court of California, County of Solano	Cynthia Passon
MTC	Jennifer Yeamans	Vacaville Police Department	Carlos Barajas
North Bay Home Health	Heather Barlow	Vacaville Police Department	Carrie Dettmer
Opportunity House	Deena Davidson	Vacaville Police Department	Gloria Diaz
Opportunity House	Jennifer Jaye	Vacaville Police Department	Tammy Buntman
Partnership Health Plan of California	Dave McCallum	Vacaville Housing & Redevelopment	Sandy Fish
Pride Industries	Darelyn Pazdel		

Staff: Brian McLean, Liz Niedziela, Elizabeth Richards, Richard Weiner, Stephanie Chang

Facilitate Stakeholder Committee Meetings. The consultant team facilitated two stakeholder group meetings to review deliverables and discuss milestones.

The first meeting was held June 15, 2010. The key goals were to review goals and objectives for the Community-Based Transportation Plan, present and solicit feedback on additional identified transportation needs, and gather suggestions for strategies in contacting and engaging low-income community members.

The second meeting was held on July 29, 2010. Goals of this meeting were to solicit feedback on transportation-related gaps identified during other outreach activities, to prioritize the gaps, to review the criteria for prioritizing strategies, and to review and give input to strategies to meet the identified gaps.

Community Survey/Feedback Forms. While the interviews and group meetings afford us detailed information about community transportation needs, surveys provide an opportunity for community residents to submit written feedback. A brief survey was designed, posing questions about travel origins and destinations, access to transportation and transportation services, and demographics. These were provided to stakeholders at the first stakeholder committee meeting for distribution to their clientele, membership, (or others) and at community meetings. The surveys were printed in English and Spanish. The survey data provided supportive information about transportation needs in the community, particularly from people who are unable to attend scheduled meetings and the open house. Gaps identified in the surveys are included in the community input section of this report; the survey and a detailed summary of all the survey data is attached as an appendix.

Develop Outreach Presentations and Attend Community Meetings. One of the most effective ways to educate the community about the transportation planning process and solicit meaningful feedback and participation is to "piggyback" on the many meetings held by business organizations, agencies, community groups, schools, and similar organizations. Based on conversations with stakeholders and staff input, a calendar of meetings for key stakeholder organizations was developed. Meetings were set up where the team presented an overview of the project, and then facilitated discussions and solicited input from participants on transportation issues, community priorities, and suggestions for solutions. Spanish translation was available at all meetings.

In addition to the community meetings, two focus groups, one in English and one in Spanish, were held at the Markham Elementary School. Focus groups afford in-depth facilitated discussions about transit services and transportation needs, allowing participants to identify strengths and weaknesses and what might be done to (1) make existing services better for current riders and (2) identify other transportation alternatives to serve identified and unmet demand in the city of Vacaville. Focus groups are an important part of this process because they allow for spontaneity. Without the pressure to reach consensus, members are encouraged to speak freely, make personal decisions, and reflect on new ideas.

Input from these meetings is included in the summary of gaps and strategies; the invitation of the community meetings and notes on each meeting are attached as an appendix.

Figure 5-3 is a list of community and focus group meetings attended.

Figure 5-3   Community and Focus Group Meetings

Date & Time	Organization	Location	Attendees
Wednesday July 14, 1:00 pm	Vacaville Commission on Aging	City Hall 650 Merchant St. Vacaville, CA 95688	5
Wednesday July 14, 6:00 pm	Opportunity House	712 Catherine Street Vacaville, CA 95688	10
Thursday July 15, 8:45-9:45am	English Focus Group	Markham Elementary School 101 Markham Avenue Vacaville, CA 95688-2399	6
Thursday July 15, 10:00 - 11:00 am	Spanish Focus Group	Markham Elementary School	9
Monday July 19, 6:00 pm	REACH Youth Coalition	Ulatis Cultural Center 1000 Ulatis Drive Vacaville, CA 95687-9499	30 youth, 10 adults
Monday July 26, 12:30 pm	AARP Safety Course	McBride Senior Center 91 Town Sq Vacaville, CA 95688-3928	25-30

Chapter 6. Community Input

Public Input Topics

The following sections present a discussion of issues discussed and identified through the various public input strategies noted in the previous chapter. This information was collected through community surveys, stakeholder interviews, stakeholder meetings, community meetings, and focus groups.

Results of Public Survey

Surveys regarding transportation needs and patterns were distributed through members of the Steering Committee and at all community meetings and focus groups. A total of 66 surveys were returned, with 20% of respondents under the age of 20, and 16% over 65. A more detailed description of survey results is attached as an appendix; some key findings in the survey data are presented below.

- While the largest share primarily drives (34%), 20% take the bus, 19% walk, 16% carpool, and 7% ride a bicycle.

- A good majority of respondents (74%) indicated that they have household incomes of less than $25,000 a year.

- The most difficult destinations to reach are grocery stores, medical facilities, and jobs.

- Both pedestrians and bicyclists expressed concern about safety from speeding cars, pavement quality, the lack of sidewalks or bike paths, and the dangers of crossing streets.

- Both pedestrians and bicyclists expressed concern about safety from crime, theft, and vandalism.

- The issue of most concern for those who rode the bus was the frequency of service (22%).

On this last point, it should be noted that City Coach provides bus service on 30-minute headways, which is consistent with the demand level and with the overall population size of Vacaville.

Community Concerns

Following is a list of transportation "gaps" or issues collected from the public during all of the outreach activities in Vacaville during June and July 2010[5]. The gaps are grouped by category, with those mentioned most often listed first within each category. This is a list of the issues as they were expressed by the community; they have not been prioritized or evaluated for accuracy, feasibility, or availability of funding. Some comments stating a need for a service or program which actually already exists may reflect on the lack of awareness of the program or service; these are noted below in parentheses after the gap statement.

Amenities

- Bus stops need shade, shelters, protection from rain.

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[5] Review of documents, stakeholder interviews, four public meetings, a stakeholder meeting, and ~60 surveys

Bicycle / Pedestrian

- Bicycling is considered unsafe, especially after dark.

- Bike racks are not provided as a standard item at transit stops and are not available at common destinations (for example, Downtown Transit Center, Walgreens, Luckys, Raleys)

- Significant gaps exist in the path network. Paths don't connect to each other; some Markham areas have no bike paths (Brown and Monte Vista Street).

- All crossings under or over I-80 are challenging for bicyclists and pedestrians. Crossings of major roadways (e.g. Peabody, Alamo, and Nut Tree) are unclear and not direct.

- Markham bike path/trail needs upgrades, markings

- Sidewalks are provided only on one side of some major roadways.

- Bike lockers are rented to an individual, who receives a key for a particular locker, limiting the usefulness of the locker. Bicyclists must provide a credit card to rent a locker, which excludes people who do not have a credit card, including some low-income people.

- Lights are not timed for pedestrians (length of signal, and "leading green")

Connectivity

- Cross-county and inter-county service requires multiple transfers. Specifically, travel from Vacaville to Vallejo requires a transfer in Fairfield. Some report missing welfare appointments and monthly reports in Fairfield due to lack of transportation options. (Problem may lie with the transfer from the intercity service to the local service).

Funding / Cost

- The lack of funding for school buses means students either pay for public transit, are driven to school, bicycle, scooter or walk. School absenteeism increases with bad weather. (These comments may come from those unaware of the school tripper service and low-cost monthly bus pass.)

- Too expensive to rely on neighbors/coworkers for trips - $10 to $15 per trip is typical payment.

- Lack of low-income bus pass

Information

- Insufficient access to information about scheduling, fares, and transfers. *(Information widely available in different media and in Spanish and English)*

- Lack of knowledge on where to find out about transit.

- Driver training needed for seniors *(Available through Easter Seals)*

- Information on senior taxi service is not well distributed

- Need for Travel Training for people with developmental disabilities and new riders *(City Program exists)*

Land Use

- Blocks are too long and too hot to walk comfortably.

- Cul-de-sac developments increase the distance a pedestrian must travel to access a bus stop. Very few pedestrian cut-throughs exist.

- Buses travel loops around residential neighborhoods, rather than traveling through the middle of neighborhoods, requiring people to walk up to a mile to get to their bus stop. (Cited Vanden, Leisuretown Road)

Paratransit

- Excellent service in Vacaville. Hours are difficult for social trips - there are few late evening transportation options, specifically after 6 pm.

- Re-organization of Intercity Paratransit now requires additional fares for transfers, creating a financial burden.

Spatial

- Seniors require transportation to medical appointments outside the county (as required by their HMO). Can be as far as the Bay Area or Sacramento/Davis area. Difficult to coordinate this with paratransit.

Temporal

- Evenings: Bus service stops at 6pm. Significant problem for youth programs, low-income youth and workers who get off evening shift work. Unsafe to walk or bike at night. Lack of late-evening (until 10 PM) and late-night service, to access evening activities and also for swing- and graveyard shifts. Students can't get to off-campus afterschool activities on the bus because of time constraints. The bus going to Fairfield stops at 4:30. People can't take night classes at Solano Community College.

- Saturday service starts too late and ends too early. Have to rush to do errands, don't have transportation for leisure activities (e.g. dinner, going somewhere with kids)

- Sundays: Lack of local transit service on Sundays. People cannot access groceries, laundry, friends, relatives, church, and recreational activities. Jobs may require working on Sunday.

- Lack of frequency on weekdays, weekends, and holidays. *(Service is every 30 minutes on weekdays and Saturdays)*

Chapter 7. Strategies: Evaluation and Recommendations

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

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

Evaluation Criteria

The consulting team developed evaluation criteria that were presented and modified at a meeting of the Vacaville CBTP Stakeholder Group.[6] These criteria are selected based on a combination of factors:

- They reflect the objectives of the MTC Lifeline Transportation Report.
- They reflect criteria that have been used in other Community-Based Transportation Plan efforts.
- They are based on criteria used to evaluate Welfare-to-Work options.

The criteria that were refined in collaboration with the community representatives and then used to evaluate the solutions proposed by community members are as follows:

Community Support and Participation Criteria

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

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

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

Funding and Cost Criteria

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

Cost per beneficiary: A broad range of few-to-many beneficiaries is compared to the cost of a program. Even though a program's total cost is low, if it reaches very few people it might still have

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[6] This meeting took place on Thursday July 29 at STA in Suisun City.

a high cost per beneficiary. This would not necessarily eliminate a project from consideration if it ranked highly on other criteria including those listed under "Transportation Benefits Criteria" and "Community Criteria." Similarly, even though a program's total cost is high; if it reaches many people it might still have a low cost per beneficiary.

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

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

Transportation Benefits Criteria

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

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

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

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

Implementation Criteria

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

Staging: Can the improvement be implemented in stages?

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

Evaluation Process

The consultant team used the above criteria in the context of the information gathered from the public and the existing transportation services to assign values as a way of prioritizing the strategies. For each of the criteria, a scale of High (H), Medium (M) and Low (L) is used. While the evaluation includes a mix of qualitative and quantitative factors, the overall review is somewhat subjective based on the community context and the consultant's experience.

Recommended Transportation Strategies (Tier I)

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

In addition, for each of the strategies, possible sponsoring agencies or organizations are suggested, and possible sources of funding are identified. Lifeline projects are funded through Prop 1B funds, Job Access Reverse Commute (JARC), State Transit Assistance Funds (STAF), and regional air quality board funds, as well as specialized grants from Caltrans and other sources.

Transit Service and Amenity Solutions

This section describes strategies related to transit service and programs, marketing, and fare media. Transit-related strategies which ranked high in the evaluation were:

Category	Strategy	Com-munity	Transp. Benefits	Financial	Implemen-tation
Transit Service & Amenities	Expand Local Taxi Scrip Program	M	M	H	H
Transit Service & Amenities	Expand Intercity Taxi Scrip Program	M	M	H	H
Transit Service & Amenities	Greater span of hours / evening service	H	H	L	M
Transit Service & Amenities	Increased frequency of service	H	H	L	M
Transit Marketing	Marketing Plan targeting specific groups: additional funding for existing marketing programs	M	M	H	H
Public Information	Improve information resources for Spanish speakers: web site translation, outreach	L	M	H	H
Public Information	Education/training: Expand Senior Group Travel Training, Escort Programs, Bus Buddies, Travel Ambassador Program	L	M	H	H
Fares	Partner with retail to provide free rides home for shoppers	H	M	H	M

1. Expanded Hours and Days of Service

Issue: Virtually every group contacted during public outreach requested service, earlier in the morning, later in the evenings and on Sunday. At present, City Coach bus service start at 6:30 – 7:00 AM and stops in the early evening, from 5:30 PM to 6:30 PM depending on the route, and there is no Sunday service.   This creates a significant problem for students trying to attend youth programs, low-income passengers working the swing or graveyard shift and passenger appearing in court. Sunday bus service is needed by people who work on Sundays, and is also requested by those wishing to attend religious services.

Strategy: Expansion of Service

Expanding service to earlier, but especially later hours would allow access to and from jobs which start or end later than 6 PM, after-school programs for students, recreational activities, religious services, and evening classes at Solano Community College. Note that increasing the hours for fixed-route scheduled bus service would mandate a corresponding increase in paratransit hours, which was another request from the public.

Potential Sponsoring Agencies: City Coach

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

Strategy: Expand the Local Taxi Scrip Program

The City of Vacaville administers the Half Fare Discount Taxi Scrip Program, which provides qualified seniors and the disabled the opportunity to use the services of Vacaville's local taxi cab companies at half the regular fare. Taxis accessed through the use of this program are limited to the city limits of the City of Vacaville and to senior and disabled residents in the unincorporated area adjacent to Vacaville's city limits.

Now that this program is in place, it might be feasible to expand it to serve other groups, particularly outside regular transit service hours. For example, low-income families might be allowed to use the service during certain hours. This option would be helpful to workers who need to get to and from swing and graveyard shifts, since there are no buses running at that time. The 50% fare, while still expensive, might be more affordable to this group since it is likely that several people would travel together and share the cost. Different subsidy levels might be offered to different groups. This service might also fill in for the hours when paratransit service is not available, if the vehicles are wheelchair-accessible.

Potential Sponsoring Agencies: If this service were expanded to include low-income residents of Vacaville, the City might consider partnering with CalWORKS or Solano County Social Services, who could qualify participants and distribute taxi scrip. Low-income families might also be identified through the free lunch program at the schools, providing another distribution outlet for the taxi scrip.

