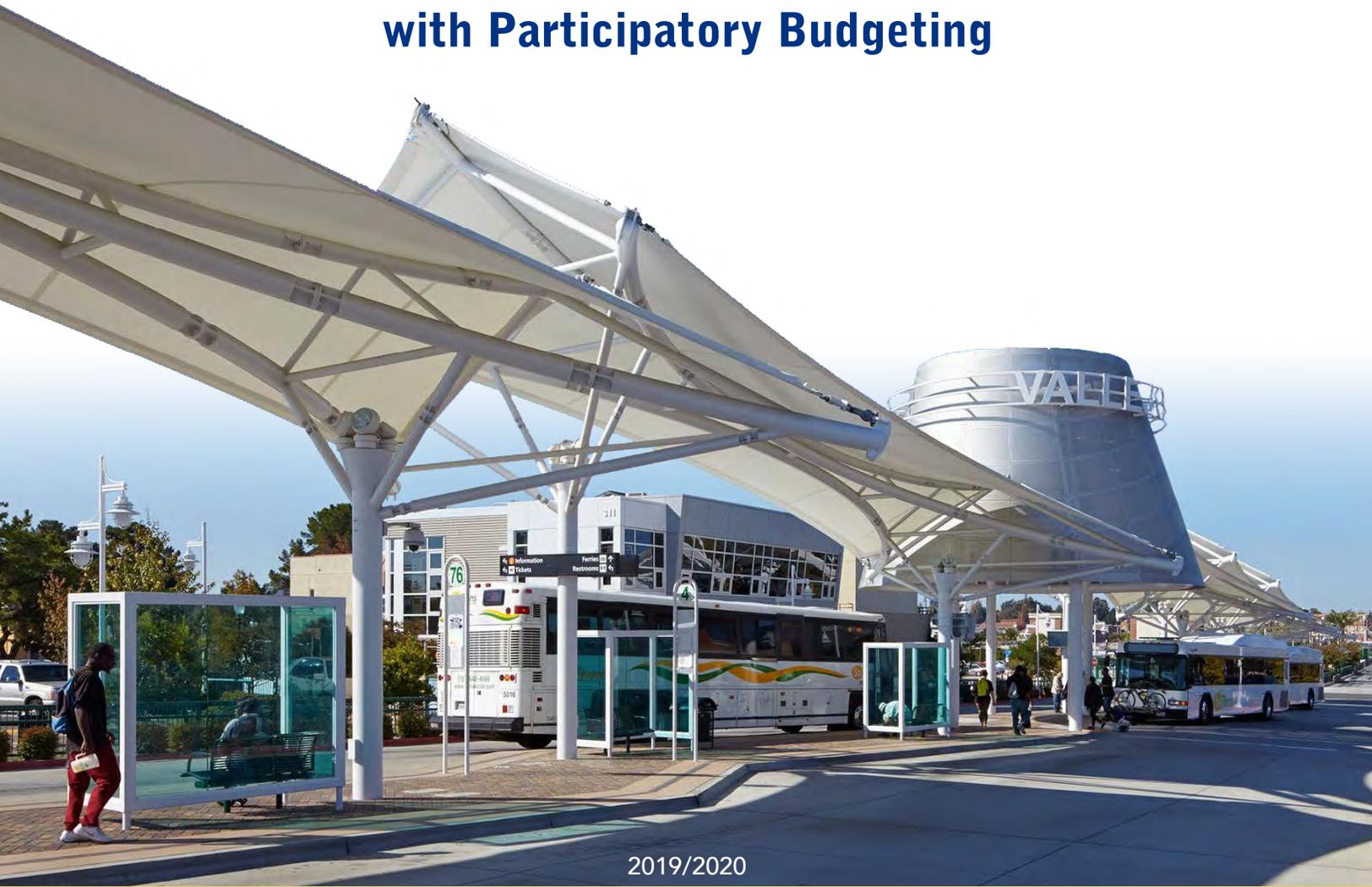




Vallejo Community Based Transportation Plan (CBTP) with Participatory Budgeting



Acknowledgements

First of all, credit is given to the hundreds of Vallejo residents who took the time and effort to share their experiences and ideas which guided the development of this Vallejo Community Based Transportation Plan. Numerous agencies and advocates supported this effort as well. In addition to those named below, other agencies’ staff contributed information, time and support. To all, we are grateful.

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Executive Summary

Background

The Metropolitan Transportation Commission's (MTC) 2001 Lifeline Transportation Network Report identified transit needs in economically disadvantaged communities throughout the San Francisco Bay Area. In addition, the Environmental Justice Report for the 2001 Regional Transportation Plan also identified the need for MTC to support local planning efforts in low-income communities throughout the region.

To advance the findings of these studies, MTC initiated and has been funding community-based transportation planning (CBTP) studies in low-income communities throughout the Bay Area. The objective of the Community Based Planning Process was to develop a plan through a collaborative process that

identifies transportation gaps, proposes and prioritizes strategies to address the gaps, and identifies potential funding sources and project leads for implementation. This process ensured that the low-income population directly affected by the transportation plan is guiding the process.

STA completed CBTPs for Dixon, Cordelia/Fairfield/Suisun City, East Fairfield, Vacaville and Vallejo about ten years ago. MTC's Lifeline Transportation Program was a key source of funding for projects identified by CBTP. Findings from these CBTPs were forwarded to MTC and local policymakers to guide decisions on planning, funding and implementation.

MTC provided funding for the next cycle of CBTPs to Congestion Management Agencies (CMAs) to conduct a comprehensive planning effort to identify transit needs in disadvantaged communities. In Solano County, the initial areas identified by MTC of communities of concern were Vallejo and Fairfield. STA is the lead agency for Solano County.

The CBTP Guidelines specifies:

1. The CBTP process is inclusive and engages residents who live in communities of concern and incorporate public feedback;
2. Establishment of a steering committee; and
3. Enhanced monitoring and evaluation to better track implementation of CBTP priorities.

MTC also updated the guidelines to encourage and incentivize CMAs and other relevant stakeholders to adopt a Participatory Budgeting (PB) process. PB is a democratic process in which community members directly decide how to spend part of a public budget. Vallejo was the first City in the country to implement a PB process as part of the allocation of a percentage of its local sales tax.



Overview of Vallejo CBTP with Participatory Budgeting

STA initiated an update to the Vallejo CBTP in May 2019, including participatory budgeting, by retaining a consulting team. The focus of this CBTP has been the Communities of Concern (CoC) in Vallejo that had been identified by MTC. CoCs are neighborhoods with higher percentages of low-income households and other underrepresented community members. A key goal was to engage members of traditionally underrepresented groups to participate.

Community outreach and involvement are critical to the development of an effective CBTP. Two local committees were established to guide and support this effort:

1. A Steering Committee. The purpose of the Steering Committee was to provide strategic direction and expertise. Steering Committee membership consisted of the STA, City of Vallejo, SolTrans, County of Solano, Fighting Back Partnership (FBP) and the STA consultants.
2. A Community Engagement and Participation Committee (CEPC). The purpose of the CEPC was to collaborate with key members of the Vallejo community who could encourage community groups and members to engage with this project.

Community outreach began with the Transportation Forum for Neighborhoods and Communities in Vallejo held on July 30, 2019 at the Norman King Community Center in south Vallejo. At this 3-hour event, the majority of the time was devoted to hearing community input about transportation problems and ideas for solutions. Extensive community outreach was conducted to encourage attendance. Outreach included stakeholder mailings, a press release, flyers, social media, email distribution, and a direct mailer to 20,000 households. Over 60 community members attended and actively engaged.

A survey was introduced at the Forum and made available for broader distribution. The survey was available in hard copy (English, Spanish and other languages on request) and on-line. A QR code was promoted as a simple way to access the survey.

The survey was available into September 2019. In August and September, half a dozen focus groups were held to collect further and richer community input.

Surveys were promoted at multiple events such as National Night Out, Vallejo Greater Recreation 75th Anniversary Rock the Block party, and the Vallejo Waterfront Festival. Approximately 400 surveys were received.

Based on community input received, projects that qualified for the Participatory Budgeting (PB) component of the CBTP were developed to address key issues that were raised. These were developed working closely with the City of Vallejo and SolTrans. In total, 16 projects were created for Vallejo residents to vote on via the PB process.

In October, a second community event was held at the North Vallejo Community Center. This event was to kick-off the project voting process. In addition, presentations were given to inform the public about already planned projects and plans that would address some of the issues raised. Over 60 community members attended. Voting continued into November.

Vallejo residents prioritized the projects by allocating how the \$400,000 would be used. These State Transit Assistance Funds (STAF) were provided through MTC’s Lifeline Program.

Table 1 Participatory Budgeting Projects Selected			
Project	Description	Project Cost	Agency Lead
1	Bus Stop and Shelter Lighting Improvements	\$230,000	SolTrans
2	Additional Bus Shelters and Benches at SolTrans Bus Stops		SolTrans
3	SolTrans System Maps at Bus Shelters		SolTrans
4	Bus Stop Landscape Improvements		SolTrans
5	Redwood St Mid-Block Crosswalk Improvements	\$ 50,000	City of Vallejo
6	Porter St – New Sidewalk and Street Crossing Improvements	\$120,000	City of Vallejo
TOTAL		\$400,000	

Six projects were selected by the community through the Participatory Budgeting process: four transit capital projects and two pedestrian projects that will improve safety and access to transit.

The PB projects addressed two significant issues raised by the community: 1) the lack of benches, shelters, and other amenities at many bus stops and 2) the need for safer, improved sidewalks, filling in gaps, and safer pedestrian crossings. The balance of the PB projects focus on addressing these issues and are presented in the plan.

The CBTP presents strategies beyond the PB component. Although the PB projects are transit oriented, the CBTP is a multi-modal effort addressing mobility in general through all modes. Throughout the study, all transportation systems were presented for discussion. Strategies beyond the PB-selected projects present opportunities to improve a range of transportation systems, facilities and programs to address many priority community issues.



Introduction

The Vallejo Community Based Transportation Plan (CBTP) has been developed through a collaborative process to improve transportation for traditionally underrepresented populations. The community identified transportation gaps, proposed and prioritized strategies to address the gaps. This report documents the process and presents the action plan to implement the strategies the community prioritized. Additional longer-term strategies are presented as well.

Background

The Metropolitan Transportation Commission (MTC) completed two studies, the 2001 Lifeline Transportation Network Report and the 2001 Regional Transportation Plan, which identified transit needs in economically disadvantaged communities and the need to support local planning efforts in low-income communities. To advance the findings of these studies, MTC initiated and funded CBTPs in low-income communities throughout the Bay Area. CBTP findings are forwarded to local policy makers and MTC to guide decisions on planning, funding, and implementation.

Since the first CBTP completed for Vallejo in 2008, MTC updated their guidelines to encourage the adoption of a Participatory Budget (PB) process to prioritize projects or services. The PB process is a democratic process in which community members directly decide how to spend part of the public budget. Two Bay Area locations are piloting the PB process as an element of a CBTP: San Francisco’s Bayview/Hunter’s Point neighborhood and Vallejo. For Vallejo, community members were able to not only identify the transportation gaps and potential solutions to address them, but also to identify priorities on how to spend \$400,000 to improve mobility for low-income and underrepresented Vallejo residents. MTC has allocated \$400,000 of State Transit Assistance funding (STAF) for this purpose.

More specifically, the CBTP was to focus on Communities of Concern in Vallejo which MTC had identified. Communities of Concern (CoC) are areas of the city that have higher concentrations of low-income households and other underrepresented groups¹. Several Vallejo neighborhoods were identified as CoC in north, west and southeast Vallejo (see Section II, Existing Conditions).

MTC added several new elements to this CBTP process to enhance community engagement and project implementation. A Steering Committee was to be established and provided overall guidance. Inclusive community engagement with possible financial incentives was another directive; for this project a Community Engagement and Participation Committee (CEPC) was established. To better track implementation of CBTP priorities, monitoring and evaluation processes were to be enhanced which is discussed in the last section of this report.

¹ Minority, limited English proficiency, elderly, zero vehicle households, single parent families, people with disabilities, rent burdened households.

PB projects needed to be identified by December 2019 to be eligible for funding. Consultants were retained by the STA to begin work in May 2019. An expedited project schedule was established to meet the December deadline. Community outreach occurred from July through November 2019. The on-going involvement of the Steering Committee (especially the City of Vallejo and SolTrans) and the CEPC were critical to supporting and guiding this effort.

The initial community outreach focused on identifying mobility challenges and soliciting ideas for solutions; this occurred from July to September. There were three main avenues for collecting community input both quantitatively and qualitatively: 1) a community event held in July 2019; 2) user survey; and 3) focus groups.

Based on the community comments and data, strategies were developed to focus on the priority issues. Sixteen specific projects were defined for community voting in October and November 2019.

A summary of the process is presented below, and further details are provided in Section III. Methodology.

Table 2 Project Timeline and Highlights	
May 2019	<ul style="list-style-type: none"> — Project and Team Meetings Kick-off — Identify Steering and CEPC Committee Members and availability — Confirm detailed milestones and schedule — Begin initial community event planning and draft surveys
June 2019	<ul style="list-style-type: none"> — Hold initial Steering and CEPC Committee meetings including receiving feedback on community event planning and overall outreach strategies — Finalize community User Survey — Finalize household level direct mail materials and process — Develop materials to promote initial Community Event (Vallejo Transportation Forum) — Develop content for Vallejo Transportation Forum
July 2019	<ul style="list-style-type: none"> — Community outreach to promote Vallejo Transportation Forum including distribution of User Survey — Finalize Transportation Forum program & promotion — Hold Vallejo Transportation Forum (July 30) — Initial receipt and inputting of User Surveys — Begin outreach to organizations to host focus groups — Hold Steering and CEPC Committee meetings — Update Paratransit Coordinating Council (PCC)
August 2019	<ul style="list-style-type: none"> — Focus groups held — Surveys distributed with assistance of CEPC and Project Representatives as well as other organizations and at community events — Survey data input — Community input from Transportation Forum compiled
September 2019	<ul style="list-style-type: none"> — Final focus groups and survey distribution — Steering Committee meeting — Survey data compiled and analyzed — Focus group input compiled
October 2019	<ul style="list-style-type: none"> — Steering Committee meeting. Update PCC — Participatory Budgeting (PB) projects preliminary development — PB Projects defined and finalized for community voting — Second community meeting held where community voting kicks-off. Transportation Expo, Oct. 24 — Voting continues on-line after event
November 2019	<ul style="list-style-type: none"> — PB on-line voting closes — Begin process to establish an Ad Hoc Committee to review priority PB projects
December 2019	<ul style="list-style-type: none"> — Update PCC — Project status to MTC
February 2020	<ul style="list-style-type: none"> — Ad Hoc Committee meets and confirms PB projects
April 2020	<ul style="list-style-type: none"> — STA Board approves funding agreements for selected projects to be implemented by City of Vallejo and SolTrans
Summer 2020	<ul style="list-style-type: none"> — Vallejo CBTP Document Finalized

Report overview

The upcoming sections of this report will present a much more detailed look at the actions above.

Section II. Existing Conditions – offers an overview of Existing Conditions at the time of the project. Since that time, the pandemic has changed the transportation landscape in Vallejo as has happened in many other locations.

Section III. Methodology – goes into detail concerning the Methodology and tools used to solicit community input and the committee roles.

Section IV. Findings– Findings presents the community input received through the various processes (events, surveys, and focus groups) as well as common issues.

Section V. Analysis – Analysis compares the community issues raised with existing facilities, services and programs in addition to planned facilities, services and programs to determine the top transportation gaps that remain to be addressed through this effort. Some of these issues were addressed through the PB process and funding, while many were not.

Section VI. Funding and Participatory Budgeting – Funding gives an overview of funding resources that may be available to pursue further transportation improvements. The sixteen proposed PB projects are listed in this section.

Section VII. Strategies and Monitoring – Strategies and Monitoring. The selected six PB projects are described more completely in this section. The ten additional PB projects are described as additional potential short-term projects. Additional recommended strategies are presented as well.

There are several appendices with examples of various documents used during the project such as surveys, event materials, and more detailed community input.



Existing Conditions

Vallejo is located along the shores of San Pablo Bay, 30 miles northeast of San Francisco. With a population of 122,000¹, Vallejo is Solano County's largest and western-most city. Located at the confluence of the Carquinez Strait and San Pablo Bay, its population is spread among coastal hills.

Vallejo neighbors Benicia in Solano County, abuts American Canyon to the north in Napa County, and Contra Costa County across the Al Zampa/Carquinez Bridge.

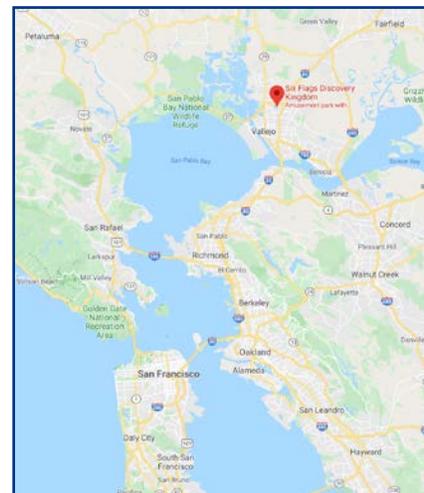


Figure 1: Location Map

¹ American Community Survey (2019)

Vallejo has a long nautical history. It was home to the Mare Island Navy Base for over a century. The Navy base was established in the 1850's and was closed in 1996. Vallejo's population boomed in the 1950s and 1980s when the population increased by over 100% and then by 36%, respectively. These were periods when the population became more racially diverse first with an influx of African-Americans and then with Asian Pacific Islanders. Vallejo is the most racially diverse city in California.²

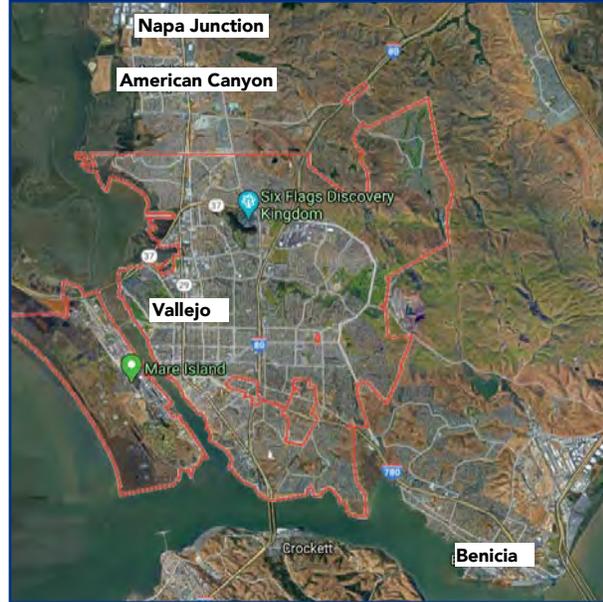


Figure 2: Vallejo and surrounding communities

Table 3 Vallejo Racial Mix	
Race	Percent of Population
White	24.2%
African American	20.4%
Asian	23.2%
Hispanic/other/multi-race	32.2%

Although for many years dominated by the naval base, Vallejo has evolved into a more diverse economic community. Mare Island is now home to commercial, industrial, educational, housing, and government services utilizing historic and recently constructed buildings. Businesses are located throughout the city. The California State University Maritime Academy, a Solano Community College campus, and Touro University are located in Vallejo. Tourists visit Six Flags Discovery Kingdom. Even with increasing employment opportunities in Vallejo, the city is strategically located 30 miles northeast from San Francisco with relatively affordable housing and a large commuting population.

² Homesnacks, Dec. 2019, "10 Most Diverse Cities in California"; based on census and other data.

Vallejo has a variety of transportation systems: roadway, transit, bicycle and pedestrian. There are four highways with I-80 being the major freeway bisecting the city and connecting it directly to San Francisco and the Bay Area's urban core. I-780 connects Vallejo and Benicia to I-680 an inland north-south Bay Area corridor. Highway 37 connects Vallejo to two other North Bay counties to the west: Sonoma and Marin. Hwy 29 is a dominant north-south arterial through the heart of Vallejo from the Carquinez Bridge³ continuing into Napa County. Hwy 29 is also known as Sonoma Blvd.

Before reviewing the transit, bicycle and pedestrian circulation systems, the Communities of Concern will be presented.

Communities of Concern

MTC defines communities of concern (CoCs) as census tracts that have a concentration of both minority and low-income residents, or that have a concentration of low-income residents and any three or more of the following six disadvantage factors: persons with limited English proficiency, zero-vehicle households, seniors aged 75 years and over, persons with one or more disability, single-parent families, and renters paying more than 50 percent of their household income on housing⁴.

Across the region, the majority of people residing in CoC tend to be minority (83%) and nearly half are low-income (47%). A disproportionate number of persons with limited English proficiency live in CoC (48%), and CoC house 43 percent of the region's low-income population. Persons residing in CoC tend to be severely rent burdened – paying more than 50% of their income on rent (38%), and 37 percent of households do not have a vehicle.

For lower-wage workers, who do not have a vehicle, "transportation is often the single largest barrier to middle-wage work"⁵ Access to transit is essential since owning a car can be cost prohibitive.

³ The Carquinez Bridge has tolls regulated by the Bay Area Toll Authority (BATA)

⁴ Plan Bay Area 2040 Equity Analysis Report. Retrieved from http://2040.planbayarea.org/sites/default/files/2017-07/Equity_Report_PBA%202040%20_7-2017.pdf.

⁵ Plan Bay Area 2040 Equity Analysis Report, Chapter 3: Regional Trends, Page 3-20. Retrieved from http://2040.planbayarea.org/sites/default/files/2017-07/Equity_Report_PBA%202040%20_7-2017.pdf

Vallejo Communities of Concern

Four areas have been identified as Communities of Concern (CoC) in Vallejo: north Vallejo, central Vallejo, south Vallejo, and two geographies in south-east Vallejo. Of these areas, two CoC are also considered to be environmentally Disadvantaged Communities per SB 535.⁶

A CalEnviroScreen, using environmental, health, and socioeconomic information, identified south Vallejo and portions of north Vallejo, just south of Hwy 37, as Disadvantaged Communities in that they experience a much higher pollution burden than other areas.

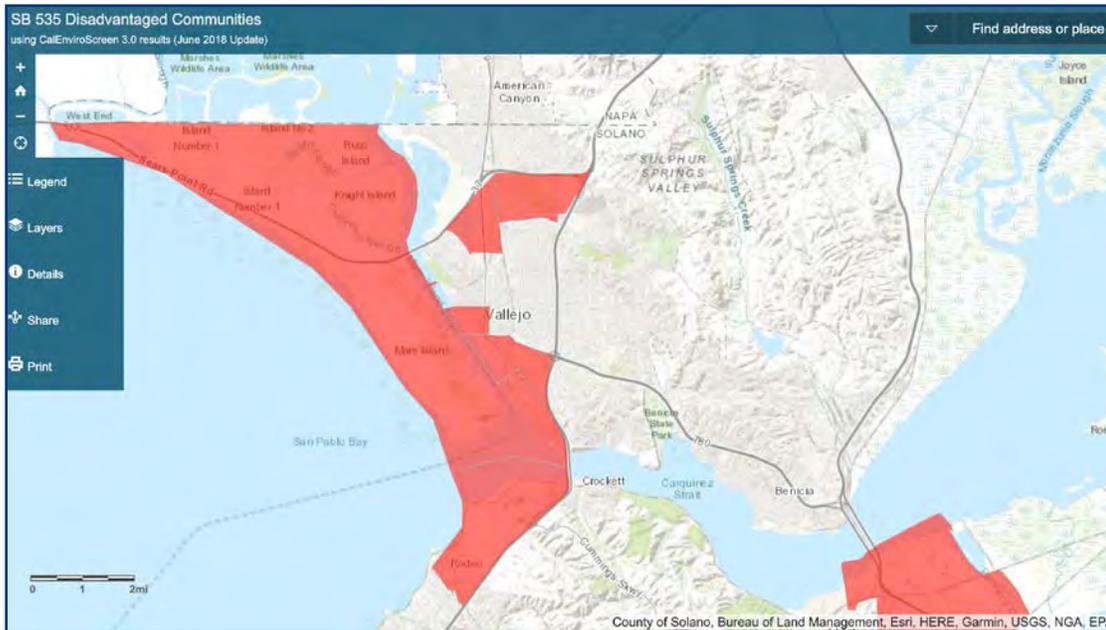


Figure 3: Map – SB535 Disadvantaged Communities

⁶ California Office of Environmental Health Hazard Assessment, SB 535 Disadvantaged Communities, <https://oehha.ca.gov/calenviroscreen/sb535>

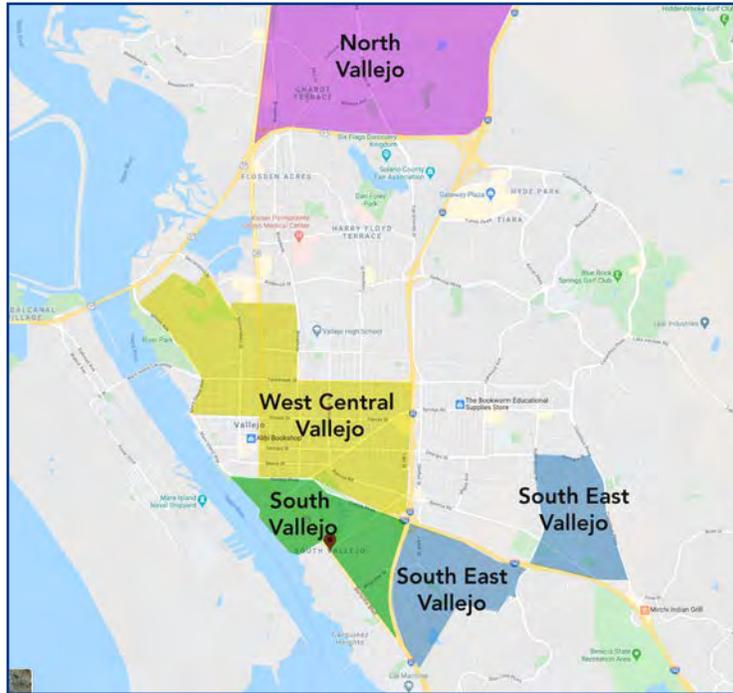


Figure 4: Map – Vallejo Communities of Concern Map

North Vallejo – The CoC in north Vallejo is east of I-80 and north of Hwy 37 to the City limit border with the City of American Canyon; Jack London Dr. is the western boundary. The main arterials are Hwy. 29/ Sonoma Blvd, Broadway Dr., Mini Dr. and Fairgrounds Dr. There is limited access under Hwy 37 to connect with rest of the city and services. Homeless encampments under Hwy 37 at these crossings are not uncommon.