Potential Funding Sources: JARC, STAF, TDA

Strategy: Expand the Intercity Taxi Scrip Program

Issue: Participants in the public outreach indicated that paratransit is difficult for social trips - there are few late evening transportation options, specifically after 6 pm and the re-organization of Intercity Paratransit now requires additional fares for transfers, creating a financial burden.

The City of Vacaville participates in the Solano County Intercity Taxi Scrip Program. This pilot program began its first phase in February of 2010. For Vacaville residents who are both ADA paratransit-certified and ambulatory, the program provides 24-hour on-call service between cities in Solano County for only 15 percent of the regular taxi fare. It takes approximately 15 to 30 minutes from the time a call is placed for the taxi to arrive. A scrip book containing $100 worth of scrip may be purchased for $15. As funding and resources become available, the pilot program is planned to also include non-ambulatory persons in Phase Two, and local service (within cities) in Phase Three. Now that this pilot program has been implemented, it might be feasible to expand it to serve other groups, particularly outside regular transit service hours.

Potential Sponsoring Agencies: Transit operators in Solano County partnering with Taxi companies

Potential Funding Sources: New Freedom, STAF, TDA

2. Increased Frequency of Service

Issue: In the survey results for this study, the issue of most concern for bus riders was the frequency of service (22%).

Currently City Coach runs on 30-minute headways for all routes. Routes 5, 6, 7 and 8 were cited by respondents as those which could have greater frequency. The greatest challenge for increased frequency is a lack of funding, since this strategy will require both additional vehicles and revenue hours.

Potential Sponsoring Agencies: City Coach

Potential Funding Sources: JARC, STA, TDA

3. Transit Marketing

Issue: Participants in community outreach events said that they were unaware of where to find information on transit services. They specifically mentioned lacking information on transfer policies, the senior taxi scrip program, and fare structures including the availability of day passes.

User-friendly marketing and useful public information are key elements of a successful effort to encourage potential riders to use public transit and to learn more about the transportation options available to them.

Vacaville City Coach currently provides extensive information on all these items, so presumably the issue is not lack of availability of informational materials, but rather inadequate penetration into the communities that were included in the outreach effort. The agency already adopts many of the marketing techniques suggested below – additional funding to expand these activities may be required to further their reach.

There are multiple groups which can be targeted for marketing activities. These include current riders, seniors, youth/students, non-English speakers, and agency representatives who can share the information with those they serve. Examples of agencies include medical facilities, religious institutions, residential facilities, senior centers, social service agencies, and other support organizations. Whenever possible, efforts to market transit services can be coordinated with social services, medical services, and the business community.

As noted in the sections on outreach, residents said they need more comprehensive inter-jurisdictional travel information for service going outside their city of residence and outside of Solano County.

Because there is no school bus service, distributing information through the schools using flyers taken home by students may be an effective way to increase ridership on those routes.

Finally, with the aging population, transit information should be presented in large, readable typefaces.

Potential Sponsoring Agencies: City Coach, STA/SNCI

Potential Funding Sources: STAF, JARC, YSAQMD, CAF

4. Improve information resources for Spanish speakers

Issue: Spanish-speaking riders expressed a need for better information on bus services, in addition to the schedule currently available in Spanish.

Some strategies to improve this are:

- Translate the entire City Coach website into Spanish. While the bus schedule and brochure are available in Spanish, the general web site for bus information is in English only.

- Prioritize future hiring of bilingual staff who can answer questions on the phone (this strategy has already been initiated during the course of this study).

- Translate information on the senior taxi scrip program into Spanish, and make available on the buses, at stops, and on the web site.

Potential Sponsoring Agencies: City Coach, STA/SNCI

Potential Funding Sources: STAF, JARC, TDA

5. Education/training: Seniors and Students Travel Training

Issue: Participants in the outreach community events mentioned that the community with special needs might benefit from training on how to use transit. This includes seniors as they reduce their driving, people with developmental disabilities, and individuals who may be hesitate to take the bus.

City Coach currently has a travel training program (see Chapter 3, "Additional Alternative Services & Programs") which is open to anyone, and teaches people about all aspects of riding transit. City Coach may partner with STA/SNCI to assist in expanding the marketing for travel training program through senior centers and social service organizations.

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

An additional strategy establishes a network of volunteer escorts or bus buddies for individuals requiring assistance while traveling on buses or for individuals who need additional support in

learning how to use transportation services. Escort programs use volunteers to accompany others on the bus, train, or paratransit vehicle. Bus buddies are similar, but operate more as a peer resource. A travel ambassador is an individual who rides the bus during a designated period, providing navigational advice and assistance to any rider who needs it.

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

Potential Funding Sources: STAF, JARC Mobility Management, TDA

6. Free Rides for Shoppers

Issue: Bus fare can be a challenge for low-income families and input from public outreach indicates that people find it difficult to get home from shopping with their purchases.

In several locations in the U.S., stores are partnering with transit, or are providing their own vehicles and drivers, to give shoppers rides home. For example, in Iowa City, Iowa, participating downtown or Sycamore Mall merchants offer Iowa City Transit bus tickets good for one free ride with a minimum purchase of $15.[7]

Some retailers are providing their own transportation for customers. The IKEA in Elizabeth, New Jersey offers a free shuttle bus to customers on Saturday and Sunday to and from the NYC Port Authority Terminal in Manhattan to their store in Elizabeth New Jersey.[8]

The model that might be best suited for Vacaville is that being used by Portland METRO (see sidebar). In this strategy, City Coach or STA would partner with either shopping malls or particular stores on a bus route to provide free rides home to people shopping at these stores by offering discount tickets to the retailer. This model could also be expanded to partner with medical providers to alleviate cost of bus fares to low-income families and individuals.

For the issue of passengers having difficulties getting home from shopping with their purchased may be addressed by City Coach accommodating push carts on buses to passengers. City Coach buses have low floor (no step entry) on all buses making boarding with a push cart manageable

Portland METRO Bus & Buy Program

The Portland METRO "Bus & Buy Program" has been providing customers with a free ride home for close to 30 years. To take advantage of the program, customers must pay a regular one-way fare and ask for a transfer ticket. Participating businesses then give customers a sticker to place on the back of their transfer ticket to show to drivers for a free ride home. Many retail businesses, especially grocery stores, are enthusiastic supporters of the program. It creates greater retail traffic and more customers for participating businesses, and increases ridership on Portland Metro buses.

Specifically, METRO sells books of 50 stickers to businesses for $25. The regular one-way Metro fare is $1.50, so the sticker books have an actual value of $75, giving the businesses a significant discount. Most participating businesses issue stickers to customers on request, but some have their own minimum purchase requirements.

Potential Sponsoring Agencies: City Coach in partnership with a shopping center or with a large shopping destination such as Raleys, Safeway, or Walgreens

Potential Funding Sources: Retail and medical partnerships

Depending on how the partnership was structured, this may not require additional funding.

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[7] http://www.icgov.org/default/?id=1516

[8] http://www.ikea.com/us/en/store/elizabeth

Auto-Based Solutions

This section describes strategies related to enabling people to acquire cars or get rides.

Strategy	Community	Transp. Benefits	Financial	Implementation
"Volunteer Friends" Driver Program	M	L	H	H
Increase funding for volunteer driving programs (Faith in Action)	M	M	M	H

7. "Volunteer Friends" Driver Program

Issue: Participants in public outreach indicated that when they needed a ride somewhere, they would sometimes pay a friend or neighbor to drive them. The commonly agreed-upon rate was $10 to $15 per round-trip. This amount was too expensive for them.

Asking friends and family is a simple and often-used solution to transportation problems, but for those with regular and repeated trips to make, continually asking others for rides begins to feel like an imposition. While paying others helps to alleviate this sense of obligation, it can also be expensive for regular trips.

The Beverly Foundation[9] has created a program where riders can reimburse drivers – friends or family members – and then the riders are reimbursed by a sponsoring agency. Called a *Volunteer Friends* model, the program is designed to limit liability and administration costs of the sponsoring agency, while providing 24/7 transportation to any destination by trusted members of one's own community. It is designed as a flexible model that can be adopted within a community. For example, one community may only want to provide reimbursement to non-emergency medical appointments while another might want to allow drivers to limit assistance to the door rather than through the door. This kind of program can lower the cost of paying friends and neighbors for rides. For example, in one program of this kind – TRIP in Riverside, CA – the average cost per ride was $6.21 (2007).

Potential Sponsoring Agencies: A non-profit managing a volunteer program such as Faith in Action, or the Volunteer Center of Solano

Potential Funding Sources: STAF, JARC

8. Increase Funding for Volunteer Driver Program

Issue: Trips for health care and social visit posed the biggest challenge to County residents. When asked to rank the potential future transportation improvements that they would most likely like to see, the most popular improvements synthesized across all focus groups were urgent same-day medical trips and a shopping shuttle.

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[9] www.beverlyfoundation.org

Faith in Action (FIA), established 12 years ago in Solano County, provides transportation services county-wide to seniors (60+) who are low-income and/or clinically disabled. Since it is an agency of last resort, 90% of clients are low-income and 80% are homebound (that is, if they don't receive transportation with escorts). All transportation is provided by volunteers They are funded through government contracts and grants, as well as donations. The demand for this service outweighs the ability of the staff to coordinate the drivers and clients. More funding would allow this existing successful program to expand.

Potential Sponsoring Agencies: Faith in Action

Potential Funding Sources: New Freedom

Bicycle and Pedestrian Improvement Strategies

Walking and bicycling are healthful low-cost transportation options that many people can use. With its wide streets and long blocks, Vacaville presents challenges for those who walk or bicycle, either by choice or by necessity. Following are the highest-ranked solutions related to non-motorized transportation modes.

Strategy	Community	Transp. Benefits	Financial	Implementation
Safe Routes to School / "School Pool" Program	H	M	H	H
Safety: Community Bicycle Distribution and Education: "earn-a-bike" programs	M	L	H	H
Safety: Enforcement / Education on Bike / Ped-Related Violations	M	M	H	M
Intersection improvements (signage, signals, crosswalks, restrict RTOR)	H	H	L	M
Bike Parking improvements	L	M	H	H

9. Safe Routes to School / "School Pool" Program

Vacaville has been actively supporting a local Safe Routes to School (SR2S) Program to make it easier, safer, and more enjoyable to walk or bike to school. The program consists of construction of bicycle and pedestrian infrastructure, in-classroom bicycle and pedestrian safety education, encouragement programs and contests to promote walking and biking. The City should continue its SR2S program, including applying for grant funding to construct school-related infrastructure improvements identified in the Solano Transportation Authority's Safe Routes to School Plan (2007).

However, with no school bus service in Vacaville, getting children to school and home was identified as one of the greatest needs in lower income communities. Parents who cannot afford a car, or who only have one car, must often walk their children to school which in some cases is a long distance. One strategy to get children to school safely and at a low cost is for parents to coordinate with each other to set up carpools, walking groups, biking groups, or groups who take transit together.

A School Pool program allows parents to identify other parents within their neighborhood who are interested in carpooling, walking, or biking to school together. It is similar to ride matching programs, but focused around the school community. In Solano, the STA's Solano Napa Commuter Information (SNCI) program offers SchoolPool matching services. Several years ago when the Dixon Unified School District eliminated school busing, SNCI assisted in matching parents of students in the same neighborhood. New tools have been developed by 511 Rideshare to make this process even easier. SNCI is part of the 511 regional rideshare family of services and can either utilize the newer on-line services or deliver SchoolPool services through other means.

Potential Sponsoring Agencies: Vacaville Unified School District, the Travis Unified School District, and the PTAs within the schools, STA/SNCI program, STA Safe Routes to School program

Potential Funding Sources:

Infrastructure & non-infrastructure :

- Federal Safe Routes to School Funds

- State Safe Routes to School Funds

- School District or PTA funds

- Clean Air Funds (Yolo-Solano Air Quality Management District)

Infrastructure only:

- Solano Bicycle and Pedestrian Program (TDA, RBPP, CMAQ funds)

10. Bicycle and Pedestrian Safety Programs

Several community members mentioned safety from motor vehicles as a concern. These concerns can be addressed through a variety of programs. Two are described below.

Community Bicycle Distribution and Education

A community-based bicycle maintenance and distribution program can include information on bicycle safety, including rules of the road, urban riding tips, and free or low-cost lights and helmets. This type of program is more likely to reach low-income bicyclists than a stand-alone bicycle safety course. Cycles of Change, in Alameda County, has developed several programs that bring low-cost bicycles to people with low incomes, including two community-based bicycle shops that provide earn-a-bike programs, used bicycle sales, bicycle donation center, do-it-yourself bicycle repair center, organized rides and classes, and an open community space.

Potential Sponsoring Agencies: Vacaville Police Department, local bike shops

Potential Funding Sources: JARC, Caltrans, Office of Traffic Safety Grants, Safe Routes to School (see above)

Enforcement and Education Directed to Bicyclist and Pedestrian-Related Violations

The City of Vacaville Police Department incorporates bicycle and pedestrian topics into several of its existing enforcement and education programs. The police department should be encouraged to continue these efforts. These include:

- Pedestrian stings to catch drivers in violation of the pedestrian right-of-way

- Active enforcement of bicyclist violations, such as wrong-way riding, sidewalk riding and riding without a helmet

- Traffic safety presentations in schools and at neighborhood meetings

Potential Sponsoring Agencies: Vacaville Police Department

Potential Funding Sources: JARC, Office of Traffic Safety Grants, Safe Routes to School (see above)

11. Intersection Improvements for Bicyclists and Pedestrians

Major roadway intersections pose challenges to bicyclists/pedestrians, including long crossing distances, uncontrolled free right-turn movements. Bike lane treatments at intersections are inconsistent, and occasionally they are improperly installed to the right of right-turn lanes. The City does install appropriate intersection improvements when upgrading or installing bus stops.

The City should consider evaluating and improving selected signalized intersections (for example, intersections with a history of bicycle-pedestrian-motor vehicle conflict, intersections located near schools, intersections adjacent to major transit stops and centers). In particular, the City should review intersections along streets with bike lanes, and restripe bike lanes, when necessary, so that they are located to the left of right turn lanes.

Though community members praised Vacaville's path network, they expressed concern that major roadways are difficult to cross, and path-roadway crossings are unclear and indirect. Crossings of Peabody and Alamo were specifically called out as problematic. The City can improve path crossings by:

- Installing wayfinding signage to direct path users to the nearest signalized intersection.

- Adjust timing on the nearest signalized intersection to reduce waiting time for path users.

- Restrict right turns on red if there are conflicts between path users and turning motorists.

- Consider installing a dedicated crossing for path users where traffic volumes are low enough to warrant, with a pedestrian-actuated beacon or traffic signal.