Figure 5: Map – North Vallejo

This is primarily a residential area mostly on a hilly terrain. The area is in the 94589 zip code which includes all of Vallejo north of Hwy 37 and extends south of Hwy 37 to Redwood Dr. The 31,000 residents⁷ in the 94589 zip code are 37% White, 30% Hispanic, 25% Asian, 24% Black, and 1% Native American⁸. While 53% of household speak English at home, 23% speak an Asian language and 21% speak Spanish at home.

⁷ Source: Citydata.com (usa.com). As of 2010-2014.

⁸ Total exceeds 100% because percentages include residents of 2 or more races.

There are limited retail or other services and the area lacks a full-service grocery store. There are several schools: Dan Mini Elementary School, Solano-Widenmann K-8 School and Loma Vista Environmental Science Academy (K-8), a charter middle/high school (Mare Island Technology Academy), and Elite Public School, a charter elementary school serving K-6.

The walkability score for North Vallejo is 29 out of 100 points, indicating that most errands require a car⁹. The Walk Score analyzes walking routes to nearby amenities such as grocery stores, shopping, running errands, access to dining, culture and entertainment. Points are awarded based on the distance to amenities. Amenities that are within a 5-minute walk or quarter of a mile are given maximum points. Lower scores are given the further the amenity and the longer it takes to walk there, with no points given after a 30-minute walk. The Walk Score also evaluates pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density.

North Vallejo's bike-ability score was also low with a score of 35 out of 110¹⁰. The Bike Score measures whether an area is good for biking. It is calculated by measuring bike infrastructure (lanes, trails, etc.), hills, destinations and road connectivity, and the number of bike commuters. There is minimal bike infrastructure in the area.

Portions of North Vallejo, south of Hwy 37 and north of Sereno Drive (in green), are also considered to be an environmentally Disadvantaged Community. Residents living in this area are exposed to higher levels of particulate matter which can have adverse health consequences¹¹. Particulates are emitted from many different combustible sources such as cars, trucks, industrial activity, wood burning, etc. It is estimated that somewhere between 10,000-15,000 trucks travel along Hwy 37 daily, contributing to poor air quality issues and environmental concerns.

⁹ www.WalkScore.com

¹⁰ Plan Bay Area 2040 Equity Analysis Report. Retrieved from http://2040.planbayarea.org/sites/default/files/2017-07/Equity_Report_PBA%202040%20_7-2017.pdf.

¹¹ Source: Citydata.com (usa.com). As of 2010-2014

West Central Vallejo – This area is west of I-80 and includes most of the area south of Hwy 37, east of the Carquinez Straits, and north of Curtola Parkway. Not included in this CoC is the area generally bound by I-80, Redwood St, Broadway St. and Tennessee St. The street system is mostly a grid system in the flatlands but less so in the hillier areas.

There is a strong presence of transit service in this area of Vallejo. There are two major transit hubs: Vallejo Transit Center (VTC) downtown and Sereno Transit Center (STC) further north just off Sonoma Blvd. These hubs also host other local and intercity transportation services.

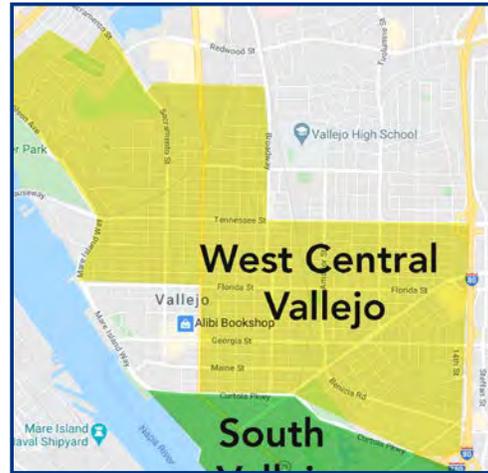


Figure 6: West Central Vallejo

Most of this area is in the 94590 zip code which includes Vallejo west of I-80 to the Carquinez Strait south to the Carquinez Bridge including south Vallejo. The 35,000¹² residents in the 94590 zip code are 53% White, 31% Hispanic, 22% Black, 13% Asian, and 1% Native American¹³. While 58% of household speak English at home, 17% speak Spanish at home and 11% speak an Asian language¹⁴.

Structures in this area are relatively old; the majority were built prior to 1960. There is a wide range of housing in this CoC from single family homes to high density and specialized housing. More than half of the occupied housing units are rentals. Fifteen percent (15%) of households don't have a vehicle. The median household income is \$41,000 as compared to \$65,241 citywide.

A variety of established retail (including grocery) and businesses, public and non-profit social services, houses of worship, and other services are located in this area. There are schools at all levels from elementary schools (Cooper and Lincoln), Franklin Middle School, Everest Academy (middle/high school), Farragut Academy to Vallejo High School.

¹² Source: Citydata.com (usa.com). As of 2010-2014.

¹³ Includes residents of 2 or more races.

¹⁴ Includes residents of 2 or more races.

Walkability scores vary within this CoC¹⁵. Downtown Vallejo and St. Vincent Hill are considered very walkable with scores of 79 and 89 respectively. Pedestrians can access a wide variety of amenities in this area.

In the area near St. Basil's, west of I-80, east of Hwy 29, south of Redwood Street and north of Tennessee is considered walkable with a score of 76 out of 100. Whereas the Vallejo Heights area (west of Hwy 29, south of Hwy 37, east of the Napa River, and north of Tennessee street) has a lower walkability score and is much more car dependent than some of the other areas.

There is some bike infrastructure throughout this CoC, however, improvements are needed.

¹⁵ www.WalkScore.com

South Vallejo – The area includes portions of Vallejo that are south of Curtola Parkway, west of Interstate 80, and east of the Napa River. Curtola Parkway and Sonoma Boulevard/Hwy 29 are two main arterials connecting south Vallejo to Interstates 780 and 80. The area covers approximately 0.588 square miles and has a population of 2,494¹⁶. Residents are primarily Hispanic or Latino (43.8%) followed by 22.6% African American, 16% White, 9.2% two or more races, 7.7% Asian, and .6% American Indian. The median household income in 2016 was \$42,337 for South Vallejo, compared to \$65,241 for Vallejo¹⁷.

South Vallejo is surrounded by old industrial sites. Structures in this area are relatively old; the majority were built prior to 1960. There is a wide range of housing in this CoC from single family homes to high density apartments.

South Vallejo has one elementary school (Patterson) serving kindergarten to fifth grade. Middle and High school students must commute out of the area. South Vallejo is primarily residential and is a food desert with no grocery stores within a 1.5 miles radius.

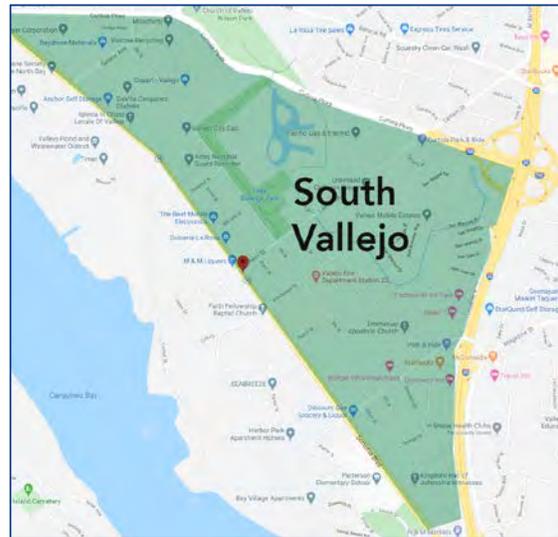


Figure 7: South Vallejo

The walkability of this CoC is low (score 37). Few amenities are easily accessible. It is a 40-minute walk to downtown from the intersection of Magazine Street and Sonoma Blvd. Bike-ability is also poor. The bike score for South Vallejo is 25 out of 100. There is little bike infrastructure.

South Vallejo is also considered to be an environmentally Disadvantaged Community. Residents living in this area are exposed to higher levels of particulate matter from industrial processes, and exposure to large volumes of daily car and truck traffic along I-80. Roughly, 10,000 to 15,000 diesel trucks travel along I-80 daily¹⁸.

¹⁶ Source: <http://www.city-data.com/neighborhood/South-Vallejo-Vallejo-CA.html>

¹⁷ Source: City-Data.com

¹⁸ Plan Bay Area 2040 Equity Analysis Report. Retrieved from http://2040.planbayarea.org/sites/default/files/2017-07/Equity_Report_PBA%202040%20_7-2017.pdf.

Southeast Vallejo – There are two communities of concern (CoC) in southeast Vallejo.

The first community is east of I-80, south of I-780, and west of Glen Cove Parkway. Magazine and Laurel (via Spruce) streets are the two arterials that provide access to I-80 and I-780 respectively.

Magazine St. also connects to Glen Cove Parkway with access to I-780. Beverly Hills Elementary School and Vallejo Regional Educational Center are located here.

Beverly Hills is slated to be closed by the school district in the future. Middle and high school students must commute out of the area. This is a primarily residential area

with hilly terrain. With the exception of residences located north of Fulton and along Old Glen Parkway, the area is considered a food desert with the nearest grocery store being more than .5 miles away.

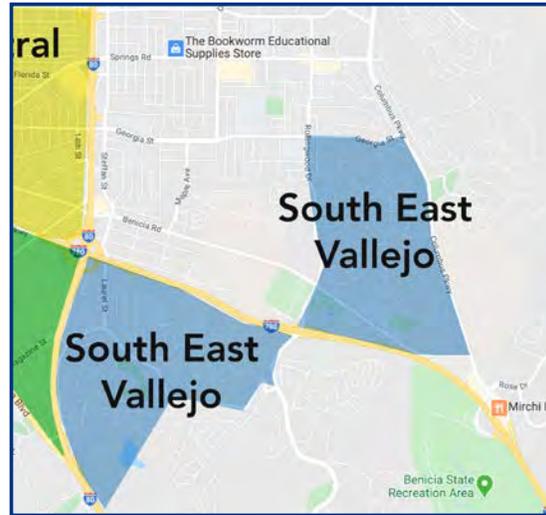


Figure 8: South East Vallejo

The walkability score for this area is 48 and it has very little bike infrastructure (bike-ability score is 25).

The second CoC in southeast Vallejo lies north of I-780, south of Georgia street, east of Rollingwood, and west of Columbus Parkway. The area is mostly residential with a large cemetery in the area. A private school - Saint Patrick/Saint Vincent High School – is located off of Benicia Road. There are no other schools in the defined COC area although Annie Pennycook Elementary School is near the northwest portion of this community.

This area has the lowest walkability score (22 out of 100) among the CoC, and the lowest bike-ability score of 17.

Safety: Vehicle, Pedestrian, and Bicycle Collisions

Vallejo has the highest frequency of collisions throughout Solano County, accounting for 30% of all crashes, and the highest severity. Over a five-year period, there were 4,250 collisions in Vallejo resulting in 142 severe injuries and 28 deaths¹⁹. Of the severe injuries or fatalities, the majority of these crashes were due to unsafe speeds, impaired driving, improper turning, or pedestrian violations.

Pedestrian Safety. Vallejo is largely a car dependent city with walkability scores ranging from the high 70's to low 80's in the downtown/St. Vincent Hill area to the low 20's in portions of southeast Vallejo²⁰. Walkability measures walking distance to amenities but doesn't reflect the safety of pedestrians or cyclists.

Pedestrian collisions accounted for 5% (or 215) of all collisions between 2012 and 2017²¹. Across the state, Solano County is ranked 12th in vehicle-pedestrian collisions and 2nd involving pedestrians under 15 years old. Pedestrians are particularly vulnerable to incurring severe injuries or death as a result of collisions with vehicles.

Pedestrian collision hotspots include areas along Sonoma Blvd from North Vallejo to South Vallejo most notably: Sonoma Blvd near Hwy 37 and Lewis Brown Road, Sonoma Blvd and Redwood, Sonoma Blvd between Florida and Georgia Streets, and Sonoma Blvd between Lemon Street and Magazine Street²².

Bicycle Safety. There were 92 bicycle collisions between 2012 and 2017 and accounted for 2% of collisions in Vallejo. Bicycle collision hotspots also occur along Sonoma Blvd from Hwy 37 to the I-80 interchange²³.

19 2018 Solano Safety Transit Plan, Solano Transportation Authority.

20 www.WalkScore.com

21 2018 Solano Safety Transit Plan, Solano Transportation Authority

22 2020 Active Transportation Plan Draft, Solano Transportation Authority.

23 2020 Active Transportation Plan Draft, Solano Transportation Authority

Crime

In 2019 there were 1,307 violent crimes committed in Vallejo²⁴. Twelve were homicides, 138 rapes, 336 robberies, and 551 aggravated assaults. In addition, there were 650 domestic violence related calls for assistance, and 4,941 property crimes committed in 2019.

Roadway and Transportation Improvement Plans

There are numerous local and State roadway improvement plans. Some are funded while others are not. Those relevant to the community input received through this study will be discussed in Section V. Analysis.



SolTrans is the primary public transit operator in Vallejo and operates nine fixed-route local routes, school trippers (Rts. 12 and 38)²⁵, a SF Express route (Rt. 82) and two SolanoExpress intercity routes in Vallejo. SolanoExpress routes connect Vallejo to Benicia, Fairfield, and BART stations. Most services operate Monday-Saturday; there is limited Sunday service. Local route service neighborhoods, major activity centers, and transit hubs. Major transit hubs include the downtown Vallejo Transit Center (VTC), Sereno Transit Center (STC) and the Curtola Park and Ride (PNR).

²⁴ California Department of Justice Crime Stats. Retrieved from <https://openjustice.doj.ca.gov/exploration/crime-statistics>

²⁵ Rt. 12 operates in north Vallejo primarily serving Solano Middle School. Rt. 38 operates in southeast Vallejo primarily serving Jesse Bethel High School. Both routes are open to the public.



Route Map June 30, 2019

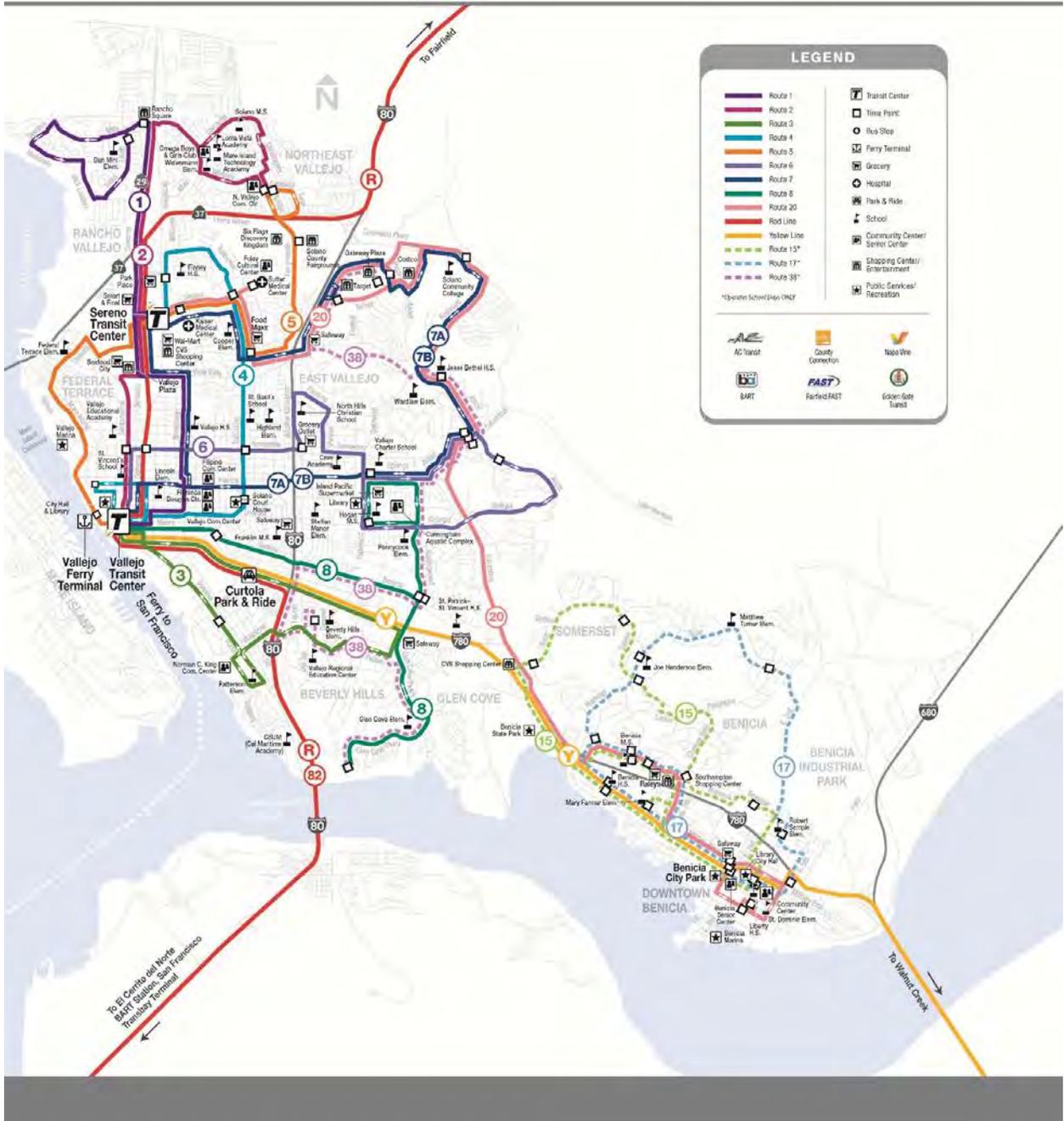


Figure 9: SolTrans System Map

Solano Express

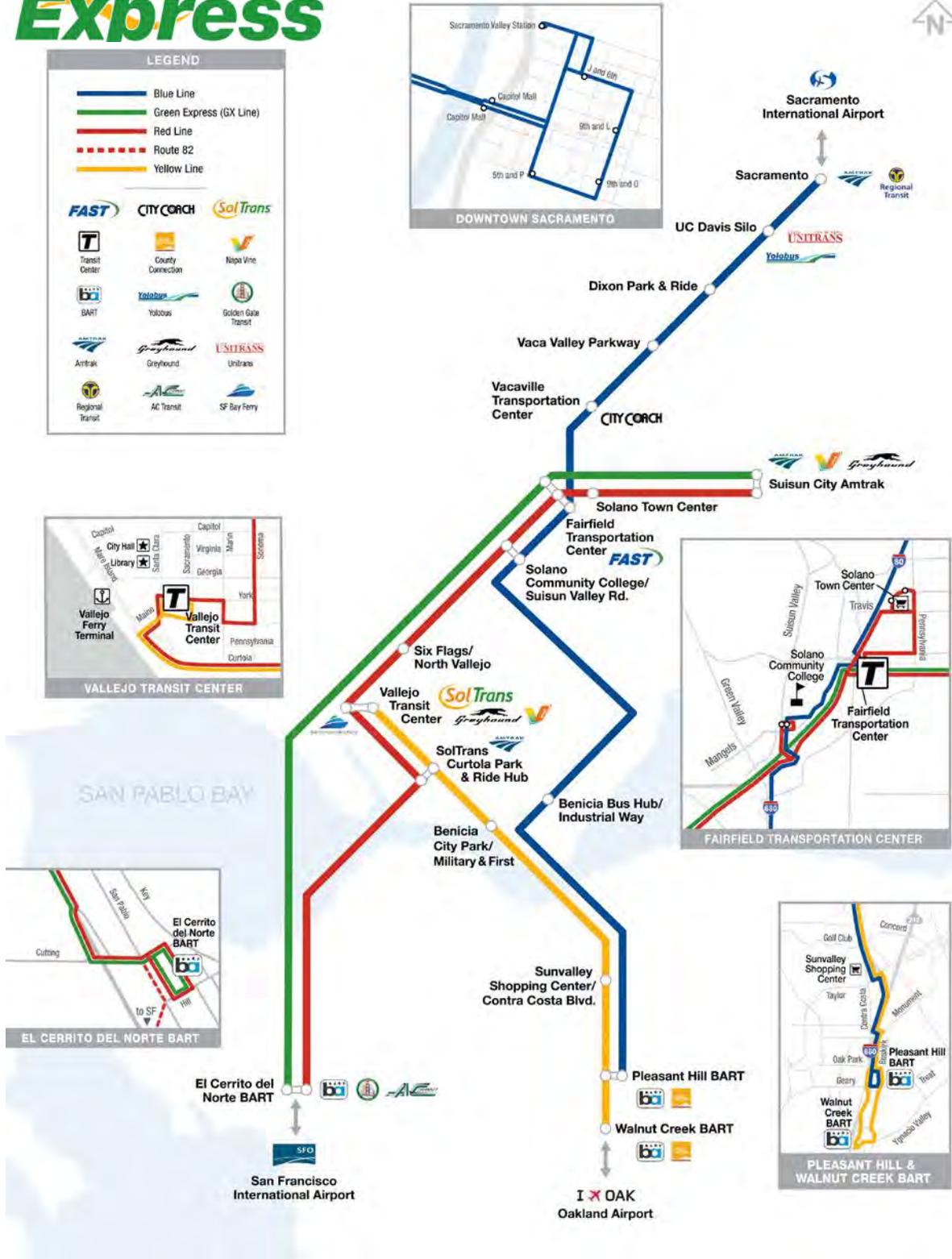


Figure 10: SolanoExpress Route Map

The VTC and Curtola PNR are key stops of SolanoExpress bus routes. These are freeway-based, limited stop routes. There are two SolanoExpress routes that serve Vallejo.

- ❖ The Red Line connects Vallejo and El Cerrito del Norte BART stations seven days a week. The Red Line also travels to Fairfield with regular stops near Solano Community College's Fairfield main campus, and Curtola PNR, the downtown VTC, Sonoma Blvd near Sereno Dr, and the Fairgrounds Dr./Six Flags in Vallejo.
- ❖ The Yellow Line connects Vallejo's VTC and Curtola PNR to Benicia and the Walnut Creek BART station.

In addition to fixed-route services, SolTrans operates several services for ADA -qualified individuals such as ADA local paratransit service. SolTrans paratransit provides a shared-ride, origin to destination bus service through advanced appointments. For intercity trips, SolTrans Paratransit riders transfer to a SolanoExpress Intercity bus route or use another intercity service such as those listed below.

Other specialized and ADA services for Vallejo residents are provided through programs administered by the Solano Transportation Authority (STA).

STA Vallejo/Benicia Local Taxi Card Program: Subsidized local taxi service for ADA-qualified individuals who can enter and exit a taxi independently. This service provides on-demand, same-day trips within Vallejo. This service was transferred from SolTrans to the STA in the Fall of 2019.



Solano County Intercity Taxi Card Program:

Subsidized taxi services for ADA²⁶-qualified individuals²⁷ who can enter and exit a taxi independently. This service provides on-demand, same-day trips between zones in Solano County at a reduced cost to riders.



Solano Older Adult Medical Trip Concierge Program: This program was initiated



in 2019 and was fairly new when community outreach for this project occurred. This service provides on-demand, same-day, trips at reduced cost to older adult riders to in-county medical appointments. The rides are subsidized and performed by Lyft and Uber through the GoGoGrandparent program.

There were several changes to the SolTrans services during the Vallejo CBTP study period. SolTrans implemented systemwide changes June 30, 2019. Along with local route changes, SolTrans-operated SolanoExpress Red Line was streamlined: service was reduced on local Vallejo streets and it began stopping at the new Fairgrounds Dr./Hwy 37 stop. In December 2019, there were some modifications to several routes in response to issues raised from the June systemwide service change. In addition, the span of service was increased to include later evening service.

26 American for Disabilities Act (ADA)

27 ADA eligibility is determined through a free assessment process in accordance with Federal guidelines

Other Transit Services

(American Canyon Transit): ACT operates limited weekday fixed route service during the early morning and afternoon peak hours. One stop is in north Vallejo along Mini Dr. The rest of the route is in American Canyon.



AmTrak Bus: An Amtrak feeder bus route to the Martinez Amtrak station stops in Vallejo seven days a week at the Curtola Park and Ride.



FlixBus: This private, intercity bus carrier stopped in Vallejo and travelled to Southern California prior to the pandemic in Spring 2020. It was a relatively new, low-cost long distance bus service. Whether or not it will return is unknown.



Greyhound: This established private, intercity bus carrier stops in Vallejo and is along the San Francisco-Sacramento route. Service is seven days a week. Connections to multiple points in and beyond California can be made via the Greyhound bus system.



The Napa VINE operates one route into Vallejo: Route 11/11x. The 11/11x route terminates at the Ferry Building in Vallejo. While Rt. 11x is a limited-stop express peak period only service, Route 11 makes multiple stops in Napa County and in Vallejo. Rt. 11 operates seven days a week, Rt. 11x is weekdays only. Rt. 11 stops include two medical centers in Vallejo and another in Napa County, Napa Valley College as well as a stop in the north Vallejo area.



Ferry service between Vallejo and San Francisco is well established and operates seven days a week. The Vallejo Ferry Terminal is located near downtown Vallejo and walking distance from the Vallejo Transit Center. From Vallejo, the ferry's main destination is the Ferry Building in San Francisco but also serves Pier 41 daily on select trips. During baseball season, select trips serve SF Giants games at the stadium near Pier 48.

VA

U.S. Department
of Veterans Affairs

Veterans Shuttle: The Veterans Administration (VA) operates a free shuttle to VA clinics. In Vallejo, one of these shuttles serves the VTC with direct service to the VA clinics on Mare Island and in Martinez.

Other: A variety of other private and non-profit transportation services are available in Vallejo. There is traditional taxi service as well as Lyft and Uber services. A private airporter bus service directly to Oakland and San Francisco airports stops in north Vallejo. Volunteer-based services are provided to select groups. Faith in Action has two programs that offer rides to elderly individuals. The American Cancer Society's Road to Recovery program offers rides to individuals who need to go to cancer treatments or related appointments. The Carquinez Village is a relatively new membership organization in the Benicia/Vallejo area; it is a neighbors-helping-neighbors model that offers programs, services and information so older adults can be independent. Services include driving individuals to medical appointments and other activities.



Methodology

Community Outreach and Engagement

The purpose of the Vallejo Community-Based Transportation Plan (CBTP) is to engage the community in a collaborative process that identifies transportation needs, gaps and challenges for low-income residents within identified CoC and proposes and prioritizes strategies to address those gaps. It also includes a Participatory Budgeting process that enables residents to choose how they want to allocate \$400,000 towards identified strategies. The entire process revolves around extensive and targeted community engagement.

This section describes the overall approach and process for engaging the community and obtaining their input.

Stakeholders

The first step in the Vallejo CBTP was to engage key stakeholders from the very beginning. A stakeholder analysis was conducted to ensure that all populations within the CoC and project areas had appropriate representation. The stakeholder analysis utilized demographic and existing conditions data to identify key characteristics of CoC (e.g., age, gender, ethnicity, religion, LGBTQ¹) and ensure an inclusive process. The stakeholder analysis was used to develop targeted outreach strategies and track across those key characteristics.

¹ LGBTQ: Lesbian, gay, bisexual, transgender, queer

Table 4 Stakeholder Outreach		
Stakeholder Group	Geography	Organization
Muslim Community	South East Vallejo	Islamic Center of Vallejo
Hindu Community	South East Vallejo	Hindu Community Temple
African American Community	South Vallejo	Emmanuel Temple
African American Community	Central Vallejo	Revive Ministries
African American Community	North Vallejo/Crest	Impact Church
Hispanic/Latino Community	Central Vallejo	Centro Latino
Hispanic/Latino Community; Health	Downtown Vallejo; Central Vallejo	La Clinica
Hispanic/Latino Community; Youth	All Vallejo	Eric Reyes Foundation
Youth; African American	All Vallejo	Club Stride
Youth; Schools	North Vallejo	Griffin Academy
Youth; Schools	North Vallejo	Elite Charter School
Youth; After School Low-Income Apartment Complexes	Locations in South and Central Vallejo	The Leaven
Asian Pacific Islander	All Vallejo	Filipino Mental Health Association
Asian Pacific Islander	Central Vallejo	Filipino Community Center
Asian Pacific Islander	South Vallejo	Filipino Community of Solano County Inc.
Wide-range of stakeholders including Asian Pacific Islander	East Vallejo	William Kim Tae Kwon Do Studio
Greek Community	Central Vallejo	Greek Orthodox Church
Community	All Vallejo	Vallejo Sister Cities Association
Social Service Agency	All Vallejo	Fighting Back Partnership
Senior Center	Central Vallejo	Florence Douglas
LGBTQ Community	All Vallejo	Solano PRIDE
LGBTQ Community	All Vallejo	Solano AIDS Foundation

Committees

Two committees were formed from the initial stakeholder analysis: 1) The Steering Committee, and 2) a Community Engagement and Participation Committee (CEPC).

Steering Committee – This committee was formed for the purpose of providing strategic level guidance for the overall Vallejo CBTP effort and subject matter expertise. It was comprised of senior staff from the City of Vallejo, SolTrans, Solano County, and STA. The Steering Committee reviewed and provided input on all CBTP project materials, including but not limited to, the CoC boundaries, review of the stakeholder analysis, community outreach plan, marketing materials, surveys, participatory budgeting strategies, and findings. The first Steering Committee meeting was held on June 11th, 2019 and the committee met monthly from August 2019 through February 2020.

Community Engagement And Participation Committee (CEPC) – CEPC was formed for the purpose of engaging residents and to ensure broad and fair representation – geographically and demographically. Members included residents from the CoC, community leaders, social service staff, and gate keepers. The CEPC met on June 24th and on July 19th 2019 to identify key partners (i.e., project representatives and community-based organizations), and to assist in the development and execution of targeted outreach strategies.

Key stakeholders and community leaders, from the stakeholder analysis, were invited to be part of the CEPC and/or to host a focus group with their members.

Targeted Outreach Strategies And Community Input

Mass Mailing

A key outreach strategy involved mass mailing. A mailer was sent to every household in the identified CoC. The mailing occurred three weeks before the event and included a letter describing the CBTP process and invitation to the forum, a two-sided flyer² advertising the forum – one side in English the other side in Spanish, and a hard copy of the transportation survey. The survey had a self-addressed, postage paid section to make it easy for residents to return their completed survey. The mailer ensured that every household within the CoC was informed of the CBTP and invited to participate.



A second mass mailing occurred in early October inviting residents from the targeted CoC to attend an Interactive Expo and participatory budgeting opportunity. The second mailer was sent to those who had engaged previously and approximately 50% of the households in a randomized manner.

Press Release, Social Media, And Email Distribution



Press releases announcing the Vallejo CBTP project, the Transportation Forum, and the Interactive Expo/ Participatory Budgeting process were published in the local newspaper, posted on the City website and newsletter, posted on the SolTrans website and newsletter, posted on the STA website, sent out via email distribution lists, and posted in all of the Vallejo based group social media sites, including Next Door.

Project representatives distributed flyers to their friends, associates, churches, groups, on their own social media pages, and via text messages

² See appendices for community survey and event flyers

Vallejo Community-Based Transportation Forum – July 30th, 2019

The Vallejo Community-Based Transportation Forum marked the official launch of the data collection and community engagement process. Held at the Norman King Community Center in the south Vallejo CoC, the forum provided an overview of the Vallejo CBTP project, highlighted existing services, and engaged attendees in identifying transportation challenges and solutions. Sixty-four residents and community leaders attended the forum. Free transportation to and from the forum was provided and the forum was held at a time that was considered most likely to yield the biggest turnout.



Focus Groups And Community Outreach

Five focus groups, located at different CoC geographic locations, were conducted. Four were conducted in English and one in Spanish. Community-based organizations (CBO's) were recruited to "host" the focus groups and utilize their connections to promote the focus group and recruit participants. Underserved communities are often hard to engage. However, having a trusted insider invite and encourage them to attend facilitated engagement.



The CBO hosts were selected based on geography and representation of race/ethnicity, age, and culture. Leaders within the African American, Latino, Asian Pacific Islander, Greek Orthodox, LGBTQ, Islamic, and Sikh communities were contacted and invited to participate. CBO's serving low income families, youth, and seniors were also invited. Of those who expressed interest, selection focused on a mix of demographic and geographic representation. The focus groups and community outreach events alternated between the CoC.

1. South Vallejo - Emmanuel Temple Church (9 attendees)
2. West Central Vallejo in The Vistas - Revive Ministries (18 residents, including youth, attended)
3. West Central Vallejo off of Broadway Street - Centro Latino (10 attendees)
4. Downtown Vallejo – Solano PRIDE (6 attendees)
5. Amador Street - Florence Douglas (senior) Center (approximately 30 attendees)



In addition to the focus groups, outreach and tabling events occurred to promote the CBTP, distribute and collect surveys, and recruit people to attend the forums and/or focus groups. These events were held at:

- 1 East Vallejo – William Kim's Taekwondo (approximately 130 people were in attendance)
- 2 Downtown - JFK Library (50-100 attended over a couple of days)
- 3 South Vallejo for National Night Out – Emmanuel Temple (approximately 100 people attended)



- 4 North Vallejo - Vallejo Sister Cities Association at Dan Foley Cultural Center (approximately 200 people attended)
- 5 Downtown – Greater Vallejo Recreation District Rock the Block Celebration (over 200 hundred people attended)
- 6 Waterfront - Vallejo Waterfront Festival (over 200 people attended)

Vallejo Community Transportation Interactive Expo - October 24th 2019

The October 24th, 2019 Vallejo Community Transportation Interactive Expo, held at the North Vallejo Community Center, brought the community together to review the challenges and proposed solutions from the community input process. The attendees were then given an opportunity to vote, in a participatory budgeting process, on the sixteen proposed projects to address the identified transportation challenges. Displays describing each project, the project location, cost, and anticipated beneficiaries were listed on each display board. Attendees were given the equivalent of \$400,000 in STA bucks and instructed to allocate their money according to their priorities. A clear plastic container was available by each display board to receive the monetary donations. Sixty-eight (68) residents and community leaders attended the Expo.



Survey

A survey about transportation challenges was developed and made available in English and Spanish (see Appendix A for a copy of the survey). Demographic and zip code data was collected to ensure broad representation and that respondents lived within identified CoC. Demographic and zip code data enabled the consulting team to analyze survey results by geography, race/ethnicity, and age.

The survey was posted online with hard copies mailed to all residents in the identified CoC along with a flyer inviting them to the July 30th forum. The survey was also distributed through social service agencies, at community meetings, events, the July 30th forum, and focus groups. A QR code was created to make the survey more immediately accessible. Instructions on how to use a QR code was provided at the forum and focus groups, with volunteers, staff, and the consulting team helping individuals access the survey on their phones. A small flyer with the QR code was distributed through project representatives and members of the CEPC.



The survey was available from mid-July through October 15th, 2019. A total of 383 surveys were collected. The results of the survey have been incorporated into the findings section.

In addition to surveying transportation challenges, a Participatory Budgeting survey was developed and administered on-line following the October 24th Vallejo Community Transportation Interactive Expo. The on-line survey listed the 16 BP projects and their descriptions. The projects had been created based on the community focus groups and surveys. Survey respondents were given 400 points to allocate to the projects that they felt should be prioritized and funded by the \$400,000 set aside for this purpose. One hundred and thirty-eight people completed the survey. Together with 68 expo participants, over two hundred residents participated in the participatory budgeting process.

Summary of Outreach Strategies

The outreach strategies were designed to target residents who live within the Communities of Concern (CoC), and target historically underrepresented populations. All in all, these strategies reached over 20,000 households and engaged over 500 in the identification of transportation challenges, and engaged over two hundred people in the participatory budgeting process to prioritize funds towards strategies that would deliver an immediate improvement (i.e., within a year of a contract for service) to residents in the CoC.

Of survey and focus group participants, white/non-Hispanic represented 36%, African Americans represented 25%, Asian Pacific Islander’s represented 18%, Hispanic/Latino represented 16%, multiracial/other represented 3%, and Native American represented 2%.

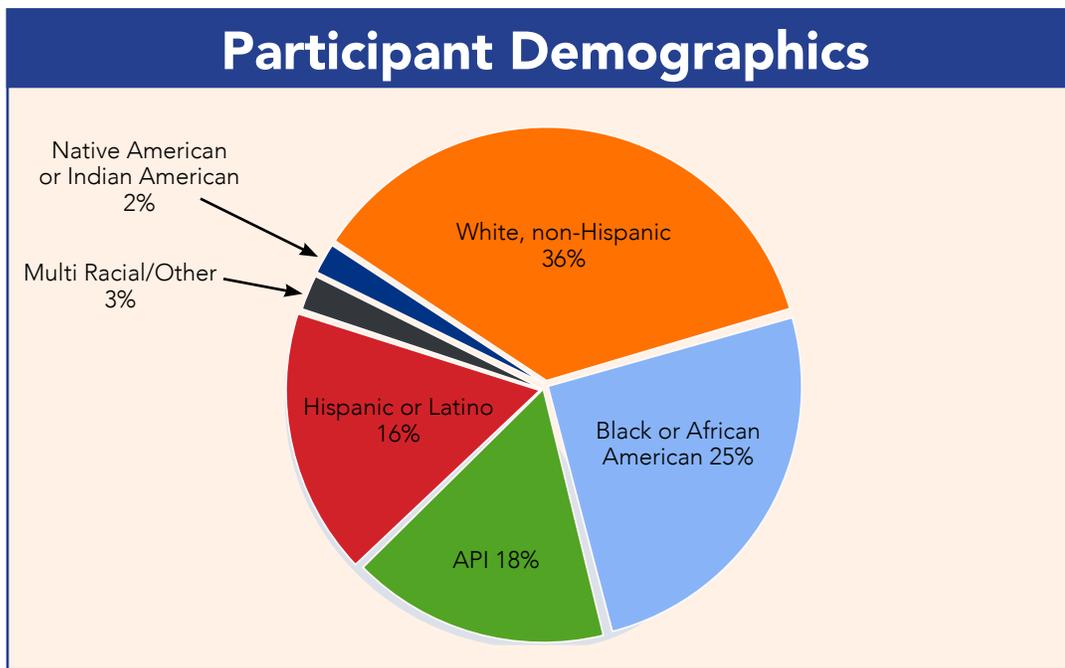
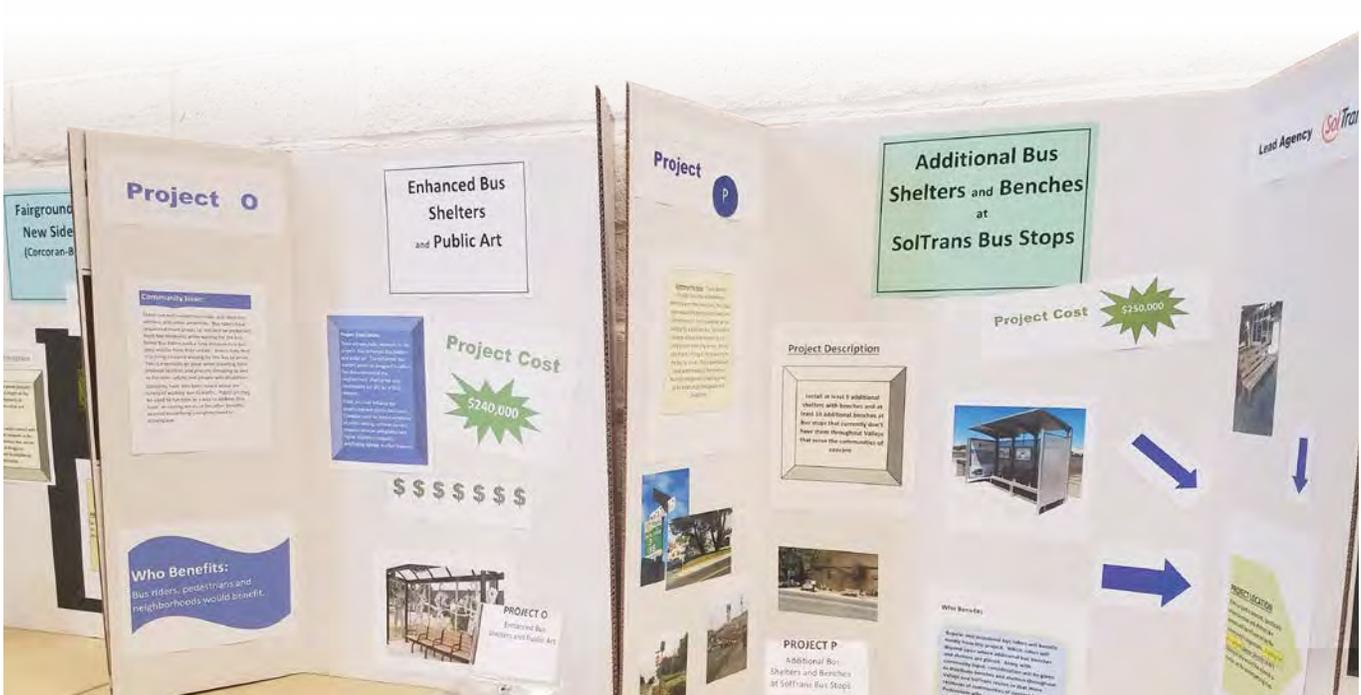


Figure 11: Participant Demographics



Findings

The following section presents a summary of issues identified through the various public input strategies described above. The following information was collected from the community through the transportation forum, community focus groups, community outreach events, and the survey. It should be noted that the CBTP community outreach process started soon after a major service change was implemented by the transit provider SolTrans. Some of the concerns expressed during the CBTP process reflect those changes.

Table 4 Summary of Identified Challenges	
Spatial	<ul style="list-style-type: none"> • Insufficient, low-quality bus shelter amenities (e.g., benches, shelter, lighting, signage, cleanliness) • Homeless persons sleeping on bus benches, hanging out in shelters, contributes to feelings of being unsafe • Connections difficult • Bus stops inaccessible and far apart
Temporal	<ul style="list-style-type: none"> • Lack of early morning service • Lack of evening service to attend college classes, go to work, or City Council Meetings • Need more weekday services • Lack Sunday service • Connections are difficult • Need more direct transportation options for middle/high school students living in north and south Vallejo
Informational	<ul style="list-style-type: none"> • Multiple brochures for the various routes are confusing • Lack of accessible information about routes • Need information on bus arrival times
Pedestrian	<ul style="list-style-type: none"> • Pedestrian safety • Traffic violations: speeding cars, running stop lights, driving off specified roadway • Lack of and/or low-quality crosswalks in certain locations • Lack of lighting • Lack of visible road stripes • Potholes leading cars to swerve to the side to avoid
Cycling	<ul style="list-style-type: none"> • Lack of bike paths • Potholes leading cars to swerve to the side to avoid • Poor pavement quality • Safety
Paratransit	<ul style="list-style-type: none"> • Temporal issues; Getting stranded • Scheduling challenges
Taxi, Uber, Lyft	<ul style="list-style-type: none"> • Cost • Safety concerns

When asked how people travel or get around, we learned that the majority of respondents (72%) drive. Forty percent of respondents walk, 30% take a bus, 18% use a Taxi, Lyft or Uber, 13% carpool or “get a ride”, 9% ride their bikes, 7% take the BART or Ferry, 3% take paratransit, and less than 1% use a non-profit agency (See Figure 11)¹.

139 survey respondents do not drive and must rely on other means of transportation.

One respondent “got a ride to the hospital through Solano county public health”. Another uses a skateboard. At least one person indicated that they can’t get around.

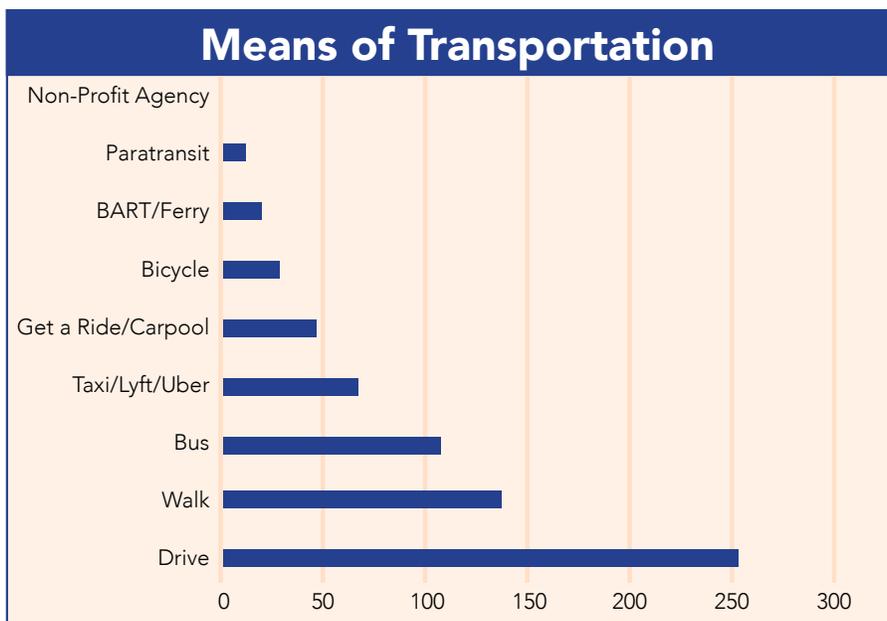


Figure 12: Means of Transportation

n=339

“I’m up at 3:30am, drive to Pleasant Hill BART (used to be Del Norte, now too scary). BART to City, bus and/or walk 2 miles to work. 2.5 hours each way. Vallejo needs better, less expensive transport I around the city. As a teacher, I’m barely able to afford commute. Ferry too expensive.”

“I’m NOT currently getting around. Temporarily disabled on a walker. I need to beg a ride or take a taxi--Lyft/Uber require a working cell phone.”

1 The total exceeds 100% as respondents were asked to check all that applied.

Transportation Challenges

Destinations Most Difficult to Get to

Survey respondents indicated that the destinations most difficult to get to are medical appointments (29%), grocery shopping (25%), jobs or job seeking (17%), sports, parks and recreation (13%), and school or daycare (10%), out of town (3%), and other (3%). Under the “other” category respondents listed the Transit Center, Ferry Terminal, downtown/City Hall, Mare Island, library, community events, and church.

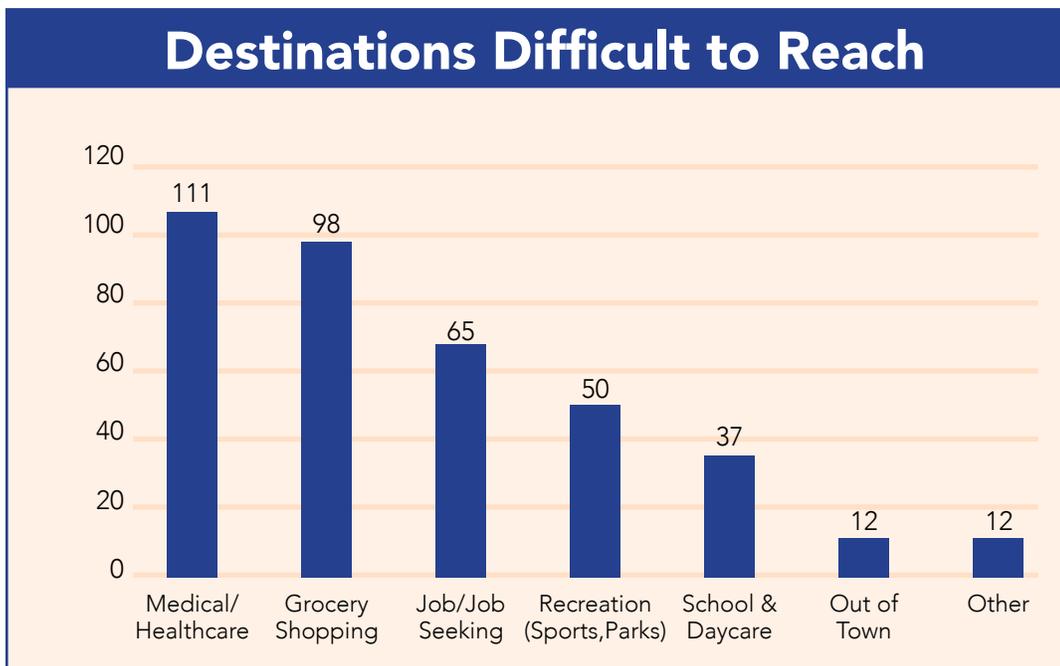


Figure 13: Destinations Difficult to Reach

n=259

“Getting to/from Downtown Transit Center and Curtola Park and Ride transit centers from home (Benicia Road/Columbus Parkway) is difficult.”

Interestingly, respondents in Central and South Vallejo identified getting to the grocery store as the most difficult destination to reach (29% of respondents), followed by medical appointments with 27% of respondents. Whereas respondents from the other communities of concern identified getting to medical appointments as the destination most difficult to get to, followed by grocery shopping. Within Central Vallejo there are two major hospitals with medical complexes (Kaiser Permanente and Sutter Solano) and several medical clinics (e.g., La Clinica, Solano County Family Health Services). There is also a Touro Student Run Free Medical Clinic in South Vallejo off of Magazine Street. Residents, north of Hwy 37, and in southeast Vallejo have further to travel as well as a major highway or Interstate to cross (see Figure 13).