- Widen the sidewalk between the path and the nearest signalized intersection to 8 to 10 feet.

Potential Sponsoring Agencies: Vacaville Public Works Department

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

One way to provide more bike parking in areas where right of way is limited is to use an on-street space. In-street bicycle parking, or "bicycle corrals", can provide parking for approximately 10 bicycles per space. The Association of Pedestrian and Bicycle Professionals (APBP) describes this approach:

"An alternative method for providing greater quantities of short-term bicycle parking is to consolidate the racks which would typically be placed on the sidewalk and locate them in the traditional auto on-street parking lane, along the curb. This approach is commonplace in European cities with high bicycle mode share and is rapidly gaining support in the United States. …The removal of bicycle racks from the sidewalk and consolidation of racks in a designated facility on the street provides many community benefits:

- For businesses: Corrals can provide on average a ratio of eight customers to one parking space and advertise their bicycle-friendliness. They also improve the outdoor café seating environment by removing locked bicycles from the sidewalk.
- For pedestrians: Corrals clear the sidewalks and serve as de facto curb extensions.
- For cyclists: Corrals increase the visibility of bicycling.
- For vehicle drivers: Corrals improve visibility at intersections by eliminating the opportunity for larger vehicles to park at street corners.

For more information on the design of bicycle corrals, see the APBP Bicycle Parking Guidelines (2010) at http://www.apbp.org/?page=Publications."

12. Bicycle Parking Improvements

The Transportation Element of the Vacaville General Plan (2007) states that "Design standards in the off-street parking section of the Land Use and Development Code require bicycle racks be installed in retail areas, major employment center, public facilities and apartments." However, bicycle racks are not consistently provided at businesses, downtown, or at transit stops, yet are needed. Outreach participants specifically noted a lack of bike racks at Walgreen's, Luckys, Mr. Pickles, Winco, The Downtown Transit Plaza, and Raleys.

The City should consider taking the following actions:

- Work with businesses to purchase and install convenient and safe bicycle parking for customers and employees.

- Develop a downtown bicycle parking program, and identify high-priority bus stops for bicycle rack installation.

- Consider replacing the existing bicycle lockers with an electronic bicycle locker system, which would allow more bicyclists to use lockers.

Potential Sponsoring Agencies: Vacaville Public Works Department, Retailers, Employers

Potential Funding Sources: Solano Bicycle and Pedestrian Program (TDA, RBPP, CMAQ funds); Caltrans Bicycle Transportation Account, YSAMD, CAF, and private sector.

With new technology, bike lockers have moved from a subscriber system where one individual rents a key to one locker, to a shared use system that relies on digital "smart" locks. Bicyclists receive a magnetic card or fob that they use to access a bike locker. Once a bicyclist locks their bike in a locker, only his or her card can unlock the locker. Compared with conventional subscriber lockers, lockers with digital smart locks allow multiple users to share a locker, increase the availability of locker space, and, depending on the system, may allow users to reserve a locker. Within the Bay Area, BART has installed 200 electronic lockers at twelve stations. Bicyclists purchase a "smart card" online or at a local vendor. The fee for parking is 3 cents an hour.

For more information on the design of bicycle corrals, see the APBP Bicycle Parking Guidelines (2010) at http://www.apbp.org/?page=Publications .

Land Use Policy Solutions

Underlying a number of transportation gaps identified by the public is the auto-oriented form of development predominant in most areas of Vacaville, particularly the newer areas. Some characteristics of this type of development are very wide streets, very long blocks, and parking lots between the sidewalk and building entrances. Schools, hospitals and other large buildings which should be accessible by transit and might generate ridership for the transit system are difficult or impossible to serve when surrounded by large parking lots, because buses are prohibited from travelling through these lots. This form of development makes travel by any mode other than the automobile less convenient and thus particularly difficult for lower income residents who may not be able to afford a car.

"Smart Growth" principles are generally supported in the current Vacaville General Plan (Housing element). Vacaville is currently updating its General Plan, which provides a vision of the next twenty years. This study and these recommendations may provide input to the General Plan and help to shape development that is less auto-oriented and more transit-friendly. The proposed strategies in this section include specific measures to be considered by the City of Vacaville which reflect Smart Growth principals and may serve to more tightly link land use decisions with transportation needs.

Strategy	Community	Transp. Benefits	Financial	Implementation
Develop design guidelines for developers which assist in making projects accessible by transit, bicycles and pedestrians	M	H	M	H
Give priority to residential developments which provide neighborhood-serving retail such as food markets and pharmacies within walking distance	H	H	M	M
Provide incentives for social service agencies or others serving the target population to locate in a transit-friendly location	H	H	M	M
Encourage smaller block sizes and grid street patterns; discourage or prohibit residential projects from using cul-de-sac street patterns	M	H	M	M
Allow and encourage development that includes multiple uses, including residential, commercial, and civic uses	H	H	M	L

13. Transit-Supportive Design Guidelines

The adopted Housing Element of the Vacaville General Plan is supportive of encouraging non-auto modes of transportation. Specifically, Policy H.1-I20 states that "the Community Development Department will promote neighborhood design with pedestrian and bicycle oriented circulation to reduce automobile trips." In addition to designing for bicyclists and pedestrians, communities should also be designed to accommodate transit by providing spaces for bus stops directly adjacent to buildings, and places for buses to turn around if necessary. One measure that can bring these changes about is to develop design guidelines for developers instructing them on how to make projects accessible by transit, bicycles and pedestrians. Such guidelines are usually sponsored by a transit agency but may be applied by planning commissions or other boards

charged with reviewing development projects. Some communities which have implemented transit-friendly design guidelines are AC Transit, Riverside CA, Calgary Transit, and PACE (suburbs of Chicago).

Potential Sponsoring Agencies: City staff (Traffic Engineering, Building)

Potential Funding Sources: CMAQ, Transit Technical Assistance from Caltrans, AB2766 Emission Reduction Program

15. Transportation-Friendly Land-Use Patterns

In addition to the creation and application of guidelines, Vacaville policy makers can also take the following measures to make the city more transit, bike, and pedestrian-friendly:

- Encourage smaller block sizes and grid street patterns; discourage or prohibit residential projects from using cul-de-sac street patterns. Where these are used, provide pedestrian "punch-through" walkways to allow easier pedestrian and bicycle mobility.

- Allow and encourage development that includes multiple uses, including residential, commercial, and civic uses

- Give priority to residential developments which provide neighborhood-serving retail such as food markets and pharmacies within walking distance

Potential Sponsoring Agencies: City of Vacaville

Transportation Strategies (Tier II)

Solutions listed below are considered "Tier II" solutions because they did not meet the evaluation criteria to as great a degree as the solutions listed above. Common reasons are that the strategies, while supported by the public, are very expensive; they serve a small number of people; or would take a very long time to implement.

Category	Strategy	Com-munity	Transp. Benefits	Financial	Implemen-tation
Auto-Based	Auto loan program, to purchase, insure, and maintain a vehicle	M	L	M	M
	Car share program	**M**	**M**	**L**	**M**
Bicycle & Pedestrian	Improve I-80 crossings	**M**	**H**	**L**	**L**
	Increase lighting on paths	**M**	**L**	**L**	**L**
Policy-based solutions	Private-Public Partnership for Medical Transportation	**H**	**M**	**L**	**L**
Transit Service & Amenities	Provide additional support to annual program to add shelters	**M**	**M**	**M**	**M**
	Connecting to other transit systems: reduce the number of transfers to travel outside Vacaville	**M**	**M**	**L**	**M**

Auto-based Solutions

Low-Cost Auto Loans

In Vacaville most people rely on cars for transportation; for low-income households, acquiring a car is difficult or impossible. This program would make it easier for those with low-incomes to get access to a car. Of the auto-focused solutions, this ranks among the highest because it is less cumbersome to implement than some of the others and it addresses a number of the transportation criteria.

Southern/Eastern Alameda County Transportation Assistance Pilot Project (SEATAPP) currently provides low-cost auto loans to former CalWORKS recipients in Alameda County and the program could be expanded to cover non-CalWORKS recipients in certain income categories in the study area.

Potential Sponsoring Agencies: Community Action Council of Vacaville

Potential Funding Sources: JARC

Subsidized Car Sharing

While CBTP outreach respondents did not identify the need for subsidized car sharing by name, improved access to car share services for low-income individuals could provide an important complement to enhanced transit services and facilities by providing a new mobility option and improved access to essential destinations such as medical facilities, grocery stores, and other services. Car-sharing could be subsidized by employers or local agencies, and would be appropriate for short errands in the community. Car-sharing could be modeled on or operated by City CarShare or another similar vendor.

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

Subsidy structures for low-income car share programs have been based on the location of vehicles as well as on car share usage by registered individuals accessing car share vehicles in any location. Some examples include:

- The City of Seattle pays half the cost of usage of car-share vehicles placed in targeted low-income areas.

- MTC administered a program funded by the Low-Income Flexible Transportation Program (LIFT) and implemented by City CarShare in San Francisco. The San Francisco program currently supports car share use by 60 CalWORKS registrants, with LIFT funds subsidizing application fees and deposits, as well as half of usage charges. Drivers are invoiced directly for the remaining usage charges. Placing additional vehicles in low income areas was also a component of this project. (LIFT was the precursor to the Lifeline Program.)

- The West Oakland Community-Based Transportation Plan also proposed a subsidized car sharing program, involving extending 15 hours and 50 miles per month of free or low-cost car share access to 100 low-income individuals or groups.

This is a Tier II strategy because, of the solutions recommended for further consideration, this program has one of the highest costs per beneficiary.

Potential Sponsoring Agencies: County of Solano, HSS/Cal WORKS

Potential Funding Sources: JARC

Bicycle & Pedestrian Projects

Improve I-80 crossings

All crossings under and over I-80 are challenging for bicyclists and pedestrians. Figure 1 below specifies where improvements can be made and improvements for each intersection. This collection of projects is in Tier II because it would likely require a lengthy engineering process and considerable capital funding to execute. However, this list can serve as a starting point for prioritizing projects for when funding becomes available.

Figure 7-1   Improving Bicycle and Pedestrian Access Across I-80

Existing Conditions	Potential Improvements
Alamo Drive Overcrossing	
Bike lanes end just south of Butcher Road. Sidewalk on west side ends approximately 200 ft north of Butcher Road. Sidewalk provided on both sides of bridge. Wide shoulders provided over bridge.	Extend bicycle lanes over bridge to Merchant Street and provide bicycle pocket to left of right turn only lane at Merchant Street. Construct sidewalk on west side between Butcher Road and bridge and between Merchant Street and Bridge. If sidewalk and bike lanes are provided on west side, explore bicyclist and pedestrian crossing treatments at eastbound off-ramp, with an emphasis on directing bicyclists and pedestrians to cross perpendicular to traffic at location with best visibility and slowest motor vehicle speeds.
Davis Street Undercrossing	
Bike path on Sacramento Northern RR ROW intersects Davis Street and Hume Way at unexpected location. Free right turn from Hume Way to Davis Street does not require a merge, encouraging fast, free turns, and discouraging yielding to pedestrians. Sidewalk provided on both sides. Wide outside lanes under I-80. No pedestrian lighting.	Stripe bike lanes or wide outside shoulder on Davis Street under I-80. Improve pedestrian warning signage and striping at free right turn from Hume Way to Davis Street. Consider pedestrian-actuated beacons or bringing right-turn movement under signal-control. Install pedestrian-scale lighting serving both sidewalks. Improve connection between bike path and road. Consider widening sidewalk between path and Davis Street, modifying signal and/or timing to allow bicyclists and pedestrians to cross Hume without conflicts from turning motorists. Enlarging the bicyclist and pedestrian waiting area at the southeast corner of Hume Way and Davis Street.
Mason Street/Elmira Road Undercrossing	
Sidewalks on both sides. Light pole obstructs sidewalk on south side. No pedestrian lighting. Bike lanes continuous, dropped at dedicated right-turn lanes.	Install pedestrian-scale lighting serving both sidewalks. Stripe bicycle pockets to the left of right-turn lanes at Elmira Road and Peabody Road (eastbound) and at Mason Street and Depot Street (east- and westbound.)
Allison Drive Overcrossing	
Sidewalks provided on east side only. No bike lanes. Eastbound and westbound on-ramps are challenging for bicyclists and pedestrians to cross.	Install pedestrian warning signage and improved lighting at eastbound on-ramp. Consider pedestrian actuated warning beacon at eastbound on-ramp. If future development allows, reconfigure interchange so that on and off ramps meet local road at close to a 90 degree angle and are signal controlled.

Existing Conditions	Potential Improvements
Nut Tree Road Overcrossing	
Sidewalks provided on east side. Bike lanes provided on both sides.	No improvements.
Leisure Town Road Overcrossing	
Sidewalks provided on west side. Wide shoulders provided on both sides. On and off ramps challenging for bicyclists and pedestrians to cross. Long right turn only lane northbound traffic is challenging for bicyclists to navigate.	Provide ramp up to sidewalk to allow southbound bicyclists to travel on sidewalk and cross traffic perpendicularly at off-ramps. Stripe painted divider between right turn lane and through lane in northbound direction.

Increase lighting on paths

Several stakeholders, focus group participants, and community members stated that they feel unsafe walking and biking after dark, noting that there are no other transportation options for those who work a graveyard shift and have to travel to or from work when buses are not running. The City should consider adding or increasing lighting along bicycle paths and increasing light levels at bus stops. This is a capital-intensive program with a long time frame benefiting pedestrians and bicyclists.

Policy-based Solutions

Private-Public Partnership for Medical Transportation

Private for-profit health clinics, particularly dialysis clinics, rely on many of their patients being transported using public transit or social service-sponsored transit. Patients who undergo dialysis are in a particularly fragile condition after treatment; if they are using paratransit or public transit, the ride back home can be unnecessarily lengthy. This strategy would entails private for-profit medical facilities to either provide transportation for those patients who would normally use paratransit; or to contribute financially to public, private or non-profit services to develop and deliver services specifically for clinic patients.. Further research should be conducted to identify systems where cost-sharing has been achieved, and explore their applicability in Vacaville.

This is a Tier II strategy because it would require research into other programs and negotiations with medical facilities.