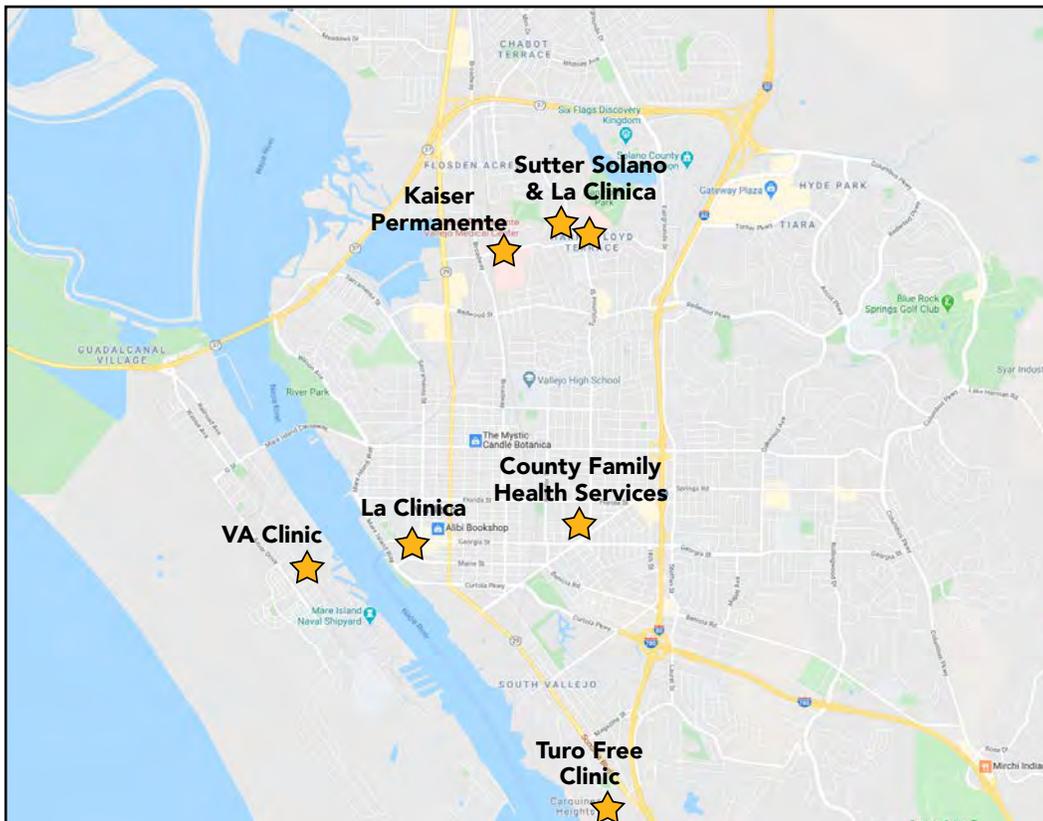


Figure 14: Map of major Vallejo medical centers and clinics

Bus/Transit Issues

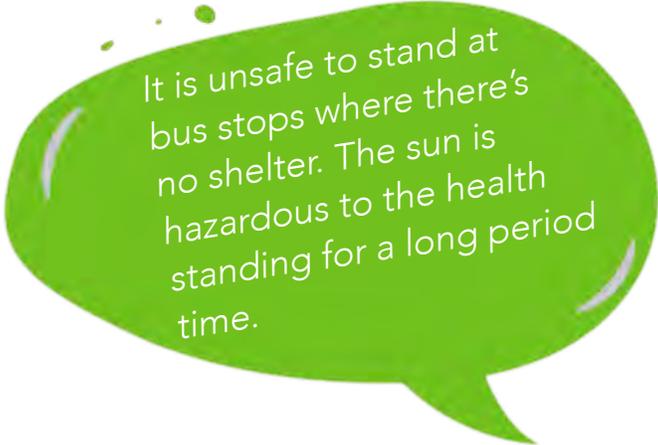
Forty-two percent of the respondents indicated that they don't take the bus. For those that do ride the bus, they identified the top three issues as:

1. Bus stop comfort: shelters, benches, lighting,
2. Extended service (most notably more Sunday service, more weekday service, and bus service in the evenings), and
3. The need for more information and access to information (e.g., maps, schedules, etc.).

In addition, other issues identified were buses not running according to schedule, bus not going to desired destination, bus stop safety, and issues with bus connections. Numerous residents mentioned issues with the homeless population sleeping on benches and not feeling safe as they hang around bus stops.



There's no Sunday service here in South Vallejo. We have no way to get to the grocery store if they are not running, everything else is costly.



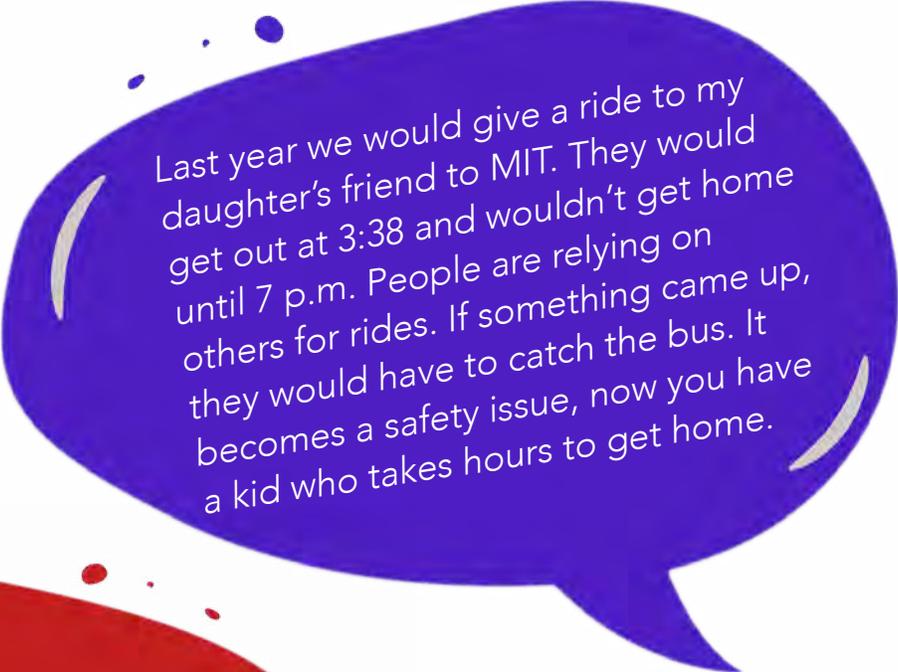
It is unsafe to stand at bus stops where there's no shelter. The sun is hazardous to the health standing for a long period time.



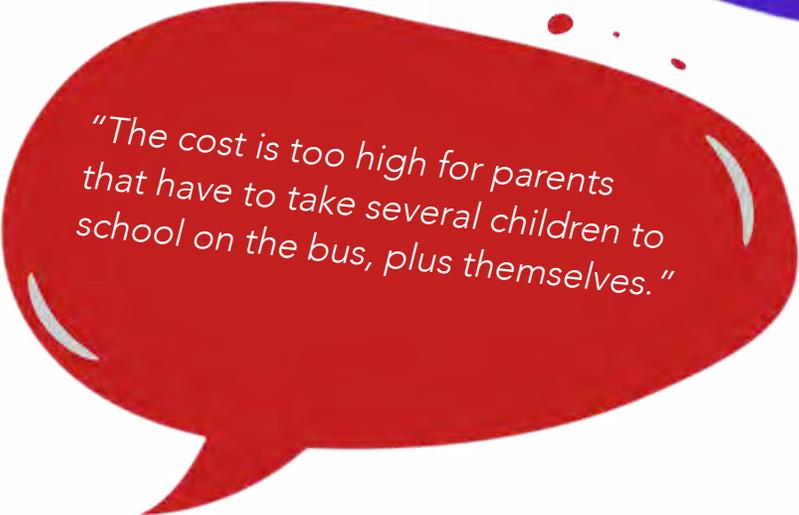
Many bus stops are filthy and unsanitary. I have not ever seen cleaned.

At the July Forum, one bus stop was critiqued extensively. A new bus stop had been recently located at Fairgrounds Dr. on the Hwy 37 on-ramps for SolanoExpress Red Line service. At the time there were bus stop signs and little else. How this was addressed will be discussed in the next section (Section V. Analysis).

Getting kids to school was an issue mentioned in the focus groups. The bus schedules do not coincide with the school schedules.



Last year we would give a ride to my daughter's friend to MIT. They would get out at 3:38 and wouldn't get home until 7 p.m. People are relying on others for rides. If something came up, they would have to catch the bus. It becomes a safety issue, now you have a kid who takes hours to get home.



"The cost is too high for parents that have to take several children to school on the bus, plus themselves."

Pedestrian Issues

Safety from crime and careless drivers was identified as a significant issue by 61% of the survey respondents, followed by poor street and sidewalk quality (55%), issues related to crossing the street (41%), lack of sufficient lighting (32%) and lack of sidewalks (25%).

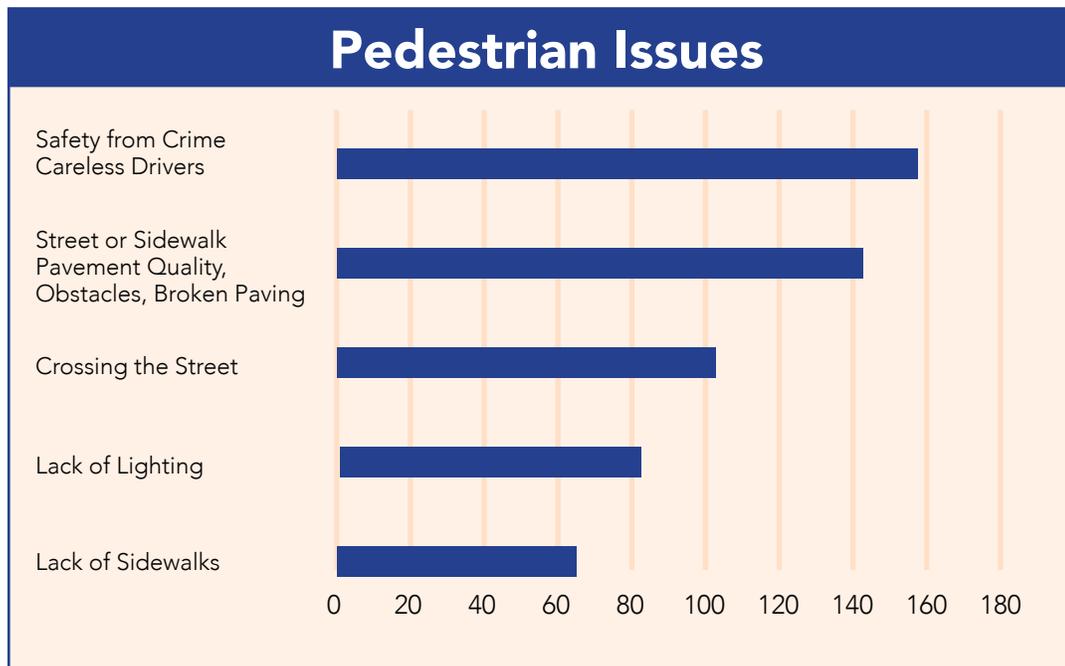


Figure 15: Pedestrian Issues

n=158

Survey respondents and focus groups described unenforced speed limits, drivers speeding and running red lights, and not coming to a stop at stop signs.

Street, road, and sidewalk conditions exacerbate the safety issues as drivers swerve to avoid potholes or debris or overgrown landscaping force pedestrians into the street to pass.

Lack of crosswalks or poor-quality crosswalks are problematic in many areas of Vallejo. Residents described vehicle pedestrian collisions, resulting in injury and in some instances death.

In front of my house, on the blind side of a small hill, drivers come roaring over Alameda St. after they cross Georgia Street. It's dangerous.

"Most streets are sped on. I drive the speed limit, especially when it is 25mph and residential and I am constantly tailgated. I see cars run red lights way too often and not obey the speed limit. Pedestrians are at high risk."

"Sacramento St. has a crosswalk near Farragut but it is a deathtrap. Even though there are school crossing signs people drive extremely fast and do not stop for pedestrians in the crosswalk."

"I don't walk alone at all any longer in my area. In my old neighborhood, not only could a person be attacked/robbed, they risked breaking a leg on all of the damaged sidewalks or tripping in the dark from lack of adequate street lighting."



“Crosswalks are not in the best condition” said a resident in Central Vallejo. “On corner of Bere’s Bridal, intersection of Broadway and Illinois, a business owner was killed by a car a while back. Residents and business owners had to raise money to pay for both crosswalks. All the kids from Vallejo High School use those crosswalks. People speed all the time on this road.”

Residents were especially concerned for children and youth who have to walk to school. In January 2019 a student was hit by a car about three blocks from Cooper Elementary School.

The paint is faded paint on crosswalks, center lines and street dividers. People can't see at night, especially if it's raining.

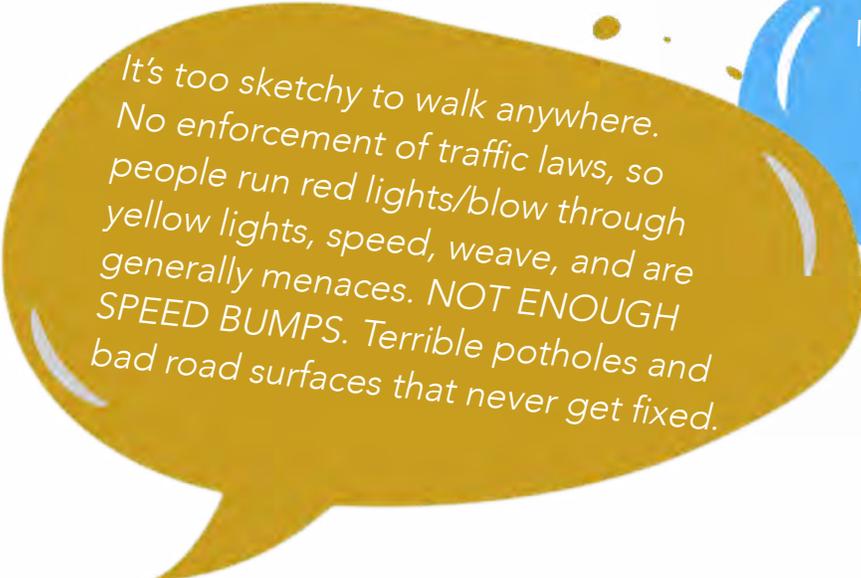
Sonoma Blvd. was identified as particularly hazardous. Vacant buildings, sex trafficking, “sketchy people” just hanging out, and drivers speeding and running red lights and stop signs. This is hazardous for students attending Lincoln Elementary School, St. Vincent Ferrer School, and for older adults residing at Legacy of Sonoma senior living complex.

Broadway, from Tennessee Street to Redwood, was also identified as a particularly dangerous area for pedestrians with lots of school aged kids in the area and Vallejo High School close by.

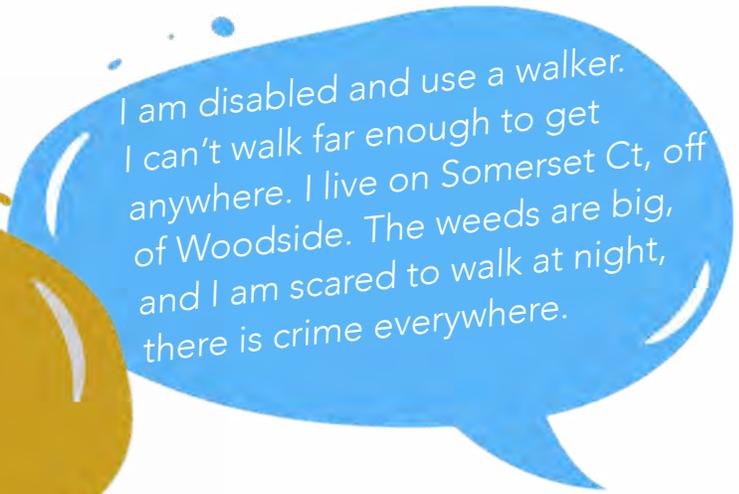
In one focus group, parents were dismayed that *“the schools took away crossing guards because they were volunteers. The District wouldn’t pay the volunteers, but the PTA was willing to pay them. It has something to do with the school district unions. We used to be able to volunteer but now we cannot. Maybe we need to be strict with the school and just show up when the kids get out. We can have volunteers with stop signs to help the kids cross the street safely”*.

Crime is another concern for residents. A resident in south Vallejo stated that *“People are afraid to walk streets with abandoned cars it’s scary. I won’t walk to the bus stop because it alerts people that I’m not home and I can’t get back home quickly”*. Residents in south Vallejo are concerned about all the abandoned cars. They don’t feel it is safe for their children to walk around, for fear of abduction. The homeless park their cars in front of houses and sleep in them. One homeless man parked his car in front of a residence and put the car up on jacks. The resident expressed concern that the car will fall and hurt someone. Calls to the police department and the City of Vallejo to address these issues were unanswered.

Focus group members talked about students who have to walk through high crime areas to get to school. They walk past prostitutes, abandoned buildings, the homeless who often act in erratic and threatening ways, and needles in the streets.



It’s too sketchy to walk anywhere. No enforcement of traffic laws, so people run red lights/blow through yellow lights, speed, weave, and are generally menaces. NOT ENOUGH SPEED BUMPS. Terrible potholes and bad road surfaces that never get fixed.



I am disabled and use a walker. I can’t walk far enough to get anywhere. I live on Somerset Ct, off of Woodside. The weeds are big, and I am scared to walk at night, there is crime everywhere.

Bicycling Issues

Lack of bike paths was identified as an issue from 61% of survey respondents, followed by poor pavement quality (48%), safety (43%), theft vandalism (29%), lack of bike parking (22%), and 15% of respondents indicated cost was an issue.

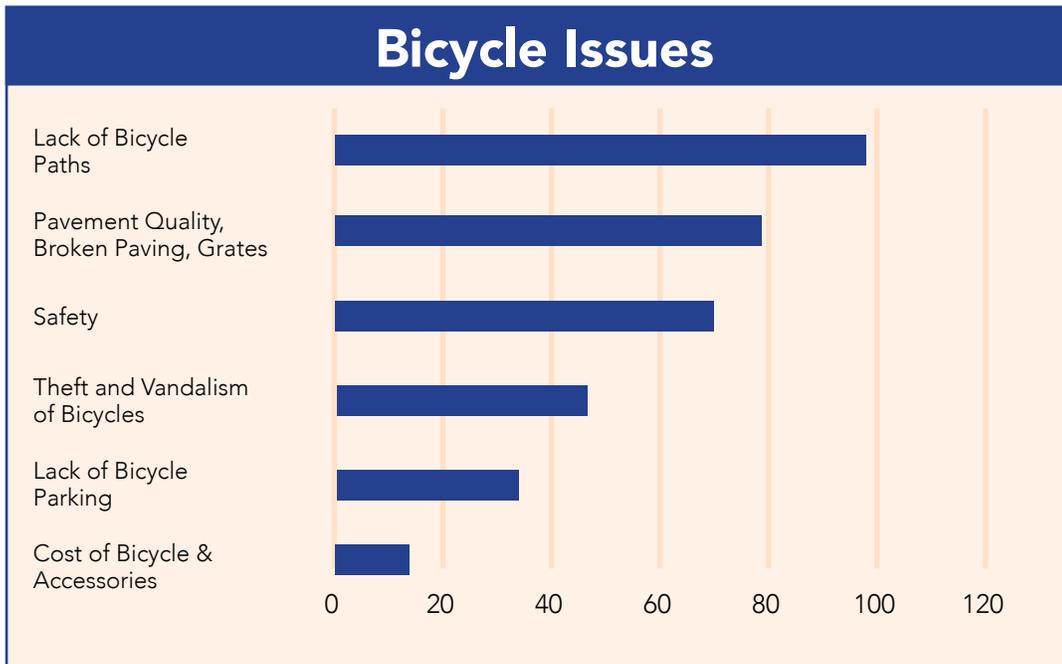


Figure 16: Bicycle Issues

One person said *"I would never bike in Vallejo"* due to the safety issues with speeding drivers, lack of dedicated bike lanes, and crime ridden areas.

Lack of bike paths and poor pavement quality contributes to safety issues for cyclists especially along Sonoma Blvd. and Georgia Street. Pavement quality was noted as poor on most streets.



Abandoned vehicles, trash and obstacles cause bicyclists to veer into traffic to avoid them.

People don't respect bikers. There's not enough places to lock bikes which leads to high rates of theft.

Speeding cars and distracted drivers is the biggest issue. Also, lots of theft in Vallejo.

Bicycles get stolen from outside the library all the time.

Streets and Roads

The poor quality of streets and roads was a prominent theme throughout the CBTP process. Street pavement quality was mentioned at the forum, in every focus group, and throughout comments on the survey. The general consensus is potholes, cracks, tree roots, trash and debris in the road, faded street lines and dividers contribute to significant wear and tear on vehicles with popped tires from hitting potholes and vehicle realignment issues. Pavement quality exacerbates safety issues for vehicles passengers, pedestrians and cyclists as cars swerve to avoid potholes or obstacles in the road and endanger themselves and others when doing so.

Sidewalks

Missing sidewalks, such as along Porter Street or on Benicia Road near Columbus Parkway, cause pedestrians to walk in the streets. Poor sidewalk quality due to cracks, overgrown trees and bushes, trash, fallen fences, and other obstacles prevent persons with disabilities from passing, are tripping hazards, and force pedestrians to walk in the streets to get around the obstacle.

Paratransit

The majority of survey respondents (86%) indicated that they do not take paratransit. Of those who do, 8% indicated that hours of service were an issue and 7% indicated scheduling trips was an issue. The rest identified reliable service (5%), cost (5%), intercity (4%), customer service (3%), and access to information (2%) were issues.

A number of community comments have been included in this Findings section. These are just a small sample of comments the community shared. For a more complete list of community comments, see Appendix C.

My mother is 74 and I tried to utilize paratransit for her. It took 90 minutes to get from Kaiser back home and that's when I switched to Uber/Lyft, but the unreliable drivers in Vallejo mean that that service can't be trusted either.



Analysis

This section will compare the key issues raised by the community against conditions at the end of the study period as well as planned improvements to identify remaining gaps. Strategies to address the gaps will be presented in the next section. Complete responses to questions were presented in the last section (Findings), but key takeaways are highlighted below.

How respondents get around?

- ◆ Most respondents regularly drive (72%)
- ◆ A significant percentage of respondents walk (40%) or use transit (30%) regularly

Challenging Destinations

- ◆ The community stated that the most challenging destinations to travel to are medical/healthcare (29%) and grocery stores (25%)

Pedestrians.

- ◆ The community identified pedestrian safety from crime and careless drivers as a significant issue (61%) and this was followed by poor street and sidewalk quality (55%)

Transit Riders

Top three challenges

- ◆ Bus stop comfort: lacking shelters, benches, lighting
- ◆ Not enough service: most notably need more Sunday, weekday, and morning/evening services
- ◆ Not enough information: need more information and access to information (e.g. maps, schedules, etc.)

Using public transit is difficult for middle and high school students

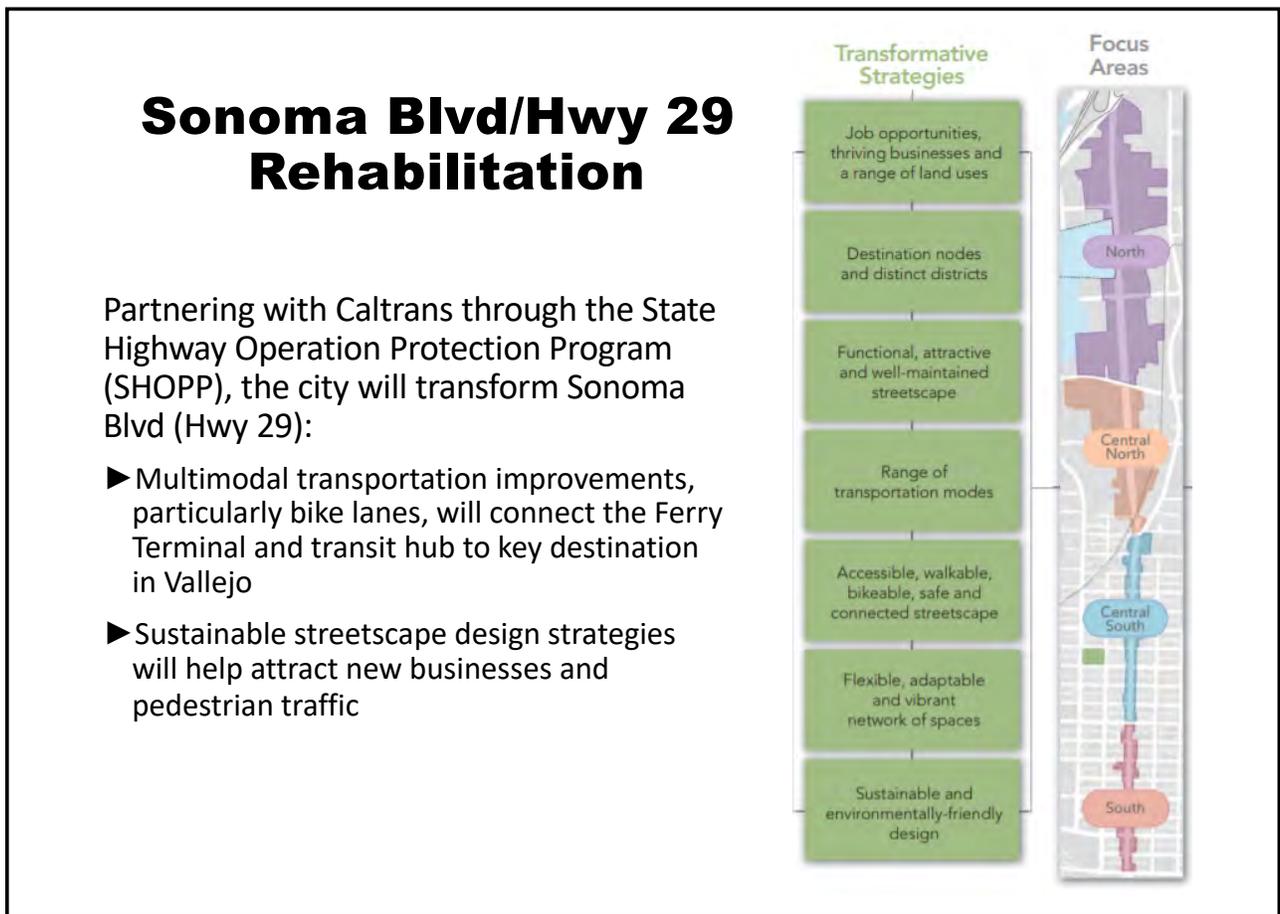
Bicycling

- ◆ Lack of bike paths was identified as an issue from 61% of survey respondents, followed by poor pavement quality (48%) and safety (43%)

Driving was the most common way respondents traveled. There were numerous comments about road conditions for drivers as well as for bicyclists, pedestrians and other users. (See Appendix D Streets of Interest Matrix summarizing the community's issues and locations.) One road mentioned frequently throughout the community outreach was Sonoma Blvd/Hwy 29. Sonoma Blvd. is a major north-south arterial running from I-80 near the bridge to the Napa County border running through downtown Vallejo.

Sonoma Blvd/Hwy 29

The community expressed that Sonoma Blvd. needs improving for vehicles and also the adjacent area for use by pedestrians, bicyclists and transit. It is a major thoroughfare for all modes of travel.



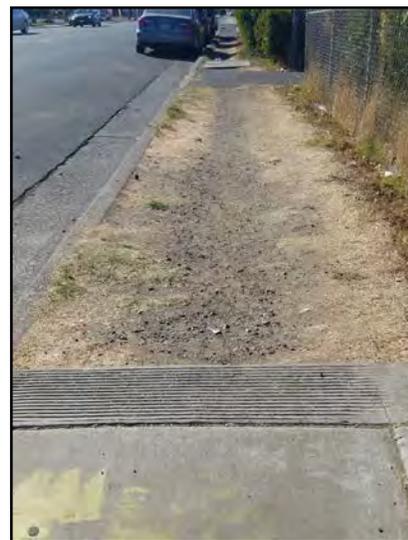
As a State highway, CalTrans maintains and improves this road. Caltrans has plans and funds programmed to improve this corridor from end to end starting in the next few years. The City of Vallejo approved the Sonoma Blvd Specific Plan in 2017. This Plan covers much, but not all, of Sonoma Blvd. The Plan is from just south of Curtola Pkwy to just north of Redwood St. but the City is considering extending the area the Specific Plan covers. Along with roadway improvements, the design would incorporate traffic calming features and other improvements to improve movement of pedestrians, bicyclists and transit users. The design will occur by 2022. This CalTrans project should address many of the issues raised by the community. In the Strategies section of this report, improvements to Sonoma Blvd corridor based on community input are presented..

Sacramento St. Bridge

The City of Vallejo will soon be rehabilitating the Sacramento St. bridge over the subgrade railroad tracks north of Tennessee St. This is a residential area with several nearby intersecting streets (Farragut Ave, Yolo Ave, Illinois St.) and is served by SolTrans local transit service. This project will include reconstructing roadway approaches, intersections, sidewalks, private driveways, wall, fences, installing new street lights, storm drain lines, water lines, and sanitary sewer. This project is an opportunity to address the issue of unsafe pedestrian crossing of Sacramento at Farragut particularly for a nearby school.

Capital Improvement Program

The City of Vallejo maintains over 700 lane miles of roadway on an on-going basis. Each year the City of Vallejo Public Works analyzes the conditions of City roadways to identify and prioritize where funds should be allocated to make improvements. Road improvements could range from slurry sealing to complete reconstruction of road beds. Some of the locations the community identified as problematic may be included an upcoming capital improvement program. Street improvements may also include sidewalk and other elements of



the streetscape. Community feedback factors into the defining and prioritizing of projects for the future.

City of Vallejo Participatory Budgeting annual process and projects

Road and other transportation projects may be presented for community voting and have been selected for funding in the past. A significant number of road projects were funded through the FY2018-19 process. They would not have been constructed at the time of this project’s community outreach but may address some of the issues raised.

SeeClickFix/Vallejo.com

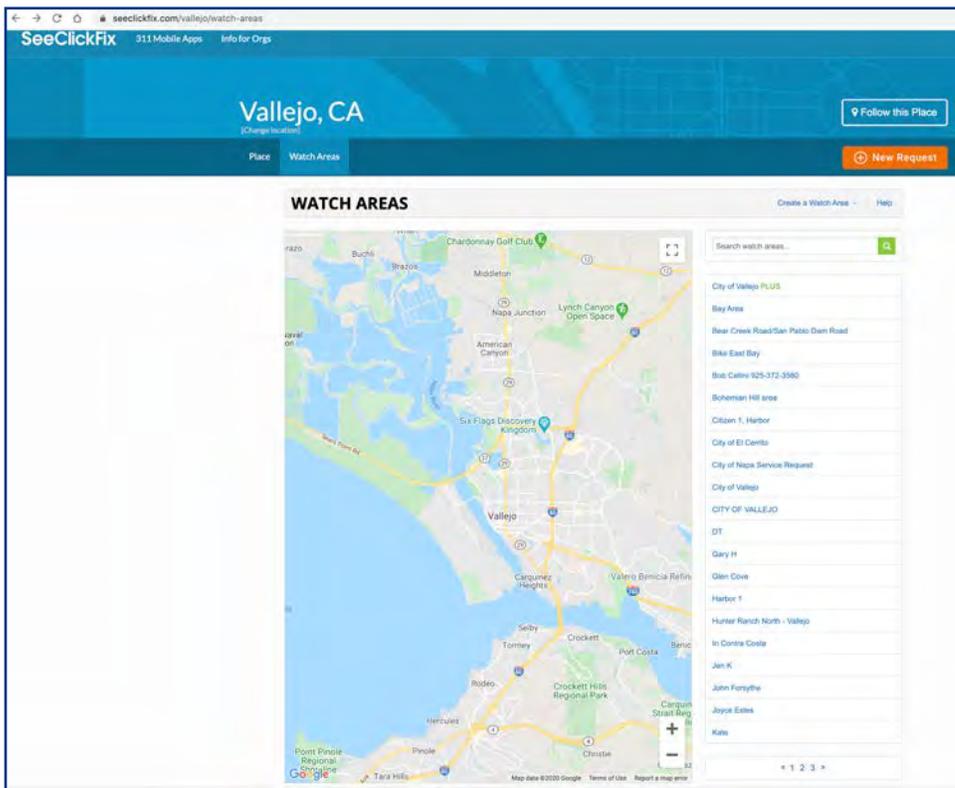


Figure 18: SeeClickFix/Vallejo.com

This is a reporting app used by the City of Vallejo. That Vallejo residents may use this to report problems such as deteriorating road or sidewalk pavement, abandoned vehicles, non-function lighting, and other non-emergency problems. It is an opportunity for the community to continue to give City specific feedback and advocate for improvements.

SolanoExpress bus stop at Fairgrounds Dr.



At the end of June 2019, the SolanoExpress Red Line began stopping in both directions at Fairgrounds Dr. on the Hwy 37 on ramps. Although there were bus stop signs and a paved area to stand but otherwise lacked amenities. This was a month before the July Transportation Forum for this project.

At the July Forum, many comments were received from the community that these bus stops were inadequate. Plans were already in process to improve the bus stops but had not yet been built. In the next few months and prior to the October Expo, the bus stops were improved. Adding bus shelters and seating were the biggest improvements. The area will be further enhanced when the Fairgrounds Dr/Hwy 37 interchange will be reconstructed and with it pedestrian and bicycle access will be improved. This is due to be completed in a few years and is described elsewhere in the report.

Transit Service

SolTrans implemented a major service change in late June 2019 several weeks prior to the first community event (Forum) for this project. Some of the changes received compliments. Other changes created confusion and complaints about the distance between



bus stops in some areas of the city most notably along Redwood St between I-80 and Tuolumne St. and Magazine St. east of I-80. There were also complaints about fixed-route bus service no longer directly serving Sutter Solano and other medical services on Hospital Dr. and the buses instead staying on Tuolumne St. and stopping near Hospital Dr.

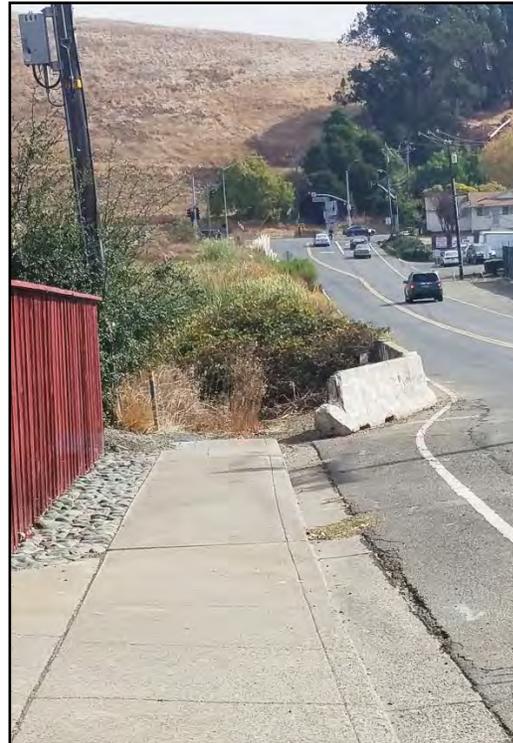
SolTrans made less significant service changes effective December 1, 2019. These included expanding local transit service later in the evening. This addressed some of the significant issues raised concerning additional service.

Paratransit

Three percent (3%) of the respondents stated they used paratransit. With close to 400 surveys, this is a dozen users. While issues were identified and noted in the previous section, there was not a consensus of priorities.

Pedestrians

An analysis of generators and attractors found that among the trip destinations that attract high demand (i.e., attractors) most likely to be visited by walking or biking are downtown Vallejo, neighborhood commercial sites, bus stops/transit centers, and schools. For residents who are over 65, under 18, low-income and/or without a vehicle (i.e., generators), the destinations they are most likely to walk or bike to are: downtown Vallejo, and to medical facility sites such as Kaiser Permanente located on Sereno Drive between Tuolumne and Broadway, and Sutter Solano Medical Center located off of Tuolumne Street between N. Camino Ave and Sereno Drive.



The 2018 Solano Travel Safety Plan identified HSIP¹ -funding qualified safety treatments, many to enhance pedestrian safety specifically. For example, installing pedestrian treatments at unsignalized intersections (e.g., HAWK lights) at multiple intersections along Broadway and lighting treatments at multiple unsignalized intersections along Broadway (Illinois, Hampshire, Hogan), Sonoma Blvd., at 4th and Lemon St., and 4th and Magazine St; to install raised median and pedestrian crossings at several locations along Redwood Street, Sacramento Street, and one at three way intersection of Solano Avenue , Tuolumne and Virginia Streets.

Several pedestrian projects will be implemented soon in central Vallejo. Safe Routes to School (SRsS) ATP Cycle 2 funding was secured for two projects near schools. Near Cooper Elementary school located on Tuolumne St. a new high-visibility crosswalk will be installed to make the intersection of La Cienega Ave. and Las Palmas Ave. safer for pedestrians. Near Lincoln Elementary school new crosswalk striping and bulb outs at 3 intersections will be installed to make Sonoma Boulevard (at Carolina) safer for pedestrians. Along Sacramento St, HSIP funding was secured to improve two pedestrian crossings at Denio St & Parrott St.

Bicycling

Nine percent (9%) of the respondents stated they usually bicycle. Over 60% of all respondents identified bike paths as the top bicycling issue following by the closely related issues of poor pavement quality (48%) and safety (41%).

Bikeways in north and south Vallejo are nearly non-existent² and there is minimal bike infrastructure in the other CoC. The draft Active Transportation Plan (ATP) recommends developing a comprehensive active transportation system network in Vallejo ranging from Class 1 multi-use paths to Class IV separated bikeways. Arterials slated for the bike network north-south are Sonoma Blvd (from Hwy 37 to I-80 interchange) as well as Broadway, Sacramento, Tuolumne, and Wilson Ave./ Mare Island Way. Arterials from east to west include Redwood St., Tennessee St., Springs Rd. and Georgia Street. The near-term implementation bike network action plan will focus on a separated bikeway along Sonoma Blvd/Hwy29, Mare Island Way/Curtola Parkway, Solano Avenue corridor, and North Vallejo cross-town. With over 60% of all Vallejo CBTP respondents identifying bike paths as the top bicycling

¹ HSIP: Highway Safety Improvement Program

² 2020 Active Transportation Plan Draft, Solano Transportation Authority.

issue, there is strong support from Vallejo CoCs for the advancement of these bike route improvements (see Figure 17: Vallejo Bicycle Plan).

STA's Solano Countywide Bicycle Plan (2012)

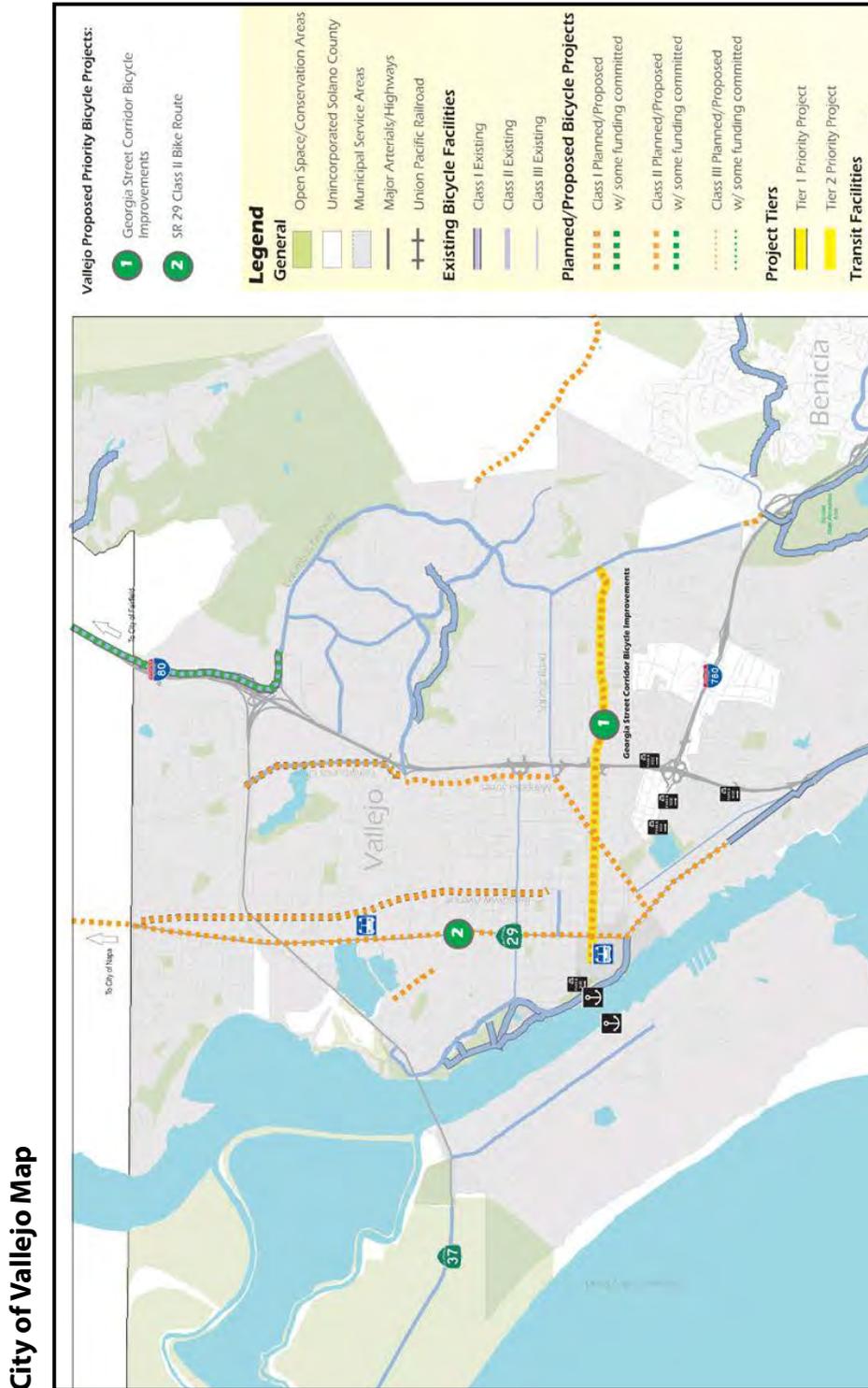


Figure 19: Vallejo Bicycle Plan, proposed bike lane system



Funding and Participatory Budgeting

This Vallejo CBTP has a Participatory Budgeting pilot project element to it. This PB process and projects will be discussed first in this section. The CBTP is broader than just the PB projects which are limited by the funding. Not all the projects presented for the community's voting could be funded with the PB allocation and will need other funding sources. In addition, projects that could not meet the parameters of the PB funding are recommended to meet the transportation challenges raised by the community. The projects will be discussed in the next section. Potential funding sources are presented below after the Participatory Budgeting process and projects.

Overview/ Goal of Pilot

MTC approved a Participatory Budgeting (PB) pilot program on January 24, 2018 as part of the Lifeline Transportation Program (LTP Cycle 5). MTC set aside up to \$1 million off the top from the LTP for projects identified through this pilot. The purpose of the pilot was to identify elements of participatory budgeting that could be applied and scaled to planning at the county and regional levels. The Community Based Transportation Planning (CBTP) process was identified as the avenue to integrate PB processes.

Participatory Budgeting enables residents in Communities of Concern to develop and vote on project priorities working through a planning effort to select projects that are then funded as part of an available/dedicated budget.

MTC dedicated \$400,000 to fund projects selected through Vallejo’s PB process.

Vallejo was selected as one of two locations to pilot incorporating PB into the CBTP process. MTC dedicated \$400,000 to fund projects selected through Vallejo’s PB process. The projects would receive one-time funding, had to be eligible for State Transit Assistance funding (STAF) , and be able to be implemented relatively quickly (approximately a year).



Several major themes ...

Bus stops and shelters should be improved.

Pedestrian concerns were raised about safety

Sixteen (16) projects were developed for the public to vote and prioritize for PB funding. These projects were created in response to issues raised by the community during the public outreach process described earlier in this report. Several major themes had emerged that the projects were designed to address. Bus stops and shelters should be improved: better seating, shelter, lighting, transit information and more. Some specific locations had been suggested while other community input was more general.

Walking was the second most common method of travel after driving. Pedestrian concerns were raised about safety (from reckless drivers as well as personal safety) as well as non-existent and poor-quality pathways. These comments were made in general while some specific locations were also offered.

The consultants worked with City of Vallejo and SolTrans staff to identify projects that addressed these top issues and could be implemented within the BP budget and within about a year's time. In total sixteen

*... sixteen (16) projects
were created*

(16) projects were created: eight that would be implemented by SolTrans and eight by the City of Vallejo. The implementing agencies generated the cost estimates and they were presented to the public to the nearest \$10,000 to match the voting process. The sixteen projects presented below and to the community for voting were eligible for the PB funding. The voting and selection process will be discussed in the next section.

Table 5 Participatory Budget Projects for Voting

Project A. Transit Centers Lyft/Uber designated meeting zones (Cost: \$10,000) Install designated meeting zones for Lyft/Uber rides at Curtola Park and Ride and downtown Vallejo Transit Center.

Project B. SolTrans System Maps at Bus Shelters (Cost: \$20,000)
Install SolTrans 4' x 4' system route maps at 2-3 dozen of the busiest bus stop shelters. These maps would show the SolTrans bus routes.

Project C. Bus Stop and Shelter Lighting Improvements (Cost: \$20,000)
Install additional solar lighting throughout the SolTrans bus system. This project would fund adding solar lighting to approximately 10 bus stops.

Project D. Radar Speed Feedback Signs (Cost: \$30,000)
Purchase and install a pair of radar speed feedback signs on city streets

Project E. Redwood St Mid-Block Crosswalk Improvements (Cost: \$50,000)
Upgrade the existing crosswalk and signing to increase visibility between Sonoma Blvd. and Sacramento Street. This is a mid-block crosswalk on a curve connecting housing and retail. This project will re-stripe the crosswalk and install a more visible flashing beacon.

Project F. Broadway St - New Sidewalk (Cost: \$50,000)
Construct a paved sidewalk on the westside of Broadway St between Delaware St and Texas St.

Project G. Jordan St Striping (Cost: \$60,000)
Install striping along Jordan St. as a strategy to direct vehicles and reduce travel speeds.

Project H. Bus Stop Landscape Improvements (Cost: \$60,000)
This project would fund new landscaping at approximately 20 bus stops.

Project I. Porter St - New Sidewalk and Street Crossing Improvements (Cost: \$120,000)
Install over 400 feet of sidewalk on the east side of Porter St near Magazine St.

Project J. Specialized Bus Shelters on Sonoma Blvd and Florida/Springs Rd. (Cost: \$150,000)
Install approximately 5 initial specialized bus shelters on Sonoma Blvd. and Florida/Springs Rd. in preparation for Bus Rapid Transit (BRT) service in these corridors.

Project K. Fairgrounds Dr. -Pathway Lighting (Whitney-Borges) (Cost: \$170,000)
Install lighting along an existing paved pathway on the westside of Fairgrounds Dr. between Whitney Ave. and Borges Ln.

Project L. SolTrans Real-Time Transit Information System (Cost: \$200,000)
Install a real-time transit information system at bus stops throughout the SolTrans system. This includes electronic signs and maps to give SolTrans riders information on bus routes and arrivals.

Project M. Benicia Rd - New Sidewalk and Street Crossing Improvements (Cost: \$210,000)
Install over 500 feet of sidewalk, curb and gutter on the north side of Benicia Rd near Columbus Pkwy.

Project N. Fairgrounds Dr. - New Sidewalk (Corcoran-Borges) (Cost: \$210,000)
Construct a new paved sidewalk over 1000 feet in length on the westside of Fairgrounds Dr. between Corcoran Ave. and Borges Ln.

Table 5. cont.**Project O. Enhanced Bus Shelters and Public Art (Cost: \$240,000)**

There are two major elements to the project: four enhanced bus shelters and public art. The enhanced bus shelters would be designed to reflect the characteristics of the neighborhood offering not only functionality but also an artistic element. Public art could enhance the streetscape and also be functional.

Project P. Additional Bus Shelters and Benches at SolTrans Bus Stops (Cost: \$250,000)

Install at least 5 additional shelters with benches and at least 10 additional benches at bus stops that currently don't have them throughout Vallejo that serve the communities of concern.

In the next section (Strategies), additional recommended strategies will be presented. Many improvements cannot be defined, funded and implemented within a year. Funding alone is often a key obstacle. The remainder of this section discusses possible funding sources for the types of transportation improvements suggested by the community through this effort. While an attempt has been made to make this list comprehensive, funding mechanisms often change. This should not be considered a definitive resource. Transit funding sources lead the list followed by roadway, multi-modal, active transportation and other funding sources. Some of these funding sources prioritize improvements in disadvantaged communities; most do not.

Transportation Development Act (TDA)/LTF¹ funds

This is a major funding source for transit operations and capital. Solano TDA funds are generated as a percentage of Solano sales tax. Along with providing funding, the California TDA Act also stipulates farebox recovery standards to qualify for the funds. Each transit operator receives these funds directly and program how they will be used. There are some cost-sharing agreements among Solano operators to fund joint services such as SolanoExpress and the Intercity Taxi Card Program.

¹ Local Transportation Fund (LTF). Generated from percentage of local sales tax in a county and is returned to the county.

State Transit Assistance funds (STAF)

This revenue is generated from statewide sales tax on diesel fuel. There are different types of STAF that are allocated through different channels in the Bay Area. Revenue-based STAF is directly allocated to the transit operators for general purpose use. The population-based STAF is directed to the Solano Transportation Authority (STA) for allocation within the county. STAF dedicated to the Lifeline program are for projects identified through a community-based, collaborative and inclusive process. STAF/Lifeline funds have been dedicated to Vallejo's projects selected through the Participatory Budgeting process and will be administered by the Solano Transportation Authority (STA).

Passenger Fares

Passenger fares generate revenue to operate transit systems. As noted above, passenger fares must meet a minimum threshold. Passenger fares are not the primary revenue source for transit service. Generally, for fixed-route, a systemwide 20% farebox recovery rate (passenger fares and any local contribution) is required. For ADA paratransit, 10% is the farebox recovery requirement. There are some variations to these performance standards, but these are the standards for SolTrans fixed-route and ADA paratransit. Each transit operator receives the passenger fare revenue for its own operation and may use the funds for operating, capital or other purposes.