Potential Sponsoring Agencies: Providers such as Faith in Action

Potential Funding Sources: Private medical and dialysis clinics, 5310 funds, Healthy Communities Access Program

Transit Service & Amenities

Bus shelters

Within Vacaville there are 370 bus stops, approximately 48 of which are equipped with shelters. Several participants in outreach for this project indicated that the lack of a shelter hindered their use of transit during inclement weather, particularly when they were accompanied by children. Adding bus shelters is both relatively inexpensive and popular with the community as a very tangible improvement in the quality of the public transit experience. Although the solution does not necessarily improve mobility in the community, it improves the experience of using transit service which can encourage use of transit.

City Coach has an annual program to add shelters (3 to 5 per year) and benches where shelters won't fit. Challenges to installing more shelters are less related to funding, and more about the lack of right-of-way, either physical or legal, in which to install the shelter. That is, either it does not fit – particularly a problem in older areas – or STA does not have rights to install a shelter.

The program can be incrementally reduced or expanded depending on resources. Additional funding can be used to expand the current program for installation of new shelters.

Potential Sponsoring Agencies: City Coach

Potential Funding Sources: JARC, STAF, Prop 1B, TDA FTA 5307

Connecting to Other Transit Systems

All buses in the City Coach system travel on 30 minute headways, and meet at the Downtown Transit Center and the Ulatis Cultural Center at the same time; so within Vacaville, there is no issue with transferring. Travelling between Vacaville and the cities of Fairfield and Vallejo requires transfers within cities and also between bus systems. Greater coordination between the systems would make these trips shorter and less costly. This group of strategies includes:

- Better timing of connections at transfer centers, especially outside of Vacaville, would reduce travel time
- Reducing the number of

 Potential Sponsoring Agencies: City Coach partnership with neighboring transit providers and STA,

Potential Funding Sources: CMAQ, Transit Technical Assistance from Caltrans, AB2766 Emission Reduction Program

APPENDIX A

SUMMARY OF PROPOSED BICYCLE/PEDESTRIAN
PROJECTS & SEPTEMBER 2010 STATUS

Appendix A. Summary of Proposed Bicycle/Pedestrian Projects & September 2010 Status

Index No.	Name	Description/Location	Length	Source(s)	Status as of 09/21/2010 *(Not confirmed in the field)*
1	Jepson Parkway	This is the southern Vacaville to Fairfield bike route, proposed as a bike path along Jepson Parkway, Leisure Town Road, and Vanden Road. The following segments are within Vacaville:	-	Solano County Bike Plan Solano County Ped Plan MTC Regional Bike Plan	See below for segment status
		Bike Path on Leisure Town Road: I-80 to Ulatis Creek Parkway	1.5 miles	Same as above.	Unbuilt – (Construction would take place with Jepson Parkway improvements and or development of adjacent property.)
		Bike Path on Leisure Town Road: Ulatis Creek to Alamo Drive	2 miles	Same as above.	Unbuilt (Construction would take place with Jepson Parkway improvements and or development of adjacent property.)
		Bike Path on Leisure Town Road: Alamo Drive to Vanden Road	1.6 miles	Same as above.	Unbuilt (Construction would take place with Jepson Parkway improvements and or development of adjacent property.)
2	Vacaville to Fairfield (North Route)	This is the northern Vacaville to Fairfield route. The following segments are proposed:	-	Solano County Bike Plan	See below for segment status
		Bike Path on Elmira Road: Meridian Road to Alamo Creek	1.2 miles	Solano County Bike Plan, Vacaville General Plan: Transportation Element (section from Leisure Town Road to Depot Street)	Unbuilt
		Bike Path on Sacramento Northern RR ROW: Alamo Creek to Davis Street	0.2 miles	Solano County Bike Plan	Alamo Drive to Hume Way is complete as of December 2007.
		Bike Path on Merchant Street: Downtown Vacaville to Alamo Drive Interchange	0.8 miles	Solano County Bike Plan	Unbuilt, street fully developed on both sides, may not be enough ROW

Index No.	Name	Description/Location	Length	Source(s)	Status as of 09/21/2010 *(Not confirmed in the field)*
		Bike Lanes on Butcher Road: Alamo Drive to Path in Lagoon Valley Regional Park	-	Solano County Bike Plan	Existing
3	Gibson Canyon Road	Bike lanes from East Monte Vista Avenue to Cantelow Road	4.5 miles	Solano County Bike Plan	Bike lane/bike route within Vacaville, north of Ulatis Creek, Gibson Canyon Road is within County.
4	North Orchard Avenue	Bike route. East Monte Vista Avenue to Vaca Valley Road	1.4 miles	Solano County Bike Plan	Unsigned
5	PG&E Easement Bike Path (Linwood Street Gap Closure)	Bike path and bridge over Alamo Creek between Shady Glen Road and Cheyenne Drive.	1400 feet	Solano County Bike Plan; Solano County Pedestrian Plan (Proj. #30)	Existing
6	Southside Bikeway	Extension of Southside Bikeway from Alamo Drive to California Drive.	850 feet	Solano County Bike Plan	Existing
7	Ulatis Creek Bike Path	Bike path along creek between Allison Drive and Ulatis Drive	0.65 miles	Solano County Bike Plan (Vacaville General Plan: Transportation Element, MTC Regional Bike Plan (SOL-27)	Existing
8	Centennial Bikeway	Bike path along canal between Vaca Valley Parkway and Browns Valley Parkway	1.3 miles	Solano County Bike Plan	Existing
9	Cross-State Bike Route	The following Vacaville roadways were identified as part of the Cross State Bike Route	-	Solano County Bike Plan	See below for segment status
		Bike Path on Leisure Town Road: Hawkins Road to Vanden Road	-	Solano County Bike Plan	Unbuilt (See Jepson Parkway)
		Bike Path on Vanden Road: Leisure Town Road to Peabody Road	-	Solano County Bike Plan	Unbuilt (See Jepson Parkway)
		Bike Path along Alamo Creek: Leisure Town Road to Alamo Drive	-	Solano County Bike Plan Vacaville General Plan: Transportation Element	Existing

Index No.	Name	Description/Location	Length	Source(s)	Status as of 09/21/2010 *(Not confirmed in the field)*
		Bike Lanes on Alamo Drive: Leisure Town Road to Butcher Road	-	Solano County Bike Plan	Existing
		Bike Lanes on Butcher Road: Alamo Drive to Rivera Road	-	Solano County Bike Plan	Existing
		Bike Lanes on Rivera Road: Butcher Road to Nelson Road	-	Solano County Bike Plan	Existing
10	Vacaville-Fairfield Train Station Urban Center	Development of a master plan and ultimately construction of the Fairfield Vacaville Train Station. Elements will include: mixed used concepts, pedestrian and bicycle circulation system enhancements/ system connections, public transit -connections -stations and -facilities	-	Solano County Pedestrian Plan MTC Lifelines Projects Reference # 21341	Unbuilt (Fairfield Jurisdiction – Notice of Preparation for Fairfield Train Station Specific Plan published)
11	Vacaville Creek Walk Extension to McClellan Street	This project will extend the Vacaville Creek Walk to McClelland Street to include extended walkway, irrigation and landscaping improvements, parking improvements, and mixed use residential and commercial development to the east and south of the project area.	-	Solano County Pedestrian Plan	Existing
12	Vacaville Bus Terminal and Transfer Center	Timed transfer center to allow all City Coach, and interested intercity transit services, to meet and transfer passengers at one central location. Located in downtown, off the north end of Kendal Street, the terminal would include bus shelters, bike racks, phone booths, and other amenities to support transit use.	-	Solano County Pedestrian Plan	Existing

Index No.	Name	Description/Location	Length	Source(s)	Status as of 09/21/2010 *(Not confirmed in the field)*
13	Nut Tree Ranch Development Project	This city/private project will rebuild the historic 76-acre Nut Tree site just north of interstate 80. The project is envisioned to feature a range of specialty retail shops and cafes, picnic grounds and residential units. The goal is to create a special setting that will attract visitors and serve the community.	-	Solano County Pedestrian Plan	Existing/Ongoing
14	Connection from Lagoon Valley to Paradise Valley	Connection from Lagoon Valley Reservoir south to Paradise Valley in Fairfield.	-	Solano County Pedestrian Plan Vacaville Parks, Rec & OS Master Plan; Solano Co. Parks & Rec Element	Existing
15	Creek Walk Extension	Creek Walk extension to McClellan Street, or beyond	-	Solano County Pedestrian Plan Vacaville Parks, Rec & OS Master Plan	Existing
16	Will C. Wood High (Marshall Road/Burlington Drive)	With the construction of a new science building at Will C. Wood High School, the school will realign the west driveway to meet at the intersection of Marshall Road and Burlington Drive, creating a four-leg stop-controlled intersection.	-	STA Safe Routes to School Plan	Existing
17	Will C. Wood High (Marshall Road/ Peabody Road)	At Marshall Road and Peabody Road intersection, increase the pedestrian storage area on the northwest corner, and install/recalibrate existing actuation so that eastbound bicyclists can trigger the green light.	-	STA Safe Routes to School Plan	Existing
18	Callison Elementary (Meadowlands Park path)	Study the extension and widening of sidewalks, in particular those paths that connect to the Meadowlands Park path.	-	STA Safe Routes to School Plan	Unbuilt (Pending Study initiated by Travis Unified School District in conjunction with City of Vacaville staff)

Index No.	Name	Description/Location	Length	Source(s)	Status as of 09/21/2010 *(Not confirmed in the field)*
19	Callison Elementary (Crosswalks along Vanden Road)	Study the installation of crosswalks on Oak Brook Drive/Court at Vanden Road and Owl Drive/Court at Vanden Road.	-	STA Safe Routes to School Plan	Unbuilt (Pending Study initiated by Travis Unified School District in conjunction with City of Vacaville staff)
20	Cambridge Elementary (Crosswalks along Nut Tree Road)	Study installing crosswalks uniformly at street crossings near the school (e.g., along the west side of Nut Tree Road and at Village Court and Cambridge Drive intersection north of the school) to increase visibility of students walking south on the west side of on Nut Tree.	-	STA Safe Routes to School Plan	Unbuilt (Pending Study initiated by Travis Unified School District in conjunction with City of Vacaville staff)
21	Cambridge Elementary (Loading zone signage)	Study installing school loading zone signage and paint along Cambridge Drive and Nut Tree to clarify drop-off and pick-up areas for parents.	-	STA Safe Routes to School Plan	Unbuilt (Pending Study initiated by Travis Unified School District in conjunction with City of Vacaville staff)
22	Cambridge Elementary (Red curbs)	Consider painting curbs red at crosswalks connecting to the school to avoid pedestrian visibility issues with parked cars.	-	STA Safe Routes to School Plan	Unbuilt (Pending Study initiated by Travis Unified School District in conjunction with City of Vacaville staff)
23	Cambridge Elementary (Bicycle Parking)	Study installing additional secured bicycle parking for students to prevent bicycle theft and encourage biking to schools.	-	STA Safe Routes to School Plan	Unknown (Travis Unified School District jurisdiction)
24	Foxboro Elementary (Morning Glory Drive/Madison Avenue)	Study installing crosswalk at Morning Glory Drive and Madison Avenue to increase visibility of pedestrians crossing this main route from northern neighborhoods.	-	STA Safe Routes to School Plan	Unbuilt (Pending Study initiated by Travis Unified School District in conjunction with City of Vacaville staff)
25	Foxboro Elementary (signage)	Study installing clearer signage for drop-off and pick-up zones along Morning Glory Drive to help prevent students who run through traffic to load into double-parked vehicles.	-	STA Safe Routes to School Plan	Unbuilt (Pending Study initiated by Travis Unified School District in conjunction with City of Vacaville staff)
26	Foxboro Elementary (path)	Study installing a paved path through the park and baseball diamonds towards the school to encourage walking and bicycling to school from southern neighborhoods.	-	STA Safe Routes to School Plan	Unbuilt (Pending Study initiated by Travis Unified School District in conjunction with City of Vacaville staff. Also identifying funding source)

Index No.	Name	Description/Location	Length	Source(s)	Status as of 09/21/2010 *(Not confirmed in the field)*
27	Hemlock Elementary (signs, striping)	Study installation of signage and curb paint to clarify drop-off and pick-up zones near the school.	-	STA Safe Routes to School Plan	Unbuilt (Pending Study initiated by Vacaville Unified School District in conjunction with City of Vacaville staff.)
28	Padan Elementary (circulation study)	Study circulation patterns for drop-off and pick-up with school staff before the Vacaville Christian High School development is complete, to prevent the potential for mid block u-turns on Paden School Road (e.g., installation or double-yellow centerline or median bumps to prevent u-turns).	-	STA Safe Routes to School Plan	Existing - Part of City of Vacaville CIP- Paden School Road Extension to Marshall Road
29	Padan Elementary (red curb)	Install red curb at the existing crosswalk at on Paden School Road in front of the school.	-	STA Safe Routes to School Plan	Existing - Part of City of Vacaville CIP- Paden School Road Extension to Marshall Road
30	Sierra Vista Elementary (traffic calming study)	Study potential traffic calming measures to slow speeds on the curve of Bel Air Drive near Alamo Drive to prevent parents speeding to drop off their students in the morning (e.g., median bumps in lieu of bots dots, radar speed feedback signs, etc.)	-	STA Safe Routes to School Plan	Unbuilt (Pending Study initiated by Vacaville Unified School District in conjunction with City of Vacaville staff. Improvement dependent on identifying funding source)
31	Sierra Vista Elementary (signage, striping)	Study installation of signage and curb paint to clarify drop-off and pick-up zones near the school along Bel Air Drive in front of the park.	-	STA Safe Routes to School Plan	Unbuilt (Pending Study initiated by Vacaville Unified School District in conjunction with City of Vacaville staff. Improvement dependent on identifying funding source)
32	Lower Lagoon Valley Bike Paths	All new arterial streets to have bike paths.	-	Vacaville General Plan: Transportation Element Note Vacaville General Plan update has been initiated.	Contingent upon Lower Lagoon Valley Development