Low Carbon Transit Operations Program (LCTOP)

This relatively new program allocates 5% of funds from the California Greenhouse as Reduction Fund (also known as Cap-and-Trade) to transit operators on a formula basis using largely the same structure as the STAF. Projects using these funds are to reduce greenhouse gas emissions and improve mobility with a priority on serving disadvantages communities. Funds may be used for transit operator or capital assistance that increase transit mode share or are related to purchase of zero-emission buses. In addition, funds may be used for expenditures that enhance or expand transit service, intermodal transit facilities including equipment, fuel, maintenance and other costs to operate the services and facilities.

Bridge Toll Funds

This funding source is derived from a portion of bridge tolls collected on the seven state-owned bridges in the Bay Area. The funds are used for projects that relieve congestions or make improvements in the bridge corridors including express bus service such as SolanoExpress that SolTrans operates.

Federal Overview



The FAST Act (Fixing America's Surface Transportation) authorized federal surface transportation spending for five years ending with the federal fiscal year 2020. At

the time of the writing of this report, a new federal transportation reauthorization legislation has not been approved to offer direction of federal transportation funding in the future. This information presented below is based on federal funding as it currently stands excluding CARES funding approved in Spring 2020 to mitigate the financial impact the COVID-19 on transportation systems.

FTA 5307

These federal transit funds are a formula-based allocation that is directed to transit operators in urbanized areas including SolTrans. 5307 funds may be used for operating or capital expenditures and along with TDA is one of the primary sources of funding.

FTA 5310

This program provides formula funding to states for the purpose of assisting groups meet the transportation needs of older adults and people with disabilities. The funds may be distributed by formula, competitive or discretionary methods and recipients may be local government, private non-profit organizations and/or operators of public transportation. In Solano County, a competitive process is used.

In Solano, these funds have been used for vehicle and equipment purchases for non-profits that transport people with disabilities and mobility management programs. The 5310 may also be used for travel training, accessible capital improvements, way-finding technology, incremental cost of providing same day service or door-to-door service and other types of improvements.

Integrated Mobility Innovation Demonstration Program

Per FTA, “the Integrated Mobility Innovation Demonstration program’s primary purpose is to fund projects that demonstrate innovative, effective approaches, practices, partnerships, and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety, and improve the traveler’s experience.” This program integrates three distinct areas of inquiry: Mobility on Demand (MOD) and Sandbox demonstrations; FTA’s Strategic Transit Automation Research (STAR); and Mobility Payment Integration (MPI). This is a competitive funding source. A call for projects was issued in Summer 2019. Whether this program will continue is unknown.

Mobility for All Grant

This is a new grant program initiated in 2019. The \$3.5 million program will fund projects that enable transportation connections to jobs, education and health services. Eligible applicants are designated or direct recipients of 5307, 5310, or 5311 FTA program funds. Eligible activities are intended to improve mobility options through employing innovative coordination of transportation strategies and building partnerships to enhance mobility and access to vital community services for people of low income, older adults, and individuals with disabilities. Some examples include mobility management strategies, vehicle purchase, IT purchase, leasing equipment or a facility for public transportation use.

Access and Mobility Partnership Grant

Access and Mobility Partnership Grants seek to improve access to public transportation by building partnerships among health, transportation and other service providers. This program provides competitive funding to support innovative projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services. In 2018, there were two funding opportunities under the initiative: the Innovative Coordinated Access and Mobility (ICAM) Pilot Program and Human Services Coordination Research (HSCR) grants. In 2019, 37 projects in 37 states were selected for funding.

State, Regional, Local



Surface Transportation Block Grant (STBG)²: Provides flexible funding that may be used to improve, preserve, or expand conditions on any Federal-aid highway, bridge, or tunnel projects on any public road. It may also be used for bicycle and pedestrian infrastructure, and transit capital projects. Administered by MTC and STA. **State Highway Operations and Protection Program (SHOPP):** Funds projects that maintain operations on the State Highway System. SHOPP funds may only be used for rehabilitation, and not for expanding capacity. They may be used for repaving and bridge replacement. Funds are programmed every two years. Administered by Caltrans.

One Bay Area Grant (OBAG) 3 Program: The OBAG funding program was developed by MTC to align with the Plan Bay Area to support focused growth by targeting transportation investments, providing technical assistance, and funding locally-adopted plans for Priority Development Areas (PDAs). The OBAG programs have invested in local street repair, bicycle and pedestrian improvements, Safe Routes to School and more that support locally –identified PDAs. There are several PDAs in Vallejo. The planning process for OBAG 3 has begun which will allocate funds for FY22-23 forward.

Active Transportation Program (ATP): Funds projects such as bike paths, bike lanes, pedestrian facilities, bicycle/pedestrian planning and bike/pedestrian education and outreach. Funds are usually distributed over a four-year fiscal period. Statewide competitive process. Administered by Caltrans and MTC.

Highway Safety Improvement Program (HSIP): Provides funding for local safety projects that reduce crashes and fatalities on public roadways. Projects eligible for HSIP include (but not limited to): pedestrian crossing improvements, intersections improvements, guard rail extensions, pavement or shoulder widening, traffic calming, etc. Administered by Caltrans.

² Also known as Surface Transportation Program (STP) funds

California Office of Traffic Safety (OTS) grants: Provides funding for projects that are intended to enforce traffic laws, educate the public about safety and other effective methods for reducing fatalities. Recent grants in Solano County have been focused on addressing pedestrian safety. Administered by OTS.



Affordable Housing and Sustainable Communities (AHSC): The AHSC grant program funds transit capital projects, transit-oriented development, active transportation improvements around transit stops and affordable housing near transit. Administered by California Housing and Community Development.

Urban Greening Program: Competitive grant program for multi-benefit green infrastructure investments in or benefiting disadvantaged or severely disadvantaged communities. Mostly funds projects related to parks and the beautification of urban environments. Established in 2018. Administered by the California Natural Resources Agency.



Regional Transportation Impact Fee (RTIF): This fee was established in 2013 in Solano County to mitigate the transportation impact of future growth and is projected to generate \$2m annually for the next five years. It is managed by the STA and is distributed primarily through five geographic districts in the county. Vallejo is in the South County district.

For several years the South County RTIF funds have been allocated to fund the Hwy 37/Fairgrounds SolanoExpress bus stop. With that project's completion in 2019, RTIF funding priorities for upcoming years will need to be determined. Roadway, transit and other transportation projects are eligible.

Congestion Management/Air Quality (CMAQ) Funds: A federal funding source to fund projects that reduce air quality and mitigate congestion. Projects may include bicycle and pedestrian improvements, transit, mobility management, Safe Routes to School or other strategies. Administered by MTC and STA.

Transportation Funds for Clean Air (TFCA): TFCA funds are collected from a \$4



surcharge on all registered vehicles within the BAAQMD (in Solano County, this includes Vallejo, Benicia, Fairfield, and Suisun City). The funds are

used for projects that help to reduce air pollution, such as bike and pedestrian projects, clean air vehicles, transit, and promoting alternative commute options. 40% of the funds generated by the County are administered by STA. Each spring, STA allocates these funds to eligible projects in the southwestern portion of Solano County which may be directed to programs promoting alternative modes of commuting (bike, walk, transit, carpool, vanpool, etc.).

Transportation Development Act (TDA) Article 3: These funds are generated from local sales tax and dedicated to bicycle projects countywide. Approximately \$200,000-\$400,000 annually. Administered by the STA.

City of Vallejo Participatory Budgeting process: Each year the City of Vallejo engages in a Participatory Budgeting process to allocate \$1 million for a variety of purposes. Projects are submitted by Vallejo citizens. Transportation projects of all types may be submitted consideration.

City of Vallejo Public Works Capital Improvement Projects process: Each year the City prioritizes street improvement projects to be completed with funds that are locally administered.

Developer improvements: On parcels that are not developed or are significantly redeveloped, when the property is improved developers should be conditioned to make improvements related to their site that impact the public such as filling gaps in the pedestrian and bicycle systems.

Other Resources

AARP (American Association of Retired Persons)

In 2017, AARP began an annual Community Challenge grant program to fund ‘quick action’ projects that help make communities more livable for people of all ages. One area of focus was mobility. Nationwide, \$1.3 million was distributed to 129 projects. Projects funded include transit training, shared-mobility modes training, bus stop enhancements, crosswalk improvements, and pedestrian safety improvements.



Special Interest Grants

Public and private grants could be pursued that have overlapping interest in transportation that would support relatively smaller improvements that would benefit individuals, businesses or organizations in Vallejo’s communities of concern.



Partnerships

Partnerships may be developed with organizations for jointly designed, operated and/or funded services. This could be with non-profits, private, or public organizations that share similar mobility goals for residents who live in Vallejo’s communities of concern. Funding may be in the form of direct payment or in-kind services. Partnerships present opportunities to leverage existing resources and realize cost-savings as well as to avoid duplication of services among organizations.

The County of Solano/Health and Social Services and non-profit Fighting Back Partnership (FBP) have been members of the Steering Committee for this project. Other local organizations were involved with this project as members of the Community Engagement and Participation Committee (CEPC). These and other organizations that provide services to the target population could be valuable partners.



Strategies and Monitoring Budgeting

The Vallejo Community Based Transportation Plan (CBTP) is being prepared to ultimately improve mobility for Vallejo Communities of Concern residents. The process discussed throughout this report focused on reaching out specifically to those residents, hearing the mobility challenges and their ideas on how to address them. The Participatory Budgeting element of this process directed allocation of \$400,000 to projects selected by the community. The projects selected, and the selection process, are discussed below along with how their implementation will be monitored.

In addition to the selected projects, the balance of the PB projects proposed remain for potential future funding opportunities. Further projects or strategies proposed that address the priority issues by the community but could not match the timing or the parameters of the PB funding. These strategies are presented initially by location. When there is not a specific location they are grouped by type.

Participatory Budgeting Projects



Sixteen projects were presented to the community to vote on for funding and implementation. (For the specifics on all the projects, see Section VI. Funding for specifics on projects.) The projects were initially presented to the public at the Vallejo Community Interactive Transportation Expo October 24, 2019. The Expo was held at the North Vallejo Community Center. The 16 projects were summarized on display boards. They each had a description, photos, cost, location, the issues they were addressing, whom the project would benefit, and the implementing agency. Attendees were given \$400,000 of STA Bucks to vote on their preferred projects. Projects ranged in cost from \$10,000 to \$250,000 which allowed residents to vote for multiple projects.



Voting continued on-line for several weeks after the event. This was widely publicized before, at, and after the Transportation Expo. Nearly 400 votes were received. The projects selected and their cost are summarized below.

Table 6 Participatory Budgeting Projects Selected			
Project	Project Title	Project Cost	Implementing Agency
1	Bus Stop and Shelter Lighting Improvements	\$230,000	SolTrans
2	Additional Bus Shelters and Benches at SolTrans Bus Stops		SolTrans
3	SolTrans System Maps at Bus Shelters		SolTrans
4	Bus Stop Landscape Improvements		SolTrans
5	Redwood St Mid-Block Crosswalk Improvements	\$ 50,000	City of Vallejo
6	Porter St – New Sidewalk and Street Crossing Improvements	\$120,000	City of Vallejo
TOTAL PB Funding Available		\$400,000	

These six projects address two priority issues. The community consistently expressed the need for more seating, shelters and other amenities at bus stops. Challenges being a pedestrian was also a wide concern. The four transit projects will add seating, shelters, lighting, landscaping and information at bus stops. To some degree, these also benefit pedestrians in their vicinity. The two City projects address specific pedestrian issues in central and south Vallejo and will improve access to transit in these areas. More complete descriptions of these projects are below.



1. Bus Stop and Shelter Lighting Improvements



Install additional solar lighting throughout the SolTrans bus system. The project would fund adding solar lighting to approximately 10 bus stops. This projects addressed two key issues raised by the community: improving bus stops and pedestrian safety. Lighting will improve safety for bus riders during the darker early morning and later evening hours as well as being seen by bus drivers during these times. Pedestrians in the area will also benefit.

2. Additional shelters and benches at bus stops



Install at least 5 additional shelters with benches and at least 10 additional benches at bus stops that currently don't have them throughout Vallejo that serve the communities of concern. Adding seating and shelters was a top community priority. This is particularly helpful for bus riders that walk a long distance to a bus stop and/or from hilly terrain.

3. SolTrans System Maps at Bus Shelters



Install SolTrans 4'x4' system route maps at 2-3 dozen of the busiest bus stop shelters. These maps would show the SolTrans bus routes. This is in response to the community's interest in more and easier to access transit information.

4. Bus Stop Landscape Improvements



This project would fund new landscaping at approximately 20 bus stops. Landscaping is intended to provide shade, a cooling effect, and visual interest that beautifies the neighborhood.



5. Redwood St Mid-Block Crosswalk Improvements



Upgrade an existing Redwood St mid-block crosswalk and signing to increase visibility and safety. Located between Sonoma Blvd and Sacramento St, this mid-block crosswalk is on a curve and connects housing and retail. SolTrans has local bus route stops on both sides of Redwood St. This project will re-stripe the crosswalk and install a more visible flashing beacon.

6. Porter St. – New sidewalk and street crossing improvement



Install over 400 feet of sidewalk on the east side of Porter St near Magazine St. and improve crosswalks, add curb ramps, and signage at the intersection of Porter and Magazine streets. This project will fill a large gap in the sidewalk system leading to the Porter/Magazine SolTrans bus stop. Pedestrians will no longer need to cross Porter St. mid-block near the hill’s crest to avoid walking through weeds and debris.

With the PB funding, these projects may begin to be implemented. The STA administers the PB funds locally. The STA Board approved funding agreements with the City of Vallejo and SolTrans for these projects at the April 2020 Board meeting. The funding agreements assigns the STA the role of reviewing project design and monitoring implementation of the project to ensure their consistency with the CBTP.

Beyond PB Projects – Other Strategies

Ten projects defined through the PB process were not selected for funding. They remain relevant, viable projects that if funded could be implemented relatively quickly and address challenges raised by the community.

1. Transit Centers Lyft/Uber designated meeting zones.



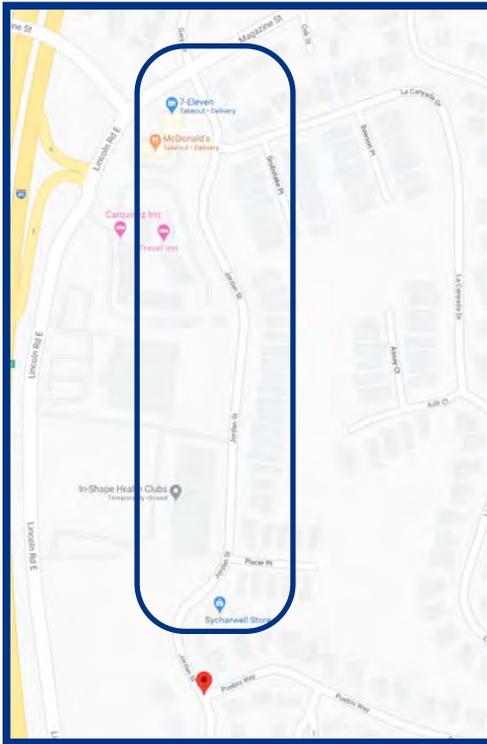
Install designated meeting zones for Lyft/Uber rides at Curtola PNR and Vallejo Transit Center (PB Project A). Bus riders find it difficult to locate their Lyft/Uber rides at these two major hubs particularly when it's dark. This project would designate areas for pick-ups to make it easier for passengers and Lyft/Uber drivers to find one another. Cost: Less than \$10,000. Lead agency SolTrans.

2. Broadway St

New Sidewalk. Construct a paved sidewalk on the west side of Broadway St. between Delaware and Texas St (PB Project F). This would replace over 100 feet of curbed, dirt path and install curb ramps. Broadway St. is a major north-south street in the center of Vallejo and was identified by the community as needing improvements to increase safety for pedestrians. The sidewalk system along Broadway St. is inconsistent in quality and in some places there are no sidewalks. SolTrans operates frequent bus service on this segment of Broadway St. weekdays and weekends. The area is a mix of housing, retail and industrial uses and is a few blocks away from Vallejo High School. Cost estimate \$50,000. Lead agency City of Vallejo.



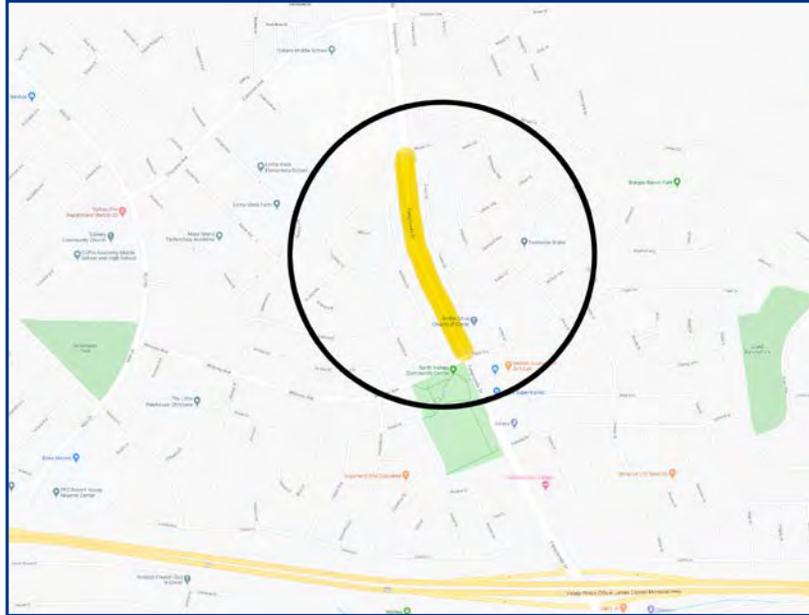
3. Jordan St. Striping.



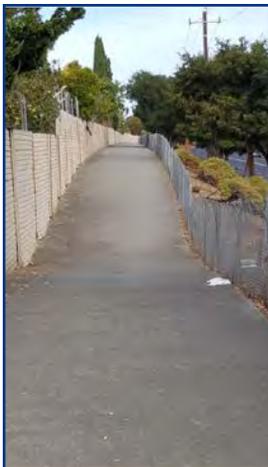
Install striping along Jordan St. as a strategy to direct vehicles and reduce travel speeds. (PB Project G). The community has stated that vehicles travel too fast on Jordan St. This is primarily a residential street connecting to Magazine St. near two I-80 freeway off ramps. Jordan St. is also a wide, hilly and winding road with limited visibility in places. This is especially a concern for pedestrians crossing Jordan St. and intersecting streets. Cost estimate \$60,000. Lead Agency City of Vallejo.



4. Fairgrounds Dr. Pathway Lighting (Whitney-Borges)



Install lighting along an existing paved pathway on the west side of Fairgrounds Dr. Between Whitney and Borges Ln (PB Project C). Fairgrounds Dr. was identified as a street people don't feel safe walking along. Fairgrounds Dr. is a major thoroughfare with fast-moving traffic directly accessing Hwy 37. Fairgrounds Dr. north of Hwy 37 is primarily a residential area where people walk among neighborhoods to schools, parks, a community center, local retail, and public transit. There is bus service on Fairgrounds Dr. and Whitney Ave. This paved pathway is separated and elevated above the roadway and the current lighting is oriented toward the street. Vegetation on the slope further separates the pathway from the lighting. Cost estimate \$170,000. Lead Agency City of Vallejo.

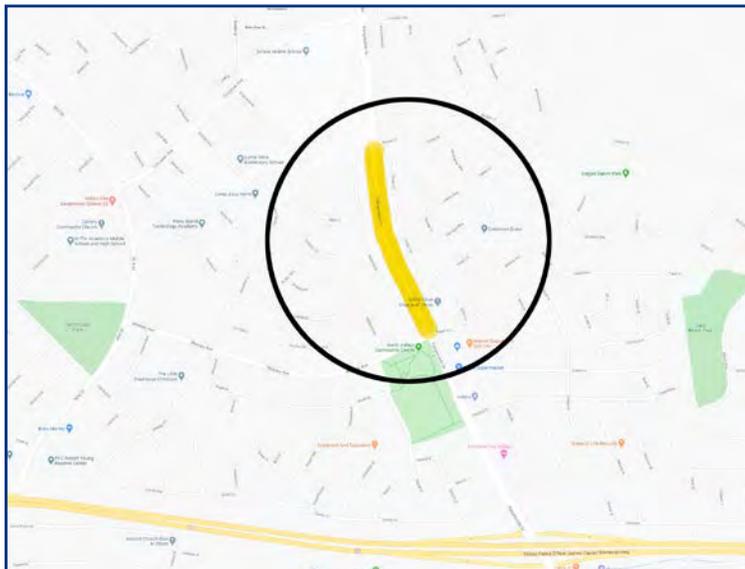


5. Benicia Rd

New sidewalk and street crossing improvements. Install over 500 feet of sidewalk, curb and gutter on the north side of Benicia Rd near Columbus Pkwy. (PB Project M). There is not a paved sidewalk on the north side of Benicia Rd between Windjammer Dr. and Columbus Pkwy. This is a gap between an existing sidewalk adjacent to multi-unit housing at Windjammer Dr. and a paved corner at the intersection of Benicia Rd. and Columbus Pkwy. There is a traffic signal at Benicia Rd/Columbus Pkwy for controlled pedestrian crossing. There is not a sidewalk on the other side of Benicia Rd. either. Pedestrians must walk on the street or shoulders. There has been bus service on Columbus Pkwy and nearby Rose Dr. There is also neighborhood retail on Columbus Pkwy near Benicia Rd. Students walk from St. Vincent High to the retail center. Vehicles travel at a high rate of speed on this section of Benicia Rd. This project would improve safety, convenience, and mobility by installing over 500 feet of sidewalk, curb and gutter on the north side of Benicia Rd. Cost estimate \$210,000. Lead Agency City of Vallejo.



6. Fairgrounds Dr.



New Sidewalk (Corcoran-Borges). Construct a new paved sidewalk over 1000 feet on the west side of Fairgrounds Dr. between Corcoran Ave. and Borges Ln. (PB Project N). This sidewalk would connect with existing paved sidewalks at the corner for Corcoran Ave. and



on Fairgrounds at Borges Ln. Lighting would be installed as well as 2 curb ramps. There are no sidewalks on either side of Fairgrounds Dr. of this segment. The east side of the road has dense landscaping. On the west side there is a dirt path off the street to walk. It is adjacent to a school and is a gap between paved walks at Corcoran Ave. and Borges Ln. This is a residential area. Cost estimate \$210,000. Lead Agency City of Vallejo.

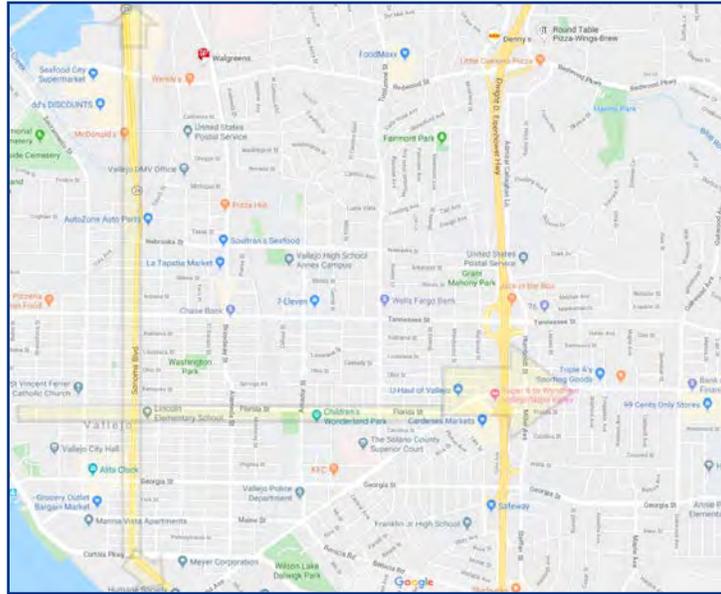
The four other remaining PB projects were generally not location specific.

1. Radar Speed Feedback Signs.

Purchase and install a pair of radar speed feedback signs on city streets (PB Project D). Vallejo residents frequently expressed concern about the safety of walking or bicycling due to speeding vehicles. One method of addressing this would be to install radar speed feedback signs which have been found effective in reducing the speed where they are located. Cost estimate \$30,000. Lead Agency City of Vallejo.



2. Specialized Bus Shelters on Sonoma Blvd and Florida/Springs Rd.



Install approximately 5 initial specialized bus shelters on Sonoma Blvd. and Florida/Springs Rd. in preparation for Bus Rapid Transit (BRT) in these corridors (PB Project J). These specialized bus shelters would provide amenities similar to rail stations and include, but not limited to, built-in real-time information, interactive maps, wayfinding signs, regional fare collection machines, bike racks, and other amenities that would help accommodate multiple modes. Cost estimate \$150,000. Lead Agency SolTrans.

3. SolTrans Real-Time Transit Information System.



Install a real-time transit information System at bus stops throughout the SolTrans system. This includes electronic signs and maps to give SolTrans riders information on bus routes (PB Project L) and would address bus riders requests for more bus stop amenities and that transit information should be more convenient and easier to understand. With real-time transit information, SolTrans riders would have better information on when the next bus is due to arrive and what routes service a specific bus stop. This would be more current, and helpful, than scheduled time. Cost estimate \$200,000. Lead Agency SolTrans.

4. Enhanced Bus shelters and Public Art



There are two major elements to this project: four enhanced bus shelters and public art. The enhanced bus shelters would be designed to reflect the characteristics of the neighborhood.

Public art could enhance the streetscape and also be functional. (PB Project O). Examples of public art could be artistic renditions of public seating, curbside barriers, higher visibility crosswalks, wayfinding signage or other features. Streetscape features would not only enhance neighborhoods, but address the community's concerns about pedestrian safety by creating barriers between vehicles and people as well as making pedestrian crossings more visible to motorists. Seating would offer resting spots.

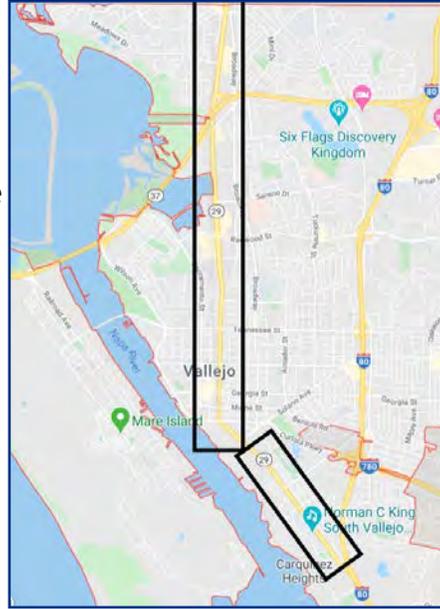
Cost estimate \$240,000. Lead Agency SolTrans.





Hwy 29/Sonoma Blvd Improvements

Hwy 29/Sonoma Blvd. is a major arterial running through the heart of Vallejo from near the Carquinez Bridge to the City's border with Napa County. In some areas it is a relatively low-volume residential street and in other areas it is an extremely wide, high-volume, high speed road abutted with commercial uses. Transit operates on most segments on Hwy 29. As a State facility, Caltrans is responsible for its maintenance and improvements. Plans and funding have been secured for CalTrans to make significant improvements on the full length of Hwy 29 in next few years once design has been completed.

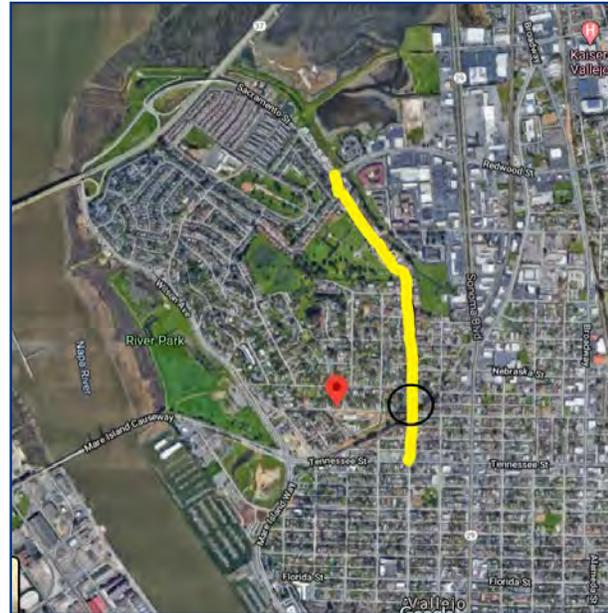


The CalTrans improvements will address the community issues raised about the condition of the roadway for vehicles, bicycles, and sidewalks for the majority of Hwy 29 in Vallejo. For pedestrians and transit users, the following improvements should be incorporated or implemented in coordination to supplement the CalTrans improvements.

1. Protect pedestrians crossing Sonoma Blvd. Adjust and prolong pedestrian crossing signal timing to accommodate wide crossings and mobility challenged. Create protected rest areas where there are median islands. Add Hawk pedestrian signals where warranted.
2. Improve transit stops with benches, shelters, lighting and other amenities.
3. Incorporate street calming features where appropriate and streetscape features that separate vehicles and pedestrians to create a greater sense of safety such as meandering sidewalks, curbside landscape/hardscape, lighting, seating, bollards, public art, etc.

Sacramento Street Improvements

1. South of Tennessee St.: Fund and implement road diet and streetscape plan developed by the City of Vallejo. The City has worked with the community to develop a plan to reduce of Sacramento St. four lanes to two lanes from Florida St. to Tennessee St. This is a primarily residential area near downtown.



The improvements would improve the pedestrian experience and safety by improving pedestrian crossings, curb ramps, sidewalks, lighting, drainage, landscaping and reducing vehicular speeds.

2. North of Tennessee St.: Improve the intersections of Tennessee St. at Farragut/ Yolo/Illinois. This segment includes a bridge over the railroad track below street level. Sacramento St. is a four lane road with no traffic control in this primarily residential area. Further evaluate this area for pedestrian safety crossing of Sacramento St. to identify specific improvements. Transit operates in both directions on this section of Sacramento St. therefore bus riders need to be able to safely cross too. There may be an opportunity to incorporate improvements with scheduled railroad bridge project improvement.

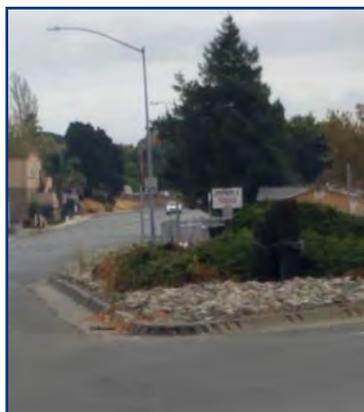
3. Tennessee to Redwood St.: Consider a road diet to improve pedestrian safety and experience and reduce traffic speeds. This segment is a four-lane arterial through a primarily residential area with few traffic controls. It runs parallel Hwy 29/Sonoma Blvd which should handle through traffic and allow Sacramento St. to handle neighborhood vehicular traffic at low speeds and pedestrian and bicycle circulation. Pursue similar to streetscape plan developed for Sacramento St. south of Tennessee by working with the community to develop.

Broadway St.

Broadway St. is a north-south 4-lane arterial (the old Lincoln Highway) that runs parallel to and east of Sonoma Blvd. A railroad track runs adjacent to its east in several sections. Primarily businesses are located on Broadway St. from Tennessee St. north. There are some residential and medical facilities as well as Vallejo High School nearby. Sereno Transit Center is on Sereno Dr. between Broadway and Sonoma Blvd. A Kaiser medical center is on Broadway north of Sereno Dr. with no paved walkway connection. This is separate from the Kaiser hospital complex on Sereno Dr. east of Broadway St. The community identified this street as a priority to improve.



1. Improve roadway. Consider developing a streetscape plan for some or all of Broadway St to address parking, transit, bicycle, and pedestrian circulation needs.
2. Complete and improve sidewalk system. There are numerous sections along Broadway that have no sidewalks. Pedestrians have to walk through parking lots, on dirt, or other uneven surfaces. Review and upgrade pedestrian crossings.



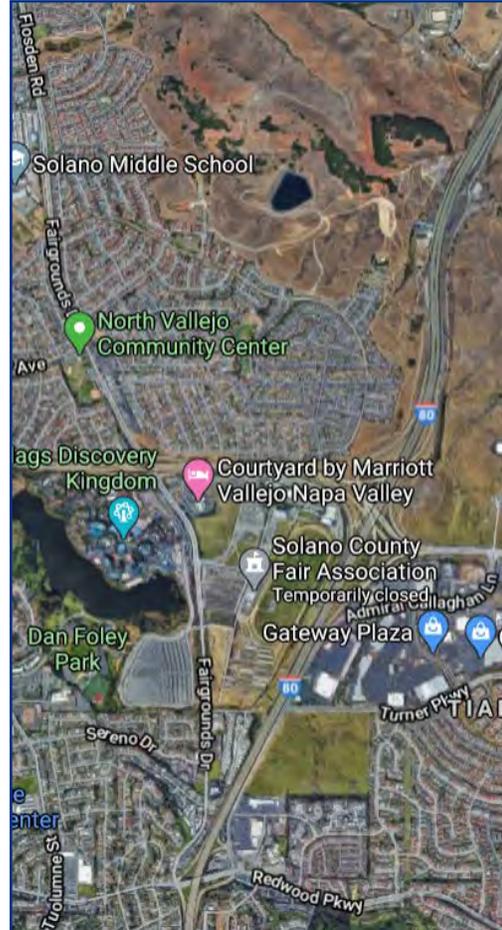
Other Streets – Tennessee, Florida, Louisiana

These are heavily used east-west corridors in central Vallejo west of I-80. These streets were regularly raised by the community as corridors that needed to be improved for driving, bicycling and pedestrians.

Fairgrounds Dr.

Fairgrounds Dr. runs from Redwood St. to the city limit line where it enters American Canyon and becomes Flosden Dr. It is primarily a 4-lane arterial running through various residential neighborhoods, past Six Flags/Discovery Kingdom amusement park, Solano County Fairgrounds, the North Vallejo community center, small retail centers and under Hwy 37. This road was identified by the community as needing improvements for vehicles, bicyclists, and pedestrians.

Two improvements to Fairgrounds Dr. in the north Vallejo neighborhood were identified as PB projects but neither were selected. They were described earlier in this section. The Fairgrounds Dr./Hwy 37 interchange will be reconstructed with an estimated completion by 2023. As part of the interchange improvements, there will be improvements to the pedestrian and bicycle circulation as well which will benefit transit users in the area too.



Fairgrounds Dr. is a key link from the north Vallejo neighborhoods to the rest of Vallejo’s services. Due to north Vallejo’s proximity to the I-80/Hwy 37 interchange, residents who don’t drive must travel to Redwood St to travel east to many retail services (groceries, pharmacies, etc.) on the other side of I-80, or Sereno Dr. for access to medical facilities and other services. The difficulty of traveling to the east side of I-80 from north Vallejo was a priority issue from the community.

For those who do not drive, transit is round about and time-consuming for the distance travelled. For pedestrians, the sidewalks are inconsistent and the Redwood St./I-80 overcrossing difficult to navigate with multiple freeway ramps and roads converging.

Improve pedestrian/bicycle access between North Vallejo residential neighborhood and Admiral Callaghan Dr. retail. Evaluate alternatives to improve access between these areas which may include improving pedestrian paths and amenities along Fairgrounds Dr. and the Redwood St/I-80 interchange, incorporating a pedestrian/bicycle I-80 overcrossing as part of the County Fairgrounds development plan, a pedestrian/bicycle only crossing connecting Coach Ln and Turner Parkway on either side of I-80, or through other means.

Admiral Callaghan Dr.

Admiral Callaghan Dr. is not in a Community of Concern but it was often cited as a destination. Safeway, Target, Costco, entertainment, Solano Community College and multiple other retail and businesses are located along Admiral Callaghan, Turner Pkwy and nearby Columbus Pkwy. People shop and work here. Bus service runs along Admiral Callaghan and Turner Pkwy. Walking between locations or accessing bus service is difficult in some places due to the lack of sidewalks and distance between bus stops.

Complete sidewalk along Admiral Callaghan Dr. between Rotary Way and Turner Pkwy.

There is a large empty parcel with no sidewalk on one side and the freeway on the other side with no sidewalk. Pedestrians either have to walk on the dirt or in the street. Ensure any pedestrian improvements include lighting and safe pedestrian crossings. This may be accomplished if the parcel is developed as part of the site improvements, if the roadway is rehabilitated, or as an independent project. If roadway improvements are made, consideration should be given to create a safe bus stop in the southbound direction near Rotary Way where there currently isn't a stop.



Streetscape Improvements Citywide

Walking was the second most common mode of travel after driving. Being a pedestrian may be for some or all trips or in combination with other modes such as riding a bus or meeting a ride with others. Improving sidewalks and other pedestrian amenities, concerns about safety were a high priority. Safety concerns were raised in two senses. One was personal safety concerning the environment whether it was lack of lighting or the people around them. The second issue was potential interaction with vehicular traffic: reckless driving nearby or when crossing streets. Another non-safety issue was the distance people walked that often included hilly terrain. These, and other strategies, are an attempt to address these issues.

Sidewalk gaps analysis and improvements. Fill in gaps in the sidewalk system. Create continuous paved, level walking pathways particularly in high use areas. In numerous areas there are gaps due to undeveloped parcels, old development, etc. Consider identifying priority areas such as a quarter to half mile around transit hubs like the Sereno Transit Center (STC) and other activity centers. There is at least one medical facility nearby (Kaiser, north on Broadway) that cannot be reached by a continuous paved walkway as well as destinations along Broadway to the south. Ensure lighting is adequate.

Sidewalk improvements including for mobility impaired. Similar to the above item, make sidewalk improvements to existing paved sidewalks to remove uneven surfaces due to significant cracks, tree roots, railroad crossings, etc.

Lighting. Add and/or upgrade lighting along pedestrian walkways. Ensure they are maintained. This was a broad concern. One of the specific areas mentioned was Redwood/Sacramento St area/Valle Vista and others are identified on the matrix shown in the appendix.

Hardscape/landscape/public art improvements to separate pedestrians and vehicles. Create real and perceived separation between pedestrians and vehicles particularly in high volume areas. Sidewalks could be widened or shifted away from the curb. Public art could enhance the streetscape and also be functional. Examples could be artistic renditions of public seating, curbside barriers between vehicles and



pedestrians, higher visibility crosswalks, wayfinding signage or other features. Consider partnering with the local art community, nearby organizations, neighborhood groups, etc.

Resting features. Create rest spots particularly along routes to key destinations such as activity centers, transit centers, bus stops, etc. Vallejo has some hilly areas including several neighborhoods that transit may only skirt such as Magazine St in southeast Vallejo and Benicia Rd east of I-80. People need to climb hills in one direction or the other to reach bus stops. Add benches or public art features that allow individuals to rest. This would be particularly helpful to older adults and people with mobility disabilities.

Traffic Calming/Speed Reduction Strategies

A recurring and high priority concern was reckless driving and the unsafe conditions that created for pedestrians.

Radar Speed Feedback Signs. One pair of radar speed feedback signs were proposed as a PB project but were not selected. A specific location was not identified for them to be placed. The need to slow traffic was heard to be widespread. Along with stationery radar speed feedback signs, consider mobile ones.

Traffic Circles and Islands¹. Add small traffic circles or islands to slow traffic in residential neighborhoods and areas with pedestrian activity with minimal traffic control. They could also add visual interest to the community with landscaping or public art.



¹ Photos courtesy of FHWA (Federal Highway Administration)

Road Diets. Similar to the streetscape plan developed for Sacramento St. consider road diets for other roadway segments that have traffic volumes that no longer, and are not projected, to warrant multiple lanes. Involve the community with the streetscape planning effort.

Speed bumps and humps. These are used on some city and nearby County streets. Consider in other locations. Some community suggestions to reduce speed in residential areas with nearby schools such as on Whitney and Corcoran in north Vallejo, Jordan St in south Vallejo.

Pedestrian Crossing Safety Strategies

High visibility crosswalks. Increase visibility of crosswalks by restriping and adding high-visibility signing and signals. Consider incorporating public art as a method of increasing visibility.

Extend pedestrian crossing signal timing. Standard pedestrian signal timing is often not adequate to cross wide streets (Sonoma Blvd, Solano Ave. for example) particularly for small children, large groups, people with disabilities, and older adults.

Mid-crossing island protection. Some wide local streets have a raised median. Where there may be challenges crossing the street as noted above, create a protected waiting area in the median for people who may need to wait for the next signal cycle to complete their crossing.

HAWK signals². These have been installed at four intersections on Sonoma Blvd (Illinois St, Alabama St, Ohio St, Capitol St) with more planned for installation. HAWK traffic signals may be activated by pedestrians at a location where there is not a regular traffic signal. Consider other locations where traffic signals are lacking and there is a significant amount of pedestrian activity and high volume of vehicles particularly where the vertical or horizontal sight distance may be limited or where older adults, children, or people with disabilities cross regularly.

² HAWK: High intensity Activated Crosswalk Beacon

Horizontal and vertical sight distance. Many areas of Vallejo are hilly. With new development, redevelopment, and in-fill, ensure that roads and pathways have adequate sight distance horizontally and vertically for all modes: vehicles, bicyclists, and pedestrians.

Streets that the community identified as having difficulties as pedestrians were Sonoma Blvd., Tennessee St., Sacramento St., Georgia St., Florida St., Louisiana St., Springs Rd., Tuolumne St., Amador St., Maine/Monterey, Aragon/Devlin, Porter Dr. and Sandy Beach Rd., Magazine/Jordan/Pueblo/Sequoia area, Jordan/Lincoln Rd. E., Steffan Manor area, Mini Dr., Meadows Dr.

School crossing guards. Identify and prioritize schools and nearby street crossings to determine scale of need for school crossing guards. Develop a program for before and after school crossing guards through the school district, police department, or other organization.

Bicycle Improvements

Bicycle issues were raised by the community. They were not as high a priority as those issues addressed by the PB projects. Improving street surfaces also benefit bicyclists as poor pavement quality³ was a top issue for bicyclists. Bicyclists would also benefit from street calming as there were concerns raised about bicycling on streets with reckless drivers. In general, community input focused on the need for safer on-street bike lanes, cross-town routes and routes to waterfront transit hubs.

Increase visibility and protection of on-street bike lanes. There are numerous ways to accomplish this: simple or enhanced striping, green lanes, or protected bike lanes with parked cars, bollards, planters, etc. Streets suggested for improvements were Tennessee, Hwy. 29 north of Hwy. 37, Corcoran Ave./Fairgrounds Dr., Sacramento St., Tuolumne/Redwood, Broadway, Mare Island Way, and downtown streets.

³ Streets mentioned Sonoma Blvd, Broadway St, Sacramento St, Tuolumne, Redwood St., Georgia St, Lincoln Ave, Maple Ave, Corcoran Ave, Fairgrounds Dr,

Transit

Place bus stops closer together. Some bus route segments travel along streets that are bordered by hilly terrain on one or both sides. To reach a bus stop riders must first walk up a hill either going to or from the bus stop. If the bus stops are placed far apart it adds to the inconvenience of walking to bus stops particularly for older adults and individuals with mobility challenges. Some streets the community brought to the attention were Benicia Rd. and Magazine St. east of I-80, Redwood St. between Admiral Callaghan Ln. and Tuolumne St.

Better Transit Information. Improve transit information in a variety of ways. Centralize route and schedule information including having a system map. Offer more real-time schedule information. Increase accessible transit information.

Increase transit service frequency. Provide more frequent transit service to make it more convenience, improve connections and meet school bell times.

Increase span of transit service. Increase service in early morning and later evening to better access college classes, jobs, and Council meetings. Add more local Sunday service.

Create more direct transit service for middle/high school students living in north and south Vallejo. SolTrans operates two school tripper routes that serve two of the three middle schools and both high schools from north and southeast Vallejo. There are no school trippers or regular SolTrans routes that serve Franklin Middle School on Starr Avenue between Georgia St and Benicia Rd. This is the school of residents for students living in south Vallejo west of I-80.

Southwest Vallejo students are not served by a school tripper to Vallejo High nor are north Vallejo students. There are local routes, with transfers, that serve Vallejo High School from both south and north Vallejo. Regular bus riders report that groups of teen students can be disruptive. Working with the Vallejo City Unified School District (VCUSD), SolTrans should evaluate if one or more school trippers should be implemented and if the routing and scheduling of the current school tripper routes are optimized..

Flex routes pilot program. Utilizing smaller vehicles, pilot neighborhood demand-response, general public service(s) that could maneuver in parking lots. Service could be on select days and hours.

Central Vallejo flex route concept. Base the service at the Sereno Transit Center (STC). Serve the area west of STC generally between Redwood and Sereno and the area north of Sereno Dr. to Dan Foley Community Center and Richardson Park. Travel east of I-80 to Safeway on Admiral Callaghan Dr. and Gateway Plaza. Would offer direct service into Sutter Solano Medical Center and clinics on Hospital Dr. off Tuolumne and service into Kaiser on Sereno Dr. and Broadway St. With smaller vehicles, demand responsive service could reach into hilly residential neighborhoods, the Dan Foley community center and large retail parking lots on Admiral Callaghan. West of I-80 is a very hilly area and non-vehicular crossing of I-80 at Redwood St. is very difficult for pedestrians.

South Vallejo flex route concept. Base the service at the South Vallejo Community Center. Serve the area south of Curtola Pkwy./I-780, Solano Ave/ Springs St., west of Columbus Pkwy. This area includes three grocery stores, pharmacies, social services, and other services which would become more accessible for people without cars. Fixed-route transit to these locations is difficult from south Vallejo. It would also increase mobility for residents living a distance away from a transit route and could be a feeder route into the rest of the fixed-route system at the Curtola PNR.

Improve bus stop amenities. Many of the PB projects involved improving bus stops by funding seating, shelters, lighting, landscaping, adding information and more. Although several projects were selected through PB process, this will fund only a part of the needs. There should be continuing effort to improve bus stops systemwide.

Other

Voucher program to access groceries in some locations unpleasant and unhygienic. Homeless loiter and live in cars that intimidate others and contribute to the debris. Increase SolTrans bus stop maintenance and City services to address these issues. Promote and support City's SeeClickFix app-based program. Consider partnerships with local businesses and organizations.

Next Steps

Thanks to the community engaging in this planning effort, we have learned about the CoCs transportation and mobility challenges. This report has explained the process, presents the community input, and their ideas to address the challenges. The \$400,000 PB funding will move forward the six priority projects selected by the community. To move forward additional projects will take the effort of multiple agencies and individuals. Various strategies have been presented for consideration by local and regional agencies for further evaluation, scoping, funding, and implementation. The community should continue to be engaged and involved to improve transportation for Vallejo's Communities of Concern.

Appendices

A: Community Survey



Survey for the Vallejo Community Based Transportation Plan



The Solano Transportation Authority (STA) in coordination with the City of Vallejo and SolTrans is conducting a study to find out how to improve transportation services for underserved communities in Vallejo.

Input from residents is very important and appreciated!

Please take a few minutes to complete this **confidential** survey online via the QR code to the right or visiting www.sta.ca.gov or by filling out this form. This form can be returned by placing it in the mail after folding and taping closed with the postage paid, mail back panel showing. Please return by August 30th, 2019. Please complete the survey only once.

If you have any questions or need assistance filling out this survey, please call (800) 535-6883



Por Abonament transpòrtatió please call:
 Para la ayuda de información de los usuarios:
 請向以下號碼查詢:
 Para más información: llame al número:
(707) 395-3239

A. How do you travel?

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

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

2. Is traveling to any of these destinations difficult for yourself or someone you care for?
(Check the destinations and name specific locations that are hard to reach.)

Job/job seeking (Specific location) _____
 Grocery shopping (Specific location) _____
 Sports, parks and recreation (Specific location) _____
 School and daycare (Specific location) _____
 Medical and health care appointments (Specific location) _____
 Other destinations (Which ones?) _____

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

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

Crossing the street (Which streets?) _____
 Lack of sidewalks (Which streets?) _____
 Street or sidewalk pavement quality, obstacles, broken paving (Where?) _____
 Lack of lighting (where?) _____
 Safety from crime, careless drivers (Where?) _____
 Other: _____

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

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

3. TAKING THE BUS *(Check up to THREE issues that most need improvement.)*

I don't take the bus No improvement needed
 Buses running according to schedule (Which routes?) _____
 Need more information and access to information (Maps, schedules, etc.) _____
 Need information in a language other than English (Which language?) _____
 Bus stop comfort: shelters, benches, lighting (Which bus stops?) _____
 Bus stop safety (Which bus stops?) _____
 Experience on bus, driver courtesy, comfort, accessibility (Which routes?) _____
 Safety on bus (Which routes? What safety issues?) _____
 More weekday service (shorter wait time) _____
 Service earlier in the morning Service later in the evening
 More Saturday service More Sunday service
 Cost Bus connections
 Time of travel/takes too long. Bus doesn't go where I want to go. Where? _____
 Other: _____

4. PARATRANSIT *(Check up to THREE issues that most need improvement.)*

I don't ride paratransit Reliable service, arrives on time
 Hours of service Cost
 Scheduling trips Intercity service
 Information, well-publicized, easy to understand
 Customer service, drivers and schedulers
 Other: _____

5. DRIVING

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

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

Self-imposed driving restrictions Legal restrictions Sharing with others Cost of fuel
 Cost of parking/tolls Cost of maintenance/repairs Other _____

6. Taxi/Lyft/Uber *(Check up to 3 issues that most need improvement)*

I am not familiar with these services Response time Trip reservation customer service
 Driver customer service Cost Payment method (specify _____) Access smartphone app (Lyft/Uber)
 Safety Information Other _____

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

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

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

1. What is your zip code? _____

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

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

3. What is your age? Under 18 19-25 26-35 36-45 46-55 56-65 66-75
 76 years or older Prefer not to say

4. Ethnic origin (Please specify your ethnicity. Check all that apply).
 White, non-Hispanic Hispanic or Latino Black or African American
 Native American or American Indian Asian / Pacific Islander Other: _____

5. Gender (What is your current gender identity?)
 Male Female Transgender Non-binary
 Prefer to self-describe: _____ Prefer not to say

6. Self-identification - Do you consider yourself to be:
 Heterosexual or straight Gay or lesbian Bisexual
 Different identity (please state): _____ Prefer not to say

7. What is your household income per year?
 Under \$10,000 \$10,001 to \$25,000 \$25,001 to \$50,000
 Over \$50,000 Prefer not to say

8. Household size 1 2 3 4 or more

9. What type of bank account do you have (check all that apply):
 Checking Savings Credit card Debit card Other (specify) _____
 None Don't know/prefer not to say

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

D. Keep in Touch (optional)
If you would like to receive upcoming information about this project, please fill in your contact information.