Index No.	Name	Description/Location	Length	Source(s)	Status as of 09/21/2010 *(Not confirmed in the field)*
33	Vaca Valley Parkway and New Horizons Loop	Vaca Valley Parkway – Class 1 Off Street Shared Use Path New Horizons - Class III On Street unpainted Bike Route	-	Vacaville General Plan: Transportation Element	Vaca Valley Pkwy. - Exists New Horizons Exists from Horse Creek Drive to Vaca Valley Unbuilt: Horse Creek Drive to East Akerly
34	North Village Specific Plan	All new arterial streets to have bike paths.	-	Vacaville General Plan: Transportation Element	Exists for streets built Pending for future phases
35	Allison Drive	Bike path from Browns Valley Parkway to Elmira Road	-	Vacaville General Plan: Transportation Element	Exists North of Monte Vista to Browns Valley and a segment south of Nut Tree Parkway. On Street Bike lane exists Elmira Road to Ulatis. Unbuilt Ulatis to Travis Way.
36	Fairfield-Vacaville I-80 Path		-	MTC Regional Bike Plan (SOL-21)	Unbuilt
37	Dixon to Vacaville Bike Route		-	MTC Regional Bike Plan (SOL-6)	Unbuilt
	Ulatis Creek Bike Path	Alison Drive to Beard Road, under I-80		Capital Improvement Plan	Environmental and preliminary design underway
	Ulatis Creek Bike Path	Path from Nut Tree Road to Leisuretown Road along Canal		Capital Improvement Plan	Environmental and preliminary design underway
	Elmira Road Bike Path	Bike path from Edwin Drive to Leisuretown Road on north side of Elmira		General Plan	Unbuilt

APPENDIX B

INVITED STAKEHOLDERS PARTICIPANT'S LIST AND STAKEHOLDERS INVITATION

Appendix B. Invited Stakeholders Participant's List

AK Bean Foundation	Genentech, Inc
Alpha Pregnancy Resource Center	Good Neighbor Care
Amen Clinic	Goodwill Industries
America Best Value Inn	Green Team
America Red Cross	Head Start Centers
Basic Needs Transportation	Healthy Partnerships
California Department of Rehabilitation	Healthy Start Family Resource
California Medical Facility (CMF)	Helping Hands Senior Resources
Child Haven Inc.	Home Depot - Vacaville
Child Start Inc.	Independent Living Resource
Children's Network	Kaiser Permanente Medical Offices - Vacaville
City of Vacaville	Latino Family Services
Commission on Aging	Lucky Distribution Center
Connections for Life	Mariani Packing Company, Inc.
Costco - Vacaville	McBride Senior Center
County of Solano, Supervisor District 4	Merrill Gardens, Community Relations Director
County of Solano, Supervisor District 5	Metropolitan Transportation Commission
CSAA - Vacaville	Mission Solano
CSI Career College	Narcotics Anonymous
Dream Catchers Empowerment Network	Northbay Cancer Center
Easter Seals	Northbay Caregiver's Support Group
Eclipse Medical Imaging	Northbay Healthcare
Fairfield and Suisun Transit	Novartis
Faith Based Organizations	Office of Congressman George Miller
Faith in Action	Office of State Assemblymember Mariko Yamado
Families First	Office of State Senator Lois Wolk
Family Resource Centers/Children's Network	Opportunity House
FIRST	PACE Solano
First 5 Solano	Pacific Cycle
First Place for Youth	Paratransit Coordinating Council Members
Food Bank of Contra Costa & Solano	Partnership Health Plan

Pearl Izumi	State of CA, Dept of Dev. Services, Area 4
Planned Parenthood	Summit Properties
Precision Bicycles	Super 8
Pride Industries	Superior Court of California, County of Solano
Public Authority, IHSS	The Area Agency on Aging
Rainbow Children's Center	The Father's House
Ray's Cycle - Vacaville	The Reporter
Safe Quest Solano	Three Oaks Community Center
Salvation Army	Travis Credit Union
Sam's Club - Vacaville	U.S. Postal Service - Vacaville
Schools in Vacaville	Ulatis Community Center
Senior Advocate Committee	United Way
Senior Coalition	Vaca FISH
Simonton Windows	Vacavalley Hospital
Simpson Dura-Vent	Vacaville Chamber of Commerce
Solano Coalition for Better Health	Vacaville City Coach
Solano Community College	Vacaville City Councilmembers
Solano Community Foundation	Vacaville Family Resource Center
Solano County Adult Blind Organization	Vacaville Housing Authority
Solano County Children's Medical Services	Vacaville Independent Study
Solano County Family and Child Service	Vacaville Mayor Len Augustine
Solano County Health & Social Services	Vacaville Neighborhood Boys and Girls Clubs
Solano County Library	Vacaville Police Department
Solano County Maternal & Child Health Bureau	Vacaville Public Library
Solano County Office of Education	Vacaville Public Library - Town Square
Solano County Substance Abuse Services	Vacaville Special Education
Solano Diversified Services	Vacaville Storehouse
Solano EDC	Vacaville Unified School District
Solano Food Bank	Vacaville Vice Mayor Curtis Hunt
Solano Napa Agency on Aging	Vallejo Transitions
Solano WORKs Ready Center	Visiting Angels
State Compensation Insurance Fund (SCIF)	Women, Infants and Children
State Council on Developmental Disabilities	Workforce Investment Board (PIC)

APPENDIX C

STAKEHOLDER INTERVIEW PROTOCOLS: SOCIAL SERVICE AGENCY AND PUBLIC TRANSIT

Appendix C. Stakeholder Interview Protocols: Social Service Agency and Public Transit

Social Service Agency

Nelson\Nygaard Consulting Associates has been contracted by the Solano Transportation Authority to complete a Community-Based Transportation Plan specifically for Vacaville. This plan focuses on the transportation needs of low-income residents.

An important goal for the plan is to identify barriers to transportation for low- income individuals and families.   We'd also like to identify programs that currently serve them, or that could be implemented in the future. As an agency that works with low-income clients, we're also interested in your thoughts and ideas on ways to better meet these transportation needs.

The purpose of this interview is twofold: to find out what transportation challenges your clients or those you represent face, and if you provide transportation for your clients, to find out what transportation you provide and the issues you deal with in providing those services. This could be related to getting to work, school, medical appointments, or any other type of trips.

1. Describe your agency's mission.

2. Of the people your organization works with who are low-income, can you describe transportation difficulties they face?

3. Here is a sample of transportation gaps that *others have told us about in other areas*. In your experience, are these problems in Vacaville? Which ones would you add to this list?

Examples:

- Access to Autos

    – Can't afford to buy, or maintain, or get insurance for a vehicle

    – Having only one car when two are needed for adults making regular trips at the same time

    – Driver safety – are people driving when shouldn't be?

- Transit Service not meeting the needs

    – Living too far from the bus stop

    – Transit service not frequent enough

    – Transit does not go where they need to go

    – Takes too long, hours of service, days of service, transfers

- Bicycle and Pedestrian Issues

- Carpool/vanpool Issues (formally/informally)

    – Reliability

    – Awareness

- Affordability

- Transportation for Youth, Seniors, and Disabled

- Public Information and Transportation Services

  − Can't understand the bus schedules

  − Not familiar with options; don't know where to get info

  − Language barriers

  − Disability barriers (eyesight, etc.)

- Transit Amenities

  − Bus Shelter, benches, lighting, safety, etc

4. Do you have any ideas about ways these transportation needs might be met?

5. Who else should we be sure to include in our public outreach?

6. We will be holding public meetings and focus groups to get input from the target groups – low-income households about their transportation needs. What do you think would be the best way to reach these groups?

7. Does your agency provide any transportation services, either directly or indirectly (for example, referrals or contracting)? If No, go to question 9

8. If Yes – gather the following information:

   a. Describe your agency's role in providing or arranging for transportation for low-income residents.
   b. Please estimate your agency's annual expenditures in providing these services and the number of trips provided.
   c. What sources of funding are used to support your agency's transportation programs?
   d. Who is eligible to receive transportation services?
   e. What would you describe as the biggest need facing your agency/organization with respect to transportation for your constituents?

9. What haven't we covered that's important to you or your clients?

Public Transit

As you know, Nelson\Nygaard Consulting Associates has been contracted by the STA to complete a Community-Based Public Transportation Plan for the City of Vacaville. This plan focuses on the transportation needs of those living in low-income households, including people with disabilities and seniors.

An important goal for the plan is to identify transportation barriers faced by this population, and also identify transportation programs that currently serve or that could be implemented to serve this population in the future. We're also interested in your ideas on ways to better meet these transportation needs.

The purpose of this interview is to gather some information about your service, identify gaps in transportation for low-income residents, and review with you the gaps we've already found.

1. Can you give us an idea of the level of transit service provided primarily from low-income neighborhoods in Vacaville, but serving the general area throughout the city and beyond? (frequency, coverage)

2. Are there any unusual kinds of services that you provide in order to meet these transportation needs, such as route deviation?

3. What is the approximate number of annual trips you provide on fixed-route and paratransit services? Do you also have an idea of the breakdown of trips for those using discounted fares?

4. What sources of funding are used to support your agency's transit and paratransit services?

5. Does your agency contract with any social service agencies to provide transportation for their clients? If so, which agencies?

6. What would you describe as the biggest need facing low-income riders in your service area?

7. Here is a list of transportation issues that others have told us about. In your experience, are these problems?

8. Can you think of any other transportation issues for low-income riders, seniors, or people with disabilities?

9. Do you have any ideas about ways these transportation needs might be met?

10. Any other comments, questions or concerns?

APPENDIX D

STAKEHOLDER INTERVIEW HIGHLIGHTS

Appendix D. Stakeholder Interview Highlights

Interviews were conducted with a variety of knowledgeable stakeholders in the Vacaville area, including transit providers, social service agencies, and school staff members. All interviews took place in early May of 2010 and were conducted primarily by phone.

The following table lists those interviewed.

Focus	Name	Title	Organization
Bicycle and Pedestrian, Transit	Brian McLean	Transit Manager	City Coach
Bicycle and Pedestrian	Rod Moresco	Dir. Of Public Works	City of Vacaville
Bicycle and Pedestrian	Ray Posey	Vacaville Rep, Vice Chair	STA Bicycle Committee
Disability/Student	Judy Nash	Student Services Assistant, Student Services	Solano Community College - Vacaville
Low-Income Familes	Montoya Graham	Executive Director	Boys and Girls Club
Low-Income Familes	Carrie Dettmer	Coordinator	REACH Youth Coalition
Low-Income Familes	Jean LePoint	Dir of Transportation	Vacaville Unified School District (Superintendent's Office)
Seniors	Robert Fuentes	Father	Faith in Action

Following are details for each interview.

Judy Nash, Solano Community College Disability Services Program

1. Describe your agency's mission.

    The mission of Solano Community College's Disability Services Program is to empower students with disabilities for success, provide services to minimize the limiting effects of a disability and advocate for the needs and rights of students with disabilities

2. Of the people your organization works with who are low-income, can you describe transportation difficulties they face?

    Our disabled students face many challenges. In regards to owing a vehicle their challenges include: affordability, insurance, car payment, maintenance costs and operation (fuel) costs. Our senior and disabled student's main barriers to transportation are accessibility and scheduling. Often they are not able to schedule a ride for the date and time they need transportation. The reorganization of Para-Transit has created a financial burden, as individuals must now pay an additional transfer fee when transferring from city to city.

3. Here is a sample of transportation gaps that others have told us about in other areas. In your experience, are these problems in Vacaville?   *Yes*
    Which ones would you add to this list?

- Access to Autos

- Inability to buy, maintain, insurance and/or operate a vehicle

- Multiple adults in one household competing for one vehicle.

- Transit Service not meeting the needs

  - Not being able to accommodate the times and dates needed to meet the needs of the disabled and senior community. Duration of wait time too long, hours and days of service are not convenient and transfers are costly.

4. Do you have any ideas about ways these transportation needs might be met?

   Dedicated bus route with standard pickup/drop-off times for a population that goes to and from the same destination daily, for example the Vallejo, Run-About brings six riders to Solano Community College in the morning, estimated time of arrival 9:00 am and pick up time approximately 1:30pm. Clients include riders from both Benicia and Vallejo.

5. Who else should we be sure to include in our public outreach?

   The community at large has experience and knowledge, and would add valuable input. . Individual use or do not use public transportation for specific reasons.

6. We will be holding public meetings and focus groups to get input from the target groups – low-income households about their transportation needs. What do you think would be the best way to reach these groups?

   Though government agencies that assist low income, food-banks, churches, senior center, libraries, shelters, EDD / unemployment office, news paper, advertisement at the transportation centers and on the buses.

7. Does your agency provide any transportation services, either directly or indirectly (for example, referrals or contracting)?

   The Disability Services Program at Solano Community College transports our disabled students within the perimeters of the campus. We also have bus schedules and applications for students who use Door to Door services from surrounding cities. Fairfield / Suisun City, Vacaville, Vallejo, Benicia, Dixon and Rio Vista

8. Additional information:

   a. Describe your agency's role in providing or arranging for transportation for low-income residents.

      Solano Community College provides on campus transportation for students with disabilities at no cost to the student. The Disability Services Program provides referrals for students to transportation agencies within Solano County

   b. Please estimate your agency's annual expenditures in providing these services and the number of trips provided.

      Expenditures unknown. There are approximately 30 trips between the hours of 9am and 4pm.

   c. What sources of funding are used to support your agency's transportation programs?

Transportation services are categorical funded which covers one full time driver and the maintenance of the tram.

d. Who is eligible to receive transportation services?

Students with Disabilities

f. What would you describe as the biggest need facing your agency/organization with respect to transportation for your constituents?

Continued funding

9. What haven't we covered that's important to you or your clients?

The health and emotional well being of the students we serve. Buses which leave their designated locations early gravely impact students. Students then feel insignificant and unimportant. We need to value each individual.

Montoya Graham, Executive Director, Vacaville Neighborhood Boys & Girls Club

1. Describe your agency's mission.

Mission of the organization is to provide youth services and programming in Vacaville and Dixon, especially to low-income youth. Programs and projects include: tutoring, leadership, arts, technical skills, and career advice. Youth served are from 6 to 17 years of age, and 70% are from low-income households. REACH opened in 2003; since then membership has grown from 90 to 850.

2. Of the people your organization works with who are low-income, can you describe transportation difficulties they face?

At the Mariposa Center, the youth come from higher income (relatively) families and the majority of youth are drop off/pick up. By contrast, the youth who come to the Trower center are very low-income and will often get walked to the center by parents.

3. Here is a sample of transportation gaps that others have told us about in other areas. In your experience, are these problems in Vacaville? Which ones would you add to this list?

*   Transit Service not meeting the needs

Overall, transit system overall works quite well for our youth. The major issue is the limited hours of service in the evening. Many of the students would like to have service that runs to at least 10 p.m. on the weekdays and Saturday so they could do certain activities (like go to the movies).

Staff, however, felt that the youth only need service to 8.30 p.m. or so, and that after that parents should be the ones picking their kids up.

The frequency of service, lack of service on Sundays, or service area of City Coach's 5 routes were not identified as major issues, just the hours of service.

Fare structure did not come up among youth. Many thought enough pass variety and fares were ok, although bus fare was a bigger challenge for lower income populations.