Name _____
 Address _____
 Email _____ Phone _____
 Which language would you prefer to receive communication?
 English Spanish Tagalog Other (specify) _____

Fold and seal with tape. **DO NOT STAPLE.**



SUNSHINE CITY CA 94585-9903
 ONE HARBOR CENTER
 SUITE 130
 SOLANO TRANSPORTATION AUTHORITY




B: Event Materials

Transportation Forum for Neighborhoods and Communities in Vallejo

July

30

Tuesday, July 30, 2019
4:00 P.M. - 7:00 P.M.
Check In: 3:30 P.M.
Norman King Community Center
 545 Magazine St
 Vallejo 94590

REGISTER:

<https://tinyurl.com/y5pc2bku>

Registration is required:
 Call **Solano Mobility** at (800) 535-6883 by **July 23, 2019**

- FREE Transportation is available to the event. Call for details.
- FREE Refreshments.

Help us improve mobility by...

- ❖ Identifying transportation challenges and gaps in underserved areas of Vallejo
- ❖ Developing feasible solutions
- ❖ Prioritizing funding

Learn About...

- ❖ New SolTrans bus routes
- ❖ Recent transportation improvements
- ❖ Solano Mobility Programs and Services

Complete a survey on-line at www.solanomobility.org

For document translation please call:
 Para la llamada de traducción de documentos:
 對於文檔翻譯電話
 Dó vói tòi liêu gọi dịch:
 Para sa mga dokumento tawag sa pagsasalín:
(707) 399-3239

Vallejo Community Transportation Interactive Expo

VOTE

Oct.

24

Thursday, October 24, 2019
4:00 P.M. - 5:00 P.M. (PRESENTATIONS & VOTING)
5:00 P.M. - 6:00 P.M. (VOTING)
Check In: 3:30 P.M.
North Vallejo Community Center
 1121 Whitney Ave. (at Fairgrounds Dr)
 Vallejo 94589

REGISTER:

<https://tinyurl.com/y4lk8h5q>

Registration is requested:
 Call **Solano Mobility** at (800) 535-6883 by **October 17, 2019**

- FREE Transportation is available to the event. Call for details.
- FREE Refreshments.

Help us improve mobility by...

- ❖ Hearing the results of the community outreach
- ❖ Reviewing projects
- ❖ Voting to prioritize projects to be funded
- ❖ Visit www.solanomobility.org to learn more and vote on projects

Learn About...

- ❖ Upcoming SolTrans services and projects
- ❖ Upcoming transportation improvements

For document translation please call:
 Para la llamada de traducción de documentos:
 對於文檔翻譯電話
 Dó vói tòi liêu gọi dịch:
 Para sa mga dokumento tawag sa pagsasalín:
(707) 399-3239

C: Community Comments

This is a summary of the most significant comments shared on the User Survey. Vallejo residents were generous with their comments and covered a wide range of issues. Shown here are similar comments made by two or more people. A number in parenthesis following a statement represents the number of times this type of comment was made. These are sometimes followed by more details related to original comment. Comments on street conditions are noted in the Street Matrix in Appendices C are not duplicated here.

Q2. How do you usually get around? (Check all that apply)

Other: Ferry (18), BART (8), Family (5), Lyft/Uber (2)

Q3. Is traveling to any of these destinations difficult for yourself or someone you care for (Check the destinations and name specific locations that are hard to reach in the comment box below)

Schools (2): MIT Academy- from Columbus/Ascot Pkwy/Tennessee; Solano Community College

Medical Appointments - Out of Vallejo (4)

- ❖ Sutter (Fairfield); John Muir Hospital (Concord); Santa Rosa/Walnut Creek/Sacramento; had to cancel a doctor's appointment in Fairfield because could not get there.

Out of Vallejo and out of Solano County -other (18)

- ❖ Oakland (2)
- ❖ North Bay (3): 1) Santa Rosa-Please widen Hwy 37 to Sonoma Raceway; 2) Hwy 37 is a mess going from Vallejo to Sonoma!! Year after year, nothing is done!! Just lip service on it. 3) My son, who lives in Petaluma and does not have a car, finds it difficult to visit me in Vallejo. He has to take a bus through San Rafael and Richmond to get here. The trip is 2.5 to 3 hours!! Please initiate a more direct public transit route from Sonoma to Solano county.

San Francisco (6)

- ❖ San Francisco, San Bruno & other cities in East Bay. Trans Bay San Francisco. The City (SF) Chase Center
- ❖ To UCSF in San Francisco (2). I have found no other efficient and affordable way to take my son to doctor visits than driving by car.
- ❖ I live in Vallejo, work in San Francisco. After 17 years, I make close to \$2*/hour. I have a severe fragrance allergy so I cannot take BART which has no way to open windows, and the ventilation is filthy. It's impossible to get to public meetings as busses stop running at 7 half way through said meetings- even for public meetings FOR SOL TRANS AGENCY! (It's frustrating). I cannot afford to take taxis for all of my errands!!

Work (3): 1) My commute it is awful but I need a quick safe mode of transportation other than driving; 2) I have a friend who walks 3 hours to get to work

Q5. WALKING (Check up to THREE issues that most need improvement)

Sidewalk Quality

- ❖ Sidewalks: poor pavement quality, obstacles, broken paving (5)
- ❖ Obstructed sidewalks (3): covered in trash; branches/bushes/weeds
- ❖ For specific locations, see appendix D – Street Matrix

Lighting: Lack of lighting (4)

Careless Drivers

- ❖ Especially careless drivers (6)
- ❖ Cars running red lights and stop signs (6)
- ❖ Enforcement of speed limits and clearly painted crossings (3)

Crosswalks (4): 1) Crossing: Lack of signs, signs obscured; 2) Not enough obviously painted crosswalks; 3) Crosswalk signal not properly placed

Improvements: Lack of a reasonable number of public benches or other means to rest while walking long distances (3)

People with physical limitations (3): 1) I am physically challenged with back, hips and knee problems; 2) There are many areas which are unsafe for people who utilize canes, walkers or wheelchairs; 3) Wheelchair accessibility.

Other Impediments

- ❖ Obstructions (4) Bicyclists on sidewalk; cars on sidewalk; dumped items-furniture on sidewalks that don't get cleared for weeks...on Lincoln Rd
- ❖ Safety from crime (6): downtown; everywhere; homeless individuals at times seem violent; I don't walk alone at all any longer in my area; in my old neighborhood, not only could a person be attacked/robbed; on my own block, neighbor was mugged at gunpoint in front of his own house/home

Other Comments

- ❖ Poor street pavement quality (3); potholes (3)

Q7. BIKING (Check up to THREE issues that most need improvement.)

Bike paths and road conditions

- ❖ There is a large neighborhood located in the northwest quadrant of the Route 37/80 Interchange. Unfortunately, because of this freeway-to-freeway interchange, there is no convenient/direct access to the Solano Bikeway that is located adjacent along the east side of I-80. If a convenient/direct access can be constructed, not only will it encourage the residents to use the bikeway for exercise/pleasure, it would provide convenient/direct access to the Gateway Shopping Plaza area which is the primary shopping and eating destination in Vallejo.
- ❖ Safety (8): 1) Trash and abandoned vehicles that cause bicyclists to veer into traffic to pass the obstacles; 2) lack of street lighting at night or pre-dawn; 3) speeding cars and distracted drivers is the biggest issue (2); 4) potholes (2) 5) Ride opposite side of street due to texters in quiet cars; 6) people not respecting bikers

Locations

- ❖ For specific locations, see appendix D, Street Matrix

Other

- ❖ Crime (3): 1) not enough places to lock bikes- high rates of theft; 2) Bicycles get stolen from outside library all the time.

Q9. TAKING THE BUS (Check up to THREE issues that most need improvement.)

More Service

- ❖ More weekday service (3): 1) especially the #4 after 1pm; 2) need weekday rush hour bus service to the Salesforce Transit Center; 3) more weekday service: Commute times (restore 6:45am) for Red Line. Service in the evening: at the evening commute from Del Norte BART on the Red Line.
- ❖ More Saturday service (10) including more Saturday service Red line to mall. Red line to Fairfield
- ❖ Saturday, Sunday need more service (5): 1) #2 doesn't even run on weekends and stops running early on weekdays 2) more weekend services for South Vallejo going to (Carquinez Bridge) not just the downtown 3) lack of service on Sunday for those that do not have a vehicle that work on Sunday, college bound bus needs more frequent busses and later one too.
- ❖ Major holiday service (2)

Travel Time: Time of Travel/takes too long (9)

Bus Stops: Nearest bus stop is far away (6)

Fares/Info: Real time location data (2)

Conditions of Vehicles/Drivers: Keep buses clean (2)

Q14. Taxi/Lyft/Uber (Check up to THREE issues that most need improvement)

Choose to limit use: I do not use/try not to use these services here in Vallejo (4)

Cost: Too expensive to use (4)

Technical Limitations (3): No iphone; no computer or cell phone; no account or credit card

Q16. Please describe other transportation issues or needs in your neighborhood (Be as specific as possible)

Challenges -Transit

Bus Stops

- ❖ We need more bus stops in our area (6): 1) usually you have to walk 6+ blocks to catch bus...not safe for kids esp. girls and when it's raining; 2) in South Vallejo
- ❖ Red Line (4): 1) Add stops in Vallejo. There are not enough and one of the 2 is very dangerous; 2) Please build shelters/benches on Hwy 37 for the Red Line bus and if possible, please have a bus for the Red Line bus in Solano College like what Rt. 85 had before. Thank you; 3) Red Line should go to Kaiser from Fairfield; 4) Rt. 85, to Solano Mall. Very upset that they took this ride away from us.
- ❖ Clean bus stops (2): 1) Involve the City in keeping bus stops clean with trash cans available; 2) have police move transients along

Frequency/span of service: Increase frequency (6); Later in the evening service (2)

Service beyond Vallejo

Napa (5)

- ❖ Buses do not connect to Napa VINE bus. When certain bus drivers know I need a connection they seem to drive slower so I do not make it. I often call to hold the Napa 11xN leaving Sereno Dr at 5:59 because the Vjo Red route doesn't get to Sereno/Sonoma until 6pm, missing that connection means a one hour wait for the next one!!
- ❖ UBER/ Lyft is a cost of \$20-24 per ride which I have to pay at least 3x per week since there is no bus from American Canyon to Vallejo or Fairfield running early in the morning so that I arrive to work on time at 7am. I used to take the 11S Vine at 5:45am to Sereno & catch the Rt 85 to Solano College in Fairfield. When it changed over to the Red Line I had to run to Sonoma and try to catch it in front of CVS. Missing it 2x I started to Uber & rideshare but my home is inconvenient to reach and the best meeting place is a 30-minute walk for me to Safeway on American Canyon Rd.
- ❖ When the Rt 85 was eliminated from Sereno, the Napa Vine 11S eliminated its early routes and the earliest I can leave American Canyon now is after 6am and a Vallejo bus to Fairfield doesn't leave until 7am.

- ❖ My return commute is not any better, the connections still do not connect and it doesn't matter if I go into Napa gateway transportation center or to downtown Vallejo. It is still a 45 min wait to connect to a route 11 Napa VINE bus. Why is it only certain routes are deemed important enough to have buses run every 15 or 30 minutes and serious commute hours of 5:00-7:00 only run every hour... I'd like to get home at a decent time also
- ❖ To find employment, I have to go out of town, and American Canyon/ Napa near Green Island Road/warehouse areas and the Industrial area of Benicia are the closest places hiring. I need transportation to those areas for employment.

Challenges -Roads

Specific locations – see Appendix D, Street Matrix

Speeding/ Reckless Driving

- ❖ Speed bump people drive too fast and the school children are not safe (2)
- ❖ Traffic moving too fast/speeding, not aware or thoughtful of pedestrians (6)

Road Conditions: Fix potholes/repair pavement (10); increase bike paths (2); improve lighting (3)

Challenges -Pedestrian oriented

- ❖ Too sketchy to walk anywhere/safety (2)
- ❖ Repaint all signage especially crosswalks (2), crosswalks
- ❖ Lack of curb cuts and corners (2)
- ❖ For more specific locations, see appendix D, street matrix

Challenges- Bicycling oriented: Increase bike paths (2)

- ❖ For more specific locations, see appendix D, street matrix

Challenges – Other: Seniors (2): More direct transportation services for seniors; senior transportation from home

Q17. Please tell us about your ideas for IMPROVING transportation to address the challenges above.

Improvements – Transit

Service

- ❖ More frequent bus service; buses need to run every 30 minutes (6)
- ❖ More bus service (5) including sports events; seniors need better access; to be more available time-wise, more accessible to disabled
- ❖ Later hours, please (5)
- ❖ Run on holidays and weekends (5), basically life does not stop
- ❖ Need to be on-time (4)
- ❖ Build BRT¹ (2): BRT lanes on Sonoma Blvd with lights timed for bus travel would be nice as well.

Bus Stops

- ❖ More bus stops (5): loading and unloading; keep within 1-2 blocks for seniors and children (short walk); closer/easier access
- ❖ Need to more information bus stops about time, routes, fares (6)
- ❖ Seating at bus stops (3): for seniors, disabled with 45-minute wait

Ferry: Increase/expand ferry service (3): to Oakland; higher bridge tolls to fund expanded ferry service

BART/Rail: Closer BART service to Vallejo would be fantastic (4)

Improvement - Road

Reduce speeding/reckless driving (8):

- ❖ Police enforcement of speeding and at stop signs and lights, reckless driving; physical measures like street narrowing, island(s), bump-outs (2): roundabout at Amador/Louisiana
- ❖ More speed limit signs, they are also parking too close to the corners
- ❖ Speed bumps (2), traffic circles
- ❖ I would love to see many of the 4 lane roads in town reduced to two lanes of travel, have the sidewalks be widened, and have bike lanes painted.

1 BRT (bus rapid transit)

Fix the potholes/repair pavement (4): for vehicles and bicyclists; prioritize bike lanes;

Improving road conditions for bikes: add lanes/signage (2)

Improvement -Bicycle

- ❖ Light up the streets (2). The lights are not bright enough to see other people. It will help drivers see pedestrians and make walkers feel safe as they walk around.

Improvements – Other

- ❖ Slow traffic (4): More enforcement of the laws of the road (2); explore and test various means to slow traffic down to posted limits, like speed bumps or raised intermittent surfaces (dots?) on roads; police the bad drivers
- ❖ Electric (2): get all vehicles electric; electric scooters so people can leave their cars parked
- ❖ Fund transportation (2): Use the f*cking weed money

D: Streets of Interest Matrix

LOCATION	Coc	CYCLING ISSUES	WALKING ISSUES	TRANSIT ISSUES	CAR/DRIVING ISSUES	DEBRIS/DUMPING	LACK OF BIKE LANES/PARKING	CROSS-WALKS CONDITIONS	CARELESS DRIVERS (SPEEDING/RUNNING STOP SIGNS)	BUS STOP AMENITIES	LIGHTING	CRIME	PAVEMENT QUALITY POOR (POTHOLES)	NO SIDEWALKS
5th Street	South	x	x			x								
5th St and Lemon St (hill)	South													
5th and Magazine	South		x	x		x								
9th Street	Central		x	x										
Admiral Callaghan	East		x	x										
Alameda St.	Central	x	x	x					x					
Almond Ave.	Central		x	x										
Amador Street	Central	x	x		x				x				x	
Atherton and 6th	South		x	x		x						x		
Ascot	East		x				x		x					
Benicia Rd	Southeast	x	x	x	x					x		x		x
Borges Ln/Griffin/Fair-grounds	North			x										
Broadway	Central	x	x	x			x	x	x		x	x	x	
Broadway St & Georgia St	Central			x					x					
Broadway and Redwood	Central		x	x					x				x	
Cimarron Drive	North	x	x	x										
Clark and Vervais	East		x						x					
Columbus Parkway	East	x	x				x		x		x			
Columbus Pkwy & Greenmont Dr.	Southeast													

SIDEWALK QUALITY	SAFETY	CURB CUTS	COMMENTS
x			Sidewalks have tree roots protruding causing the sidewalks to protrude. Difficult to walk especially difficult for walkers.
			Visibility poor
	x		5th and Magazine: A lot of cars parked there that don't belong in the area. Broken down cars. Cars on jacks/no wheels. Homeless park there to live in their cars.
			Turner to Avery Green Honda (no sidewalk); at Redwood (walking issues)
			after they cross Georgia Street; Hudson Alley (between El Dorado and Alameda St) noted for bike issues. Enforce speed limit, we have children on our streets
			Too much speeding
	x		*Atherton and 6th Street: A lot of cars parked there that don't belong in the area. Broken down cars. Cars on jacks/no wheels. Homeless park there to live in their cars.
x	x		No sidewalk near Columbus Parkway, kids walk from St. Vincent to shopping center on the street; sidewalks up Benicia Road to Rollingwood; sidewalks are increasingly becoming broken or raised by tree growth and I understand difficult due to expense for owners to repair especially since they didn't put in sidewalks the city did; careless drivers safety at end of sidewalks street crossings cars especially turning right often do not stop before turning. Benicia Rd (not good place for biking) for fear of being "Jumped". Add bus route length of Benicia Rd. More bus stops; a lot of older people have to walk far to catch the bus.
			Have SolTrans Rt. 5 travel a larger loop onto these streets to better serve ALL the neighborhoods in the area. Currently, the Rt. 5 travels a little loop (Sage St/Gateway Dr/Fairgrounds) at the route terminus near Six Flags.
	x		Broadway: Lack of Bicycle Lanes, Road Quality; Broadway from Tennessee to Redwood is a very dangerous street and we have a lot of school aged kids in this area.
			Currently residents in the Cimarron Hills neighborhood (located in the northwest quadrant of the Route 37/80 interchange) lacks direct walking/biking access to the Gateway Plaza shopping area (located in the southeast interchange quadrant).
			Pitch black in evening and early morning
			Difficulty entering Columbus from Greenmont

LOCATION	Coc	CYCLING ISSUES	WALKING ISSUES	TRANSIT ISSUES	CAR/DRIVING ISSUES	DEBRIS/DUMPING	LACK OF BIKE LANES/PARKING	CROSS-WALKS CONDITIONS	CARELESS DRIVERS (SPEEDING/RUNNING STOP SIGNS)	BUS STOP AMENITIES	LIGHTING	CRIME	PAVEMENT QUALITY POOR (POTHOLES)	No SIDEWALKS
Columbus Parkway from Springs Road to Rose Drive	East		x											
Corcoran at Flosden	North	x												
Couch St	Central	x	x				x						x	x
Curtola Pkwy	South	x	x						x		x			
Cypress	South		x											
Daniels Ave	Central		x											
Danrose Dr	North		x		x								x	
Del Sur St	Southeast		x	x	x				x		x	x		
Downtown	Central	x	x				x		x			x		
Edgemont	Central								x					
Elliott Street	North		x											
Fairgrounds Dr.	North/ Central	x	x	x							x		x	x
Fairgrounds and Redwood Streets	Central	x	x	x					x				x	
Farrugut at Sacramento	Central							x	x					
Fernwood and Georgia (By Pennycok Elementary)	Central		x						x					
Ferry Parking (Curtola Parkway/Georgia Street)	Central		x						x		x	x		
Florida	Central	x		x						x			x	
Florida-Shasta	Central		x					x						
Florida-Solano	Central		x											
Foothill Dr.	East								x					
Georgia Street	Central	x	x		x	x		x	x			x		x
Georgia & Maple	East		x						x					

	SIDEWALK QUALITY	SAFETY	CURB CUTS	COMMENTS
				Where Vallejo meets American Canyon
	x			Couch St: Road Quality, Lack of Bike Lanes
	x			
				cars crash on people's fences
				"All of Downtown: Lack of Bike parking; Don't see bicycle lockers anywhere Downtown Poor Georgia St RRX & Solano crossings"
				* Pedestrian issues at Sereno *Need pedestrian/bike crossing over I-80 between Coach Ln and Admiral Callaghan/Turner Pkwy. *See Borges Ln. for transit issue.
	x			
				Crosswalk across Sacramento St at Farragut is a deathtrap. Even though there are school crossing signs, people drive extremely fast and do not stop for pedestrians in the crosswalk.
		x		We need a three-way stop at Fernwood and Georgia by Pennycook. If cars are coming from Georgia towards Rollingwood the cars don't stop even if kids are getting in or out of school. For a few months can we have a police member there to slow them down and make them stop. They will pass by 50 miles an hour and won't even stop. As a school, we would always emphasize it to the city and PD.
		x		Florida, Shasta no cross walks. Always a accident on that corner
				*People fly down going 35 mph+ and it is 25mph limit. Need a stop sign. Too dangerous to walk with children.
	x	x	x	""crossing"" Georgia St ""lack of sidewalks"" lack of handicap curbs; Bicycles get stolen from outside the library all the time. * On Alameda, add sign to arn drivers about pedestrian on other side of hill. * Create no car section."

LOCATION	Coc	CYCLING ISSUES	WALKING ISSUES	TRANSIT ISSUES	CAR/DRIVING ISSUES	DEBRIS/DUMPING	LACK OF BIKE LANES/PARKING	CROSS-WALKS CONDITIONS	CARELESS DRIVERS (SPEEDING/RUNNING STOP SIGNS)	BUS STOP AMENITIES	LIGHTING	CRIME	PAVEMENT QUALITY POOR (POTHOLES)	No SIDEWALKS
Glen Cove Dr	East		x	x					x					
Grant Mahoney Park	Central		x											
Griffin Dr.	North			x										
Halliday and Louisiana Streets.	Central													
Heartwood Ave.	East		x											
Hilary Way to Wardlaw School	East		x						x					
Hobbs	Central		x											
HWY 29 (North of HWY 37)	North	x	x		x		x		x					x
Jack London	North		x											
Jordan	Southeast		x	x	x				x					x
Kentucky St	Central		x											
Laurel Street	Southeast/ East			x						x				
Laurel St and Magazine	Southeast		x				x			x				
Laurel St and Reis	East		x											
Lemon Street	South		x		x				x		x	x		
Lewis Brown Dr.	Central		x											
Lincoln Rd	Southeast	x	x	x	x	x				x				
Louisiana St.	Central	x	x				x		x		x		x	
Magazine	South/ Southeast	x	x	x	x	x			x	x		x		x
Magill	Central		x						x					
Maine and Mare Island Way	Downtown		x											
Maine Street and Monterey	Central		x		x				x			x		
Maple Ave	East	x	x		x				x				x	
Mare Island Way	Central	x												

	SIDEWALK QUALITY	SAFETY	CURB CUTS	COMMENTS
				Increase bus routes to Glen Cove
				Grant & Mahony/ Fairmont Park Neighborhood
				See Borges Ln
	x			near Cunningham pool - poor sidewalk quality
	x	x		"ca- 29 north of ca-37 rough streets surface everywhere; red light and stop like violations everywhere; ""paths"" ca-29 north of ca-37 ""safety"" any street w/ no bike lane; No sidewalks on CA-29 from CA-37 to Meadows. Walkers are usually there on dirt. "
	x			Drivers too fast, need speed bumps. *Crumbling or missing sidewalks
				Blindspot on left turn onto Magazine
		x		Walking: Sonoma Blvd near Lemon: There are nice white crosswalks, but no one really slows down for those or watches for pedestrians.
				Lincoln - Driving fast/speed bumps needed
				*Many blocks in my neighborhood only have 1 street light Ex. 1300 Louisiana St * Too much speed. * Bike lane Amador to Sonoma
	x	x		* Crumbling or missing sidewalks; abandoned vehicles. * There is a sidewalk for bicycles that goes around the curve where Magaine St. becomes the highway that I have to cross to get to In-Shape. That sidewalk could be expanded or moved ot the other side of the fence so that bikes are not so close to cars.
				Need speed bumps
		x		"Crossing street: Maine St. & Monterey St should be a 4-way stop. Safety from crime: Maine & Monterey many T-bone accidents. "
				Maple/Steffan lack of path, no street is safe with cars running red lights
				"Mare Island Way: Lack of Bicycle facilities "

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Marin	Central		x						x					
Marin and Louisiana	Central		x		x				x					
Marin (between Capitol and Louisiana)	Central		x											
Marshall Way	North		x											x
Martin (near Mini Dr)	North		x											
Maxwell between Sonoma Blvd and Marin	Central		x		x								x	
Meadows	North	x	x								x			
Mini Drive	North	x	x								x	x	x	
Monterey St	Central								x					
North Camino Alto and Tuolumne St	Central		x											
Oakwood	East		x				x						x	x
Porter St	South		x			x		x	x			x	x	
Pueblo Way	Southeast		x											x
Redwood	Central	x		x						x			x	
Redwood near Cooper Elementary	Central			x										
Redwood and Oakwood	East		x											
Rollingwood	Southeast		x	x	x			x	x	x				
Ryder Street	Southeast		x											
Sacramento Street	Central	x	x		x		x	x	x		x	x	x	x
Sandy Beach and Porter	South		x											
Santa Clara and Florida	Central		x											
Sequoia	Southeast		x	x										x

	SIDEWALK QUALITY	SAFETY	CURB CUTS	COMMENTS
		x		Marin & Louisiana (cars speeding on marin make crossing dangerous)
	x			
				broken street
		x		at Stanford
				Enforce speed limits; we have children on our street.
	x			
		x		A lot