One of the biggest challenges with the transit system was a lack of materials in Spanish. There simply isn't enough bilingual materials (schedules, info, etc.) and many of their clientele don't know where to go to find out more about the transit system.

The bus stops were seen as a positive. They are generally clean and have appropriate info.

4. Do you have any ideas about ways these transportation needs might be met?

(no suggestions)

5. Who else should we be sure to include in our public outreach?

- Police Activity League (www.vacavillepal.com)
- REACH Youth Coalition (http://www.reachyouthprogram.org/vacaville)

6. Does your agency provide any transportation services, either directly or indirectly (for example, referrals or contracting)?

The B&G Center does own 2 vans that it uses only for field trips for its youth. Annual costs are about $5k, which comes out of general operating funds.

Carrie Dettmer, Coordinator, REACH Youth Coalition

The mission of the REACH organization is to increase opportunities for youth and improve youth/adult partnerships. This is a four-year program funded by Sierra Health Foundation made up of two parts – the Vacaville Youth Roundtable and the Vacaville REACH Youth Coalition.

The Vacaville Youth Roundtable is an 18-year-old collaborative of approximately 30 adults who are key leaders and stakeholders in the community. The Vacaville city manager facilitates the monthly meetings and provides direction for the group. Youth Roundtable participants include the police chief, representatives of the Vacaville City Council, the Vacaville Unified School District, the Vacaville Neighborhood Boys & Girls Club, the Solano Probation Department and other city and nonprofit agencies that provide services to youth in Vacaville.

The Vacaville REACH Youth Coalition is a subcommittee of the Vacaville Youth Roundtable and is a group of 15 core youth and up to 30 total youth who regularly participate in REACH meetings.

Bicycle and Pedestrian: One of primary issues for Coalition is ped/bike access to schools, as most families are very low-income and don't have access to cars. School buses were cancelled this past year, making other modes even more crucial.

Most kids come from the Markham Heights area and use a dirt path to get to/from school (Jepson MS, Vacaville HS, and Edwin Markham ES). The Alamo Creek Bike Trail Path (known as "ghetto trail") runs north-south near Markham Ave. Safety, lighting, and the condition of the trail (mud – they use plastic bags on feet in winter) are a major concern for kids.

Some kids bike, but this is also a money issue as many of them can't afford a bicycle.

Transit: Kids do use City Coach Bus Service. Coverage, route system, and price are OK. Many kids use the summer youth pass. A primary concern is that is does not run late enough – kids can't get to their coalition meetings sometimes and are limited in social activities because the bus service stops between 5PM and 6PM.

REACH would like to run their own transportation services as demand among their student members is high, but they cannot afford it and don't have the resources to coordinate the service.

Ms. Dettmer was very interested in hosting a meeting. There would be two opportunities:

Youth Coalition: meets every Monday from 6-7.30 pm at Ulatis Community Center

Adult/Youth Roundtable: 3rd Friday of every month, 7.30-9 am at City Hall

Jean LePoint – Vacaville Unified School District

The Vacaville USD provides transportation to serve special needs kids (and a few School Choice). Until May 2009, they served 1,100 kids; now, there are just 186 because regular school bus service has been cut (2009-2010 school year). They serve disable people from ages 3 to 23.

According to Lucy DelRio, Hemlock principal, when it rains attendance drops, because many students now walk to school who formerly took the bus. This is part of the Latino culture, and also, the bus too expensive. Many come from Markham District and have to cross Gibson Canyon (which is why they got the service in first place, even though they may not have been geographically far).

VUSD still has the 38 buses even though service was cut; under Prop 1B, some of them are eligible for replacement, so they will have fleet that meets EPA standards. She currently operates 21 buses; even though number of riders has been severely cut, the remaining tend to need more capacity.

Challenges: Rural areas, families are changing work schedules to transport their children – she encouraged families to carpool but doesn't know if that happened.

It is tough competing with City Coach for federal funds; what's needed is reform of school bus funding, but this is not likely, even though she can provide a higher quality service to students.

Lucy DelRio has done follow-up with families following service cut and would know needs.

Unserved areas: Allendale Rd towards Winters, Elmira from Clark, Hay, Daly roads, Pleasant Valley Road, Cherry Glen?

Issue: City Coach has a "no idle" policy in school zones, but even though the downtown hub serves many students, they are not subject to this policy, and drivers leave their vehicles on when they're waiting.

Suggestions for promotion: USD has a web site, and use radio stations

Robert Fuentes, Faith In Action (FIA)

FIA established 12 years ago in Solano County. FIA provides transportation services county-wide to seniors (60+) who are low-income and/or clinically disabled. Since it is an agency of last resort, 90% of clients are low-income and 80% are homebound (i.e. if they don't receive transportation with escorts).

All transportation is provided by volunteers. Transportation is particularly difficult for those in rural areas (north of Vacaville and in the foothills). They serve 350 clients at any one time, or 600-700 during the course of a year; 26% are in Vacaville.

With expanded transit services they expected a decline in demand, but this hasn't happened, because the FIA service is free and "high touch".

Service: They prefer 24-48 hours notice, and prioritize medical trips. They only deny about 5% of trip requests. They have 2.5 FTE staff, and 150 volunteers county-wide. Most drive their own vehicles, though they do have two vans in Vacaville. There is no mileage reimbursement. They provide 6,500 one-way trips annually, with 26% in Vacaville. The service is funded through government contracts/grants and donations. Seniors are land wealthy, cash poor, request rides to food pantry bi-monthly allotments. Seniors rent rooms, become homeless, but shelters require them to leave during the day

Publicizing meeting: put on their web site and Facebook page (they discontinued print copies) – half their volunteers come through the internet

Robert suggests the Family Resource Center as good stakeholder, there's an Independent Living Resource in Fairfield with limited hours that also serves Vacaville.

There is no other service based in Vacaville, but the American Cancer Society, based in Fairfield, does also serve Vacaville (Cassie Ray) – the two organizations help each other with transportation.

Needs:

- They received a State contract to expand into northern Vacaville (near Kaiser, called Midland Corridor, between Orange and Leisure Town) and have done outreach there in new developments and identified senior/disabled needs, but they don't have the staff time to coordinate volunteers. They keep tabs on 500 people (riders/drivers) a month. They're waiting to hear if Caltrans will extend their contract into the new fiscal year

- Leisure Town to real north (foothills) near Kaiser/Genentech, need more specialized services than City Coach can offer

- More bus service (hours/destination points) e.g. getting to Kaiser Vallejo can be a very long trip, even with voucher program – this is their biggest need.

No real meetings for us to attend (since seniors are homebound).

The following table summarizes gaps identified or confirmed by interviewees.

Category	Need or Gap	Boys & Girls Club	Solano CC, Disability Svcs	Faith in Action	Vacaville USD	STA Bicycle Cmte, Vacaville Rep.
Bicycle/Ped	Any crossing under or over I-80 is really difficult.					X
Bicycle/Ped	Widening Davis Street for the left turn at Costco created a bad situation for bicyclists.					X
Bicycle/Ped	Significant gaps exist in the bicycle path network. Paths end and don't connect to each other, and crossings of major roadways (e.g. Peabody, Alamo, Nut Tree) are unclear and not direct.					X
Bicycle/Ped	Elmira is a wide road but has no bike lanes on it. Bike lanes would improve bicycling.					X
Bicycle/Ped	Monte Vista is a very difficult road for bicyclists.					X
Funding / Cost	Need funding to expand staff in order to coordinate volunteers			X		
Funding / Cost	Lack of funding for school buses				X	
Funding / Cost	Bus fare is a challenge	X			X	
Information	Lack of bus information in Spanish (schedules, other info)	X				
Information	Don't know where to go to get information on transit system	X				
Operations	Buses which leave their designated locations early gravely impact students. Students then feel insignificant and unimportant.		X			
Spatial	Transportation difficult for those north of Vacaville, near Kaiser and Genentech, and in the foothills.			X		
Spatial	Connection to Kaiser in Vallejo			X		

Category	Need or Gap	Boys & Girls Club	Solano CC, Disability Svcs	Faith in Action	Vacaville USD	STA Bicycle Cmte, Vacaville Rep.
Spatial	Walking to school can be difficult for some students (crossing "Gibson Canyon")				X	
Spatial	Allendale Road to the north toward Winters				X	
Spatial	Elmira from Clark, Hay, Daly Roads (southeast of Vacaville)				X	
Spatial	Cherry Glen Road (southwest of Vacaville)				X	
Temporal	Lack of service for evening activities (until 10pm on weekdays, Saturdays)	X	X			
Paratransit						
Operations	Not able to schedule a ride for desired date and time.		X			
Funding / Cost	Reorganization of Para-Transit has created a financial burden; riders must now pay an additional transfer fee when transferring from city to city.		X			

APPENDIX E

VACAVILLE CBTP SURVEY: ENGLISH AND
SPANISH AND SURVEY RESULTS

Vacaville CBTP Survey: English

Vacaville Community Based Transportation Plan Survey

The Solano Transportation Authority (STA) is conducting a study to find out how to improve transportation services for low-income residents in Vacaville. Please take a few minutes to fill out the survey below and return it to the person who gave it to you, or mail it to:

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

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

A. How do you travel?

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

$\Box_1$ Walk $\Box_2$ Bus $\Box_3$ Bicycle $\Box_4$ Paratransit $\Box_5$ Drive $\Box_6$ Get a ride/Carpool $\Box_7$ Taxi
$\Box_8$ Non-Profit Agency $\Box_0$ Other _____

2. Is traveling to any of these destinations difficult?
(Check the destinations and name specific locations that are hard to reach.)

$\Box_1$ Job *(Specific location)* _____

$\Box_2$ Grocery shopping *(Specific location)* _____

$\Box_3$ Parks and recreation *(Specific location)* _____

$\Box_4$ School and daycare *(Specific location)* _____

$\Box_5$ Medical and health care appointments *(Specific location)*_____

$\Box_0$ Other destinations (Which ones?) _____

B. Identify Transportation Needs

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

1. **WALKING** *(Check the THREE issues that most need improvement.)*

$\Box_1$ Crossing *the street* (*Which streets?*)_____ _____

$\Box_2$ Lack of sidewalks *(Which streets?)*_____ _____

$\Box_3$ Pavement quality, *obstacles, broken paving (Where?)*_____ _____

$\Box_4$ Safety *from crime, careless drivers (Where?)* _____

$\Box_0$ Other _____

2. **TAKING THE BUS** *(Check the THREE issues that most need improvement.)*

$\Box_1$ Cost of transportation $\Box_2$ Transfer between buses

$\Box_3$ Information, maps, schedules, available in languages other than English

$\Box_4$ Comfort at bus stops, shelters, benches, lighting *(Which bus stops?)*_____ _____

$\Box_5$ Safety at bus stops from crime *(Which bus stops?)*_____ _____

$\Box_6$ Frequency of service, day, weekends, nights *(Which lines?)*_____ _____

$\Box_7$ Trip time, waiting, time on the bus, transfer time *(Which lines?)*_____ _____

$\Box_8$ Experience on bus, driver courtesy, comfort, accessibility *(Which lines?)*_____ _____

$\Box_9$ Safety on bus from crime *(Which lines?)*_____

3. **BIKING** *(Check the THREE issues that most need improvement.)*

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

☐2 Lack of bicycle parking *(Where?)*_____ _____

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

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

☐5 Pavement quality, broken paving, grates *(Which streets?)*_____ _____

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

☐0 Other _____

4. **PARATRANSIT** *(Check the most important need in paratransit.)*

☐0 I don't ride paratransit   ☐1 Reliable service, arrives on time

☐2 Hours of service   ☐3 Information, well-publicized, easy to understand

☐4 Customer service, drivers and schedulers

☐5 Other_____

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

_____

_____

_____

D. Please tell us about yourself:

1. What is your zipcode? _____

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

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

3. What is your age? ☐1 Under 20   ☐2 20 to 64   ☐3 65 to 80   ☐4 Over 80

4. What is your household income per year:

☐1 Under $25,000   ☐2 $25,001 to $50,000   ☐3 $50,001 to $75,000   ☐4 Over $75,000

5. Do you have difficulty using transportation because of a disability: ☐Yes   ☐No

E. *Keep in touch!*

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

Name_____

Address_____

_____

Email_____

Phone_____

Vacaville CBTP Survey: Spanish

Estudio de Transporte de la comunidad de Vacaville

La Autoridad de Transporte de Solano (STA) está conduciendo un estudio para mejorar los servicios de transporte para residentes de bajo ingreso en Vacaville. Por favor toma unos minutos para completar el cuestionario y regresarlo a la persona que te lo dio, o lo puedes enviar por correo a:

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

Si tienes preguntas o necesitas ayuda para completar este cuestionario, por favor llama a Liz Niedziela al 707-424-6075.

A. ¿Cómo viajas?

1. Normalmente, como viajas *(escoge lo que aplica)*

$\square_1$ a pie $\square_2$ en bus $\square_3$ en bicicleta $\square_4$ en transporte público para personas incapacitadas
$\square_5$ en choche $\square_6$ compartir el viaje (carpool) $\square_7$ en taxi
$\square_8$ agencia sin fines lucrativos $\square_0$ otro _____

2. ¿A qué lugar es difícil viajar?
(Escoge los lugares específicos que son difíciles de llegar.)

$\square_1$ Trabajo *(Lugar Específico)* _____

$\square_2$ Mercado y compras *(Lugar Específico)* _____

$\square_3$ Parques y recreación *(Lugar Específico)* _____

$\square_4$ Escuela y guardería infantil *(Lugar Específico)* _____

$\square_5$ Visitas médicas *(Lugar Específico)* _____

$\square_0$ Otros lugares (¿Cuáles?) _____

B. Identifica necesidades de transportación

¿Qué problemas de transportación son los más difíciles para ti?
Para CADA tipo de transportación, identifica los TRES problemas que crees que necesitan mejorar mas.
(Escoge las tres opciones y escribe los lugares o rutas especificas.)

1. **CAMINANDO** *(Selecciona los TRES problemas más importantes que necesitan mejorar.)*

$\square_1$ Cruzando la calle *(¿Que calles?)* _____

$\square_2$ Falta de veredas *(¿Que calles?)* _____

$\square_3$ Calidad de las pistas, *obstáculos, pistas rotas (¿Donde?)* _____

$\square_4$ Seguridad contra el crimen, choferes peligrosos *(¿Donde?)* _____

$\square_0$ Otros _____

2. **TOMANDO EL BUS** *(Selecciona los TRES problemas más importantes que necesitan mejorar.)*

$\square_1$ Costo de transportación $\square_2$ Transferencia entre buses
$\square_3$ Información, mapas, horarios, disponible en otros idiomas
$\square_4$ Comodidad de las estaciones de bus, casetas, asientos, iluminación *(¿Cuales estaciones de bus?)*
_____

$\square_5$ Seguridad en las estaciones de bus contra el crimen *(¿Cuales estaciones de bus?)*
_____

$\square_6$ Frecuencia de servicio, de día, los fines de semana, de noche *(¿Que líneas?)* _____
_____

$\square_7$ Duración de viaje, espera, tiempo en el bus, tiempo para transferir *(¿Que líneas?)* _____

☐8 Experiencia en el bus, cortesía del chofer, comodidad, facilidades de acceso *(¿Que líneas?)* _____

_____

☐9 Seguridad en los buses contra el crimen *(¿Que líneas?)* _____

3. **EN BICICLETA** (Selecciona los TRES problemas más importantes que necesitan mejorar.)

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

☐2 Falta de estacionamiento para bicicletas (¿Donde?) _____

☐3 Velocidad de automóviles (¿Que calles?) _____

☐4 Robo de bicicletas (¿Donde?) _____

☐5 Calidad de las pistas, pistas rotas, tapas de servicio de agua y electricidad (¿Que calles?)

_____

☐6 Cruzando la pista, suficiente tiempo para cruzar, falta de letreros y avisos *(¿Que calles?)*

_____

☐0 Otros _____

4. **TRANSPORTE PUBLICO PARA PERSONAS INCAPACITADAS** *(Selecciona lo más importante.)*

☐0 No lo uso   ☐1 Buen servicio, puntual

☐2 Horas de servicio   ☐3 Información, bien publicado, fácil del entender

☐4 Servicio al cliente, choferes y horarios

☐5 Otros _____

5. Por favor describe otros problemas y necesidades de transportación en tu comunidad
(Por favor sea bien especifico.) _____

_____

_____

_____

D. Por favor danos tu información:

1. ¿Cuál es tu código postal (zipcode)? _____

¿Donde vive? (Vecindario o calle principal cerca de tu casa)_____ _____

2. Es usted: ☐1 Trabaja tiempo complete o medio tiempo ☐2 Estudiante ☐3 Desempleado ☐4 Retirado

3. ¿Cuál es su edad? ☐1 Menor de 20   ☐2 20 a 64   ☐3 65 a 80   ☐4 Mayor de 80

4. ¿Cuál es el ingreso familiar anual?
☐1 Menos de $25,000   ☐2 $25,001 a $50,000   ☐3 $50,001 a $75,000   ☐4 Más de $75,000

5. Tienes problemas usando transporte público debido a alguna incapacidad: ☐Si   ☐No

E. ¡Mantente en contacto!

Si deseas recibir más información sobre este estudio, por favor llena tu información personal:

Nombre _____

Dirección _____

_____

Email _____

Teléfono _____

Results from Community Surveys

Following are detailed results from surveys distributed to low-income communities in Vacaville. Surveys were distributed through members of the Steering Committee, the Commission on Aging, and at all community meetings and focus groups. At face-to-face meetings, respondents filled the survey in and returned it to the facilitator; if it was distributed at a senior center or other non-meeting location, respondents would mail it to the STA. One of the largest groups, the REACH Youth meeting, was attended by 30 youths. Thus the answers to some questions reflect this skew toward youths and do not reflect the makeup of Vacaville's population as a whole.

Surveys were printed in both English and Spanish; a total of 57 English surveys and 9 Spanish surveys were returned for a total of 66. While the number of surveys returned is not statistically significant in relation to the population of Vacaville, the data provides very specific comments on transportation needs of targeted communities.

Demographics of Survey Respondents

Age Range

What is your age?
☐ *Under 20*   ☐ *20 to 64*   ☐ *65 to 80*   ☐ *Over 80*

One in five respondents to this question were under 20 years of age, with the great majority (65%) being between 20 and 64. In comparison, approximately 25% of Vacaville residents are under 25. Sixteen percent of respondents were seniors 65 or older, with 3.5% of respondents being over 80 years old.

N = 57
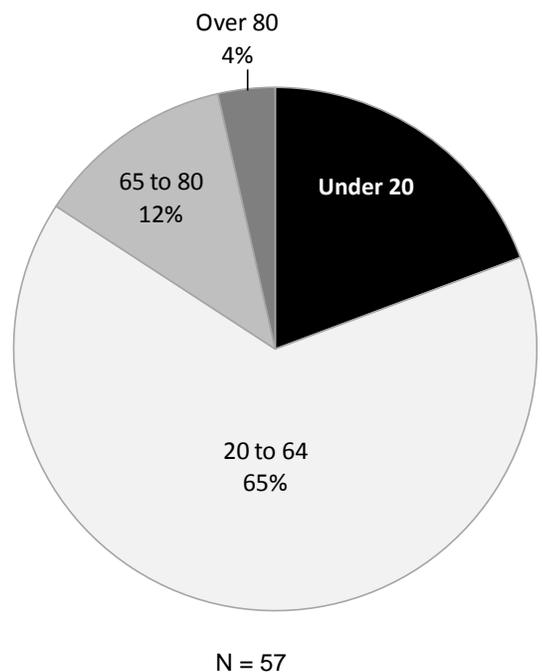
Employment Status

Are you: ☐ Employed full-time or part-time   ☐ A student   ☐ Unemployed   ☐ Retired ?

Each respondent checked only one status for employment. An equal number of respondents (29%) were either in school or were employed. Slightly fewer, 27%, were unemployed, and 16% said they were retired. The high number of students is explained by the makeup of the groups contacted. (The unemployment rate for Vacaville as of 2010 was 9%).
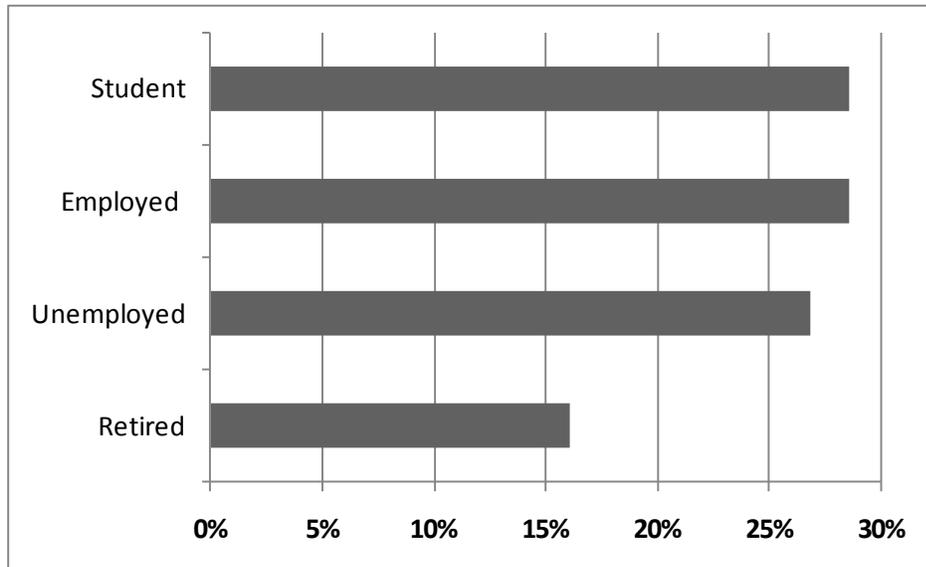

N = 56

'Income Range

What is your household income per year:
☐ Under $25,000
☐ $25,001 to $50,000
☐ $50,001 to $75,000
☐ Over $75,000

The great majority of respondents (74%) reported incomes of less than $25,000 per year, with 14% earning $25,000 to $50,000 per year. This is appropriate given that the targeted communities for this study were low-income.
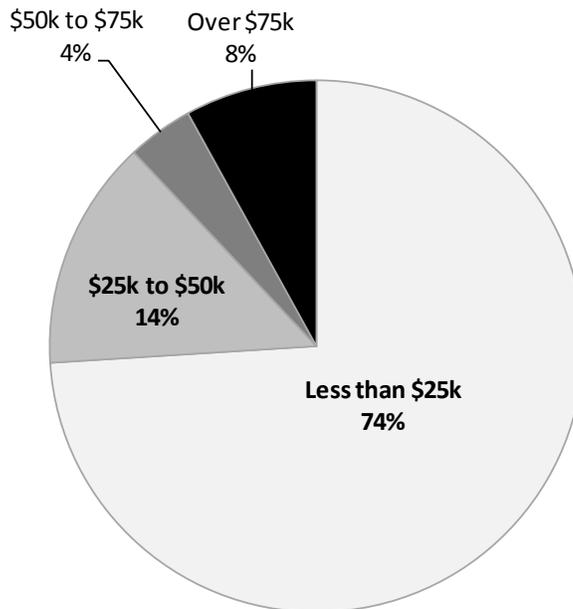
N = 50

Disabilities

Do you have difficulty using transportation because of a disability?

Fifty people responded to this question, with five indicating that they had a disability.

Neighborhoods

Respondents to the survey indicated that they lived in the following neighborhoods or streets:

|			
Aegen Way	Catherine St (5)	Fruitvale/ Timber	Nut Tree, Marshall
Alamo Drive (3)	Chateau Leisuretown	Hilltop Ct. (2)	Orchard & Fruitvale
Alamo (Leisure Town, Nut Tree)	Davis	Kinwood	Porows Valley
Belard	Davis / Mason	Leisure Town	Rocky Hill Meadows (2)
Bennett Hill Dr.	Elmira	Lincoln Creek Apts.	Shasta
Brown - Monte Vista	Elmira, Nut Tree	Markham	Southward Main, Gregory Park
Brown's Valley	Eloria Rd.	Monte Vista (2)	Tulare & Southwood
Buck	Fruitvale	Notre Dame Dr.	Walnut

Travel Habits and Challenges

Most Often-used Mode of Travel

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

☐ Walk ☐ Bus ☐ Bicycle ☐ Paratransit ☐ Drive ☐ Get a ride/Carpool ☐ Taxi
☐ Non-Profit Agency ☐ Other

This question asked respondents to check all that applied. The largest share, 34%, indicated that they drove, followed by taking the bus (20%), walking (19%), carpooling (16%), bicycling (7%) and taking a cab (3%). Of the 36 respondents who said they drove, only eight also used other modes – four walked and six rode the bus. The two respondents who selected "Other" did not indicate which other mode they took.

N = 107 on 66 surveys. Respondent asked to "Check all that apply".
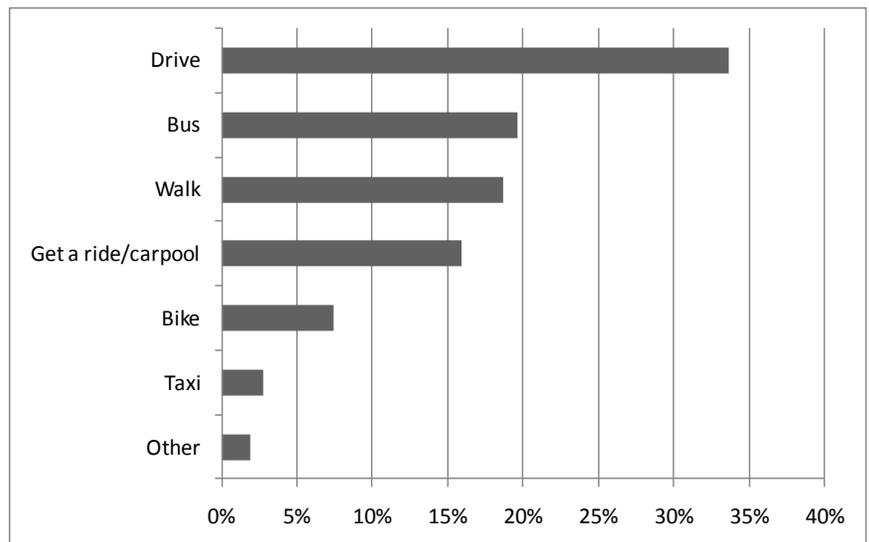
Difficult Destinations

*Is traveling to any of these destinations difficult?*
(Check the destinations and name specific locations that are hard to reach.)

Respondents were given a list of common destination types and asked which were difficult to get to, and if so, which specific locations.

The most frequent answer (21%) was to get groceries. Specific locations were Winco (2) and Wal-Mart. Medical and health locations were cited in 21% of responses; specific locations cited were Fairfield and Kaiser. (A medical center on Kendal Street was also mentioned; this is adjacent to a Da Vita Dialysis Clinic as well. However this location is on the Route 5.)

Another 21% said it was difficult to get to their job; the only specific site noted was Wal-Mart. Schools, mentioned by 11% of respondents, included Jepson Middle School, Solano Community College, Foxboro Elementary School, and Vacaville Christian School. Finally, six percent of respondents said parks and recreational sites were difficult to get to; Three Oaks Community Center was noted, however, there is a bus stop at the center, served by the route 5, so this comment may relate more to hours or days of service.

Of the eleven respondents (18%) who checked "Other", five indicated other difficult destinations (Fairfield, Fairfield Mental Health, and UC Davis) or situations ("speeders & cell phones", "When trying to find a job it is costly and takes time").
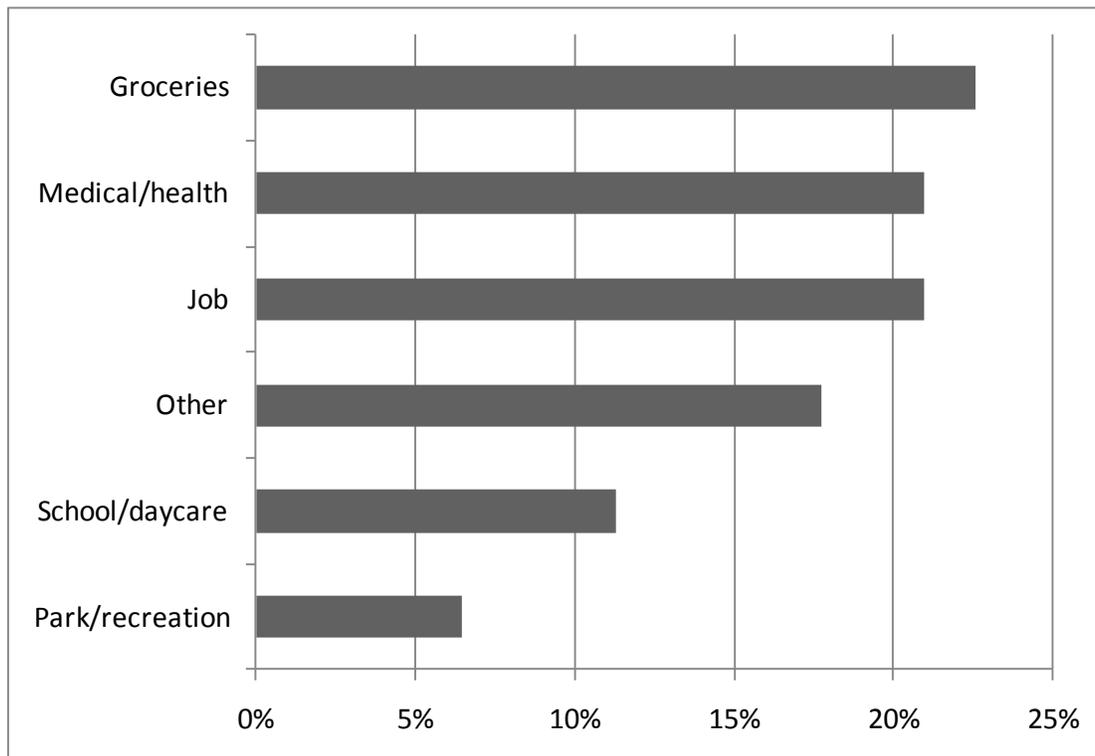
N = 62

Transportation Problems by Mode

Which transportation problems are the most serious for you?
For EACH type of transportation, identify the THREE issues that you think most need improvement.

This series of questions in the survey asks about difficulties in walking, bicycling, and taking the bus.

Walking

The survey asked respondents to indicate the top three issues they had with regard to walking; however, most respondents (25) did not enter any response, and 19 selected only one issue; there were a total of 78 selections.

The top concern, with 28%, was safety, either from traffic or from crime. Specific locations noted were Markham St. (3), Alamo, "around Rockyhill", California, Northside, Peabody, downtown, and "everywhere".

Pavement quality or obstacles in the sidewalk was the second highest concern, with 26% of responses. Of the six respondents entering specific locations, three indicated Alamo Drive; others were Monte Vista and Peabody. One respondent indicated that "the roads have not been fixed".

"Lack of sidewalks" and "crossing streets" each garnered 17% of responses. Respondents indicated that sidewalks are lacking on Fruitvale and on Vine Street. A need for crosswalks was indicated at Alamo (3), specifically at Alamo at McDonald – "need one across from the playground". Other locations were Monte Vista (2), Ulatis at Putnam, Ulatis at Norwalk, Mason, and Peabody.

Of the 13% of "Other" responses, one noted issues with downtown Main Street, and one said that "bus stops are too far away".
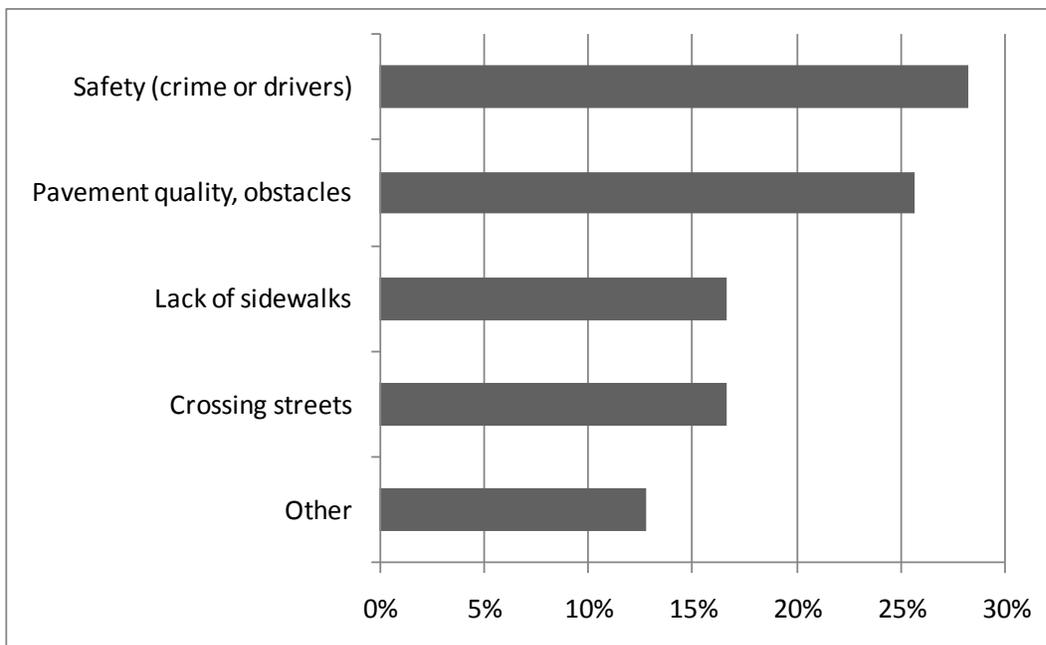

N = 78

Bicycling

Of the 67 surveys returned, 42 had no comment on issues related to bicycling; 25 respondents checked a total of 42 items. The factor of greatest concern was the danger of cars speeding (21%). Specific locations cited were North Vacaville, Fruitvale, Gibson Canyon, Luckys and Albertsons, and "everywhere".

The second highest ranked issue was the lack of bike paths (18%); this is related to the factor of highest concern in that if there were more bike paths, there might be less concern about speeding cars, since fewer people would have to bicycle in the street. Specific locations where bike paths are needed were Main to Monte Vista and North Vacaville, Fruitvale, and Gibson Canyon Road.

The dangers of crossing the street (enough time to cross, no signals) got 17% of responses; no specific locations were noted. Pavement quality (broken pavement or grates) also accounted for 17% of responses; specific locations mentioned were Fruitvale and Marshall Road by Wood School.

Ten percent of responses indicated that theft and vandalism are a problem, specifically on Alamo and Davis Street. A lack of bike parking (10%) was noted at Walgreens, Luckys, and Raleys.

Finally, 6% of responses (3) indicated "Other"; "crime on bike trails after dark" and "cross town travel" were noted.
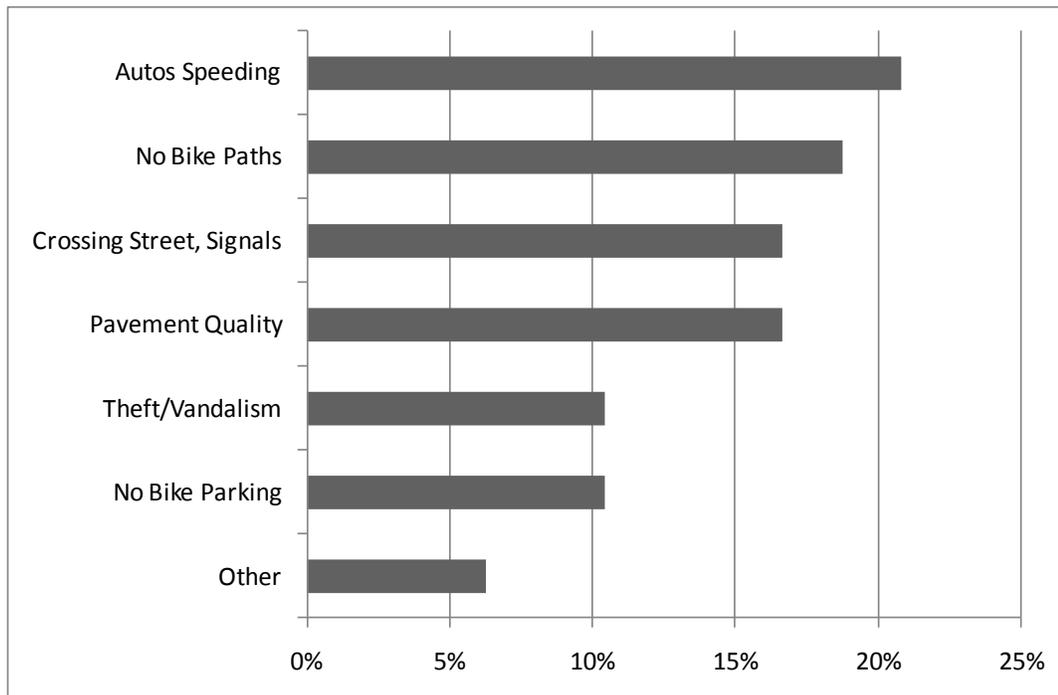

N = 48

Riding the Bus

Forty-three respondents checked a total of 99 items for this question. The issue of most concern was the frequency of service (22%). Routes cited were the 5 ("no nights"), 6, 7 and 8, "to the north side of town", and "no service at Gibson Canyon and Vine St." The next issue, cost, comprised 20% of responses.

Fourteen percent of responses were related to time (trip time, waiting, time on the bus, transfer time). Routes cited were the 6, 7 and 8, "Alamo", "Peabody", and "too long of a wait" (which is more related to frequency than these issues). The issue of transfers also received 14% of responses.

Comfort at bus stops (shelters, benches, lighting) received 11% of responses, with specific stops noted: "Lightning-Guard", Youngsdale Court, Ruby Street, Alamo, and N. Orchard & Monte Vista.

Ten percent of the responses were regarding Information, maps, schedules, and materials in languages other than English. The remaining three categories – safety on the bus from crime, the onboard experience (drivers, comfort, accessibility), and "Other" received 2% or fewer responses. One respondent commented that the "bus drivers are great"; under "Other", one requested "extended service, especially on Sunday", and another, earlier service, "starting at 5:30am".
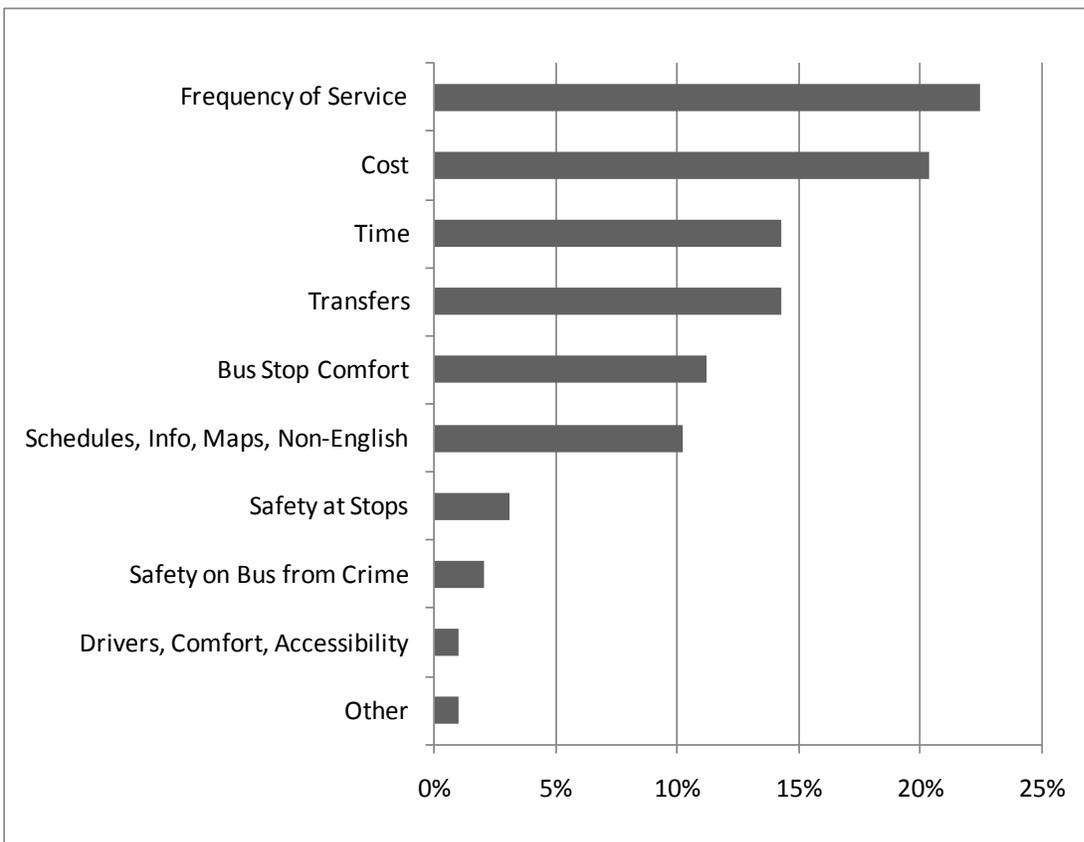
N = 98

Paratransit

Respondents were asked to select from a list their most important need in paratransit. Of 34 people responding to this question, 32 indicated that they did not use paratransit. For those who indicated issues with paratransit, the biggest issue (5 responses) was on-time performance, while two indicated that hours of service and understandability were issues, and one indicated that customer service, drivers and schedulers were an issue. There were no additional comments on paratransit.

Other Transportation Issues

Please describe other transportation issues or needs in your neighborhood.

This question provided blank space for people to fill in anything else they wished to comment on. Below are the responses received.

- Better regional system connecting cities
- Bus #8: at the bus stop, there is always a car parked right in front. The bus driver sometimes could not see me. I have to wave out at him. Three times it happened to me, I would just cry and wait another 30 minutes for the other bus.
- Bus service very good
- Buses need to run later
- Increased bus routes that are better connected to neighborhoods
- Later times and more frequency
- Money for gas

APPENDIX F
FOCUS GROUP FLYER IN ENGLISH AND SPANISH

Come Tell Us About Your Transportation Needs!

The Solano Transportation Authority is looking for adults who would like to spend one hour in a focus group discussing transportation needs in the city of Vacaville. Come tell us about how you get around and what transportation challenges you face. Your input will help expand transportation options for Vacaville residents.

Date: Thursday, July 15, 2010

Time: 8:45 – 9:45am

Location: Markham Elementary School

Please call Rosa Martinez (707) 453-7133 or
Gloria Diaz (707) 469-6613 for more information.

¿Cuales son tus necesidades de transportación?

El Solano Transportation Authority (STA) está buscando aldultos que quieren participar por una hora en un grupo de enfoque para discutir sus necesidades de transportación. Ven a discutir como te mobilizas y que problems de transporte tienes. Tu opinión nos aydará a mejorar las opciones de transporte para los residentes de Vacaville.

Fecha: Jueves 15 de Julio, 2010

Hora: 10:00 – 11:00am

Lugar: Markham Elementary School

Por favor llame aRosa Martinez (707) 453-7133 o
Gloria Diaz (707) 469-6613 para más información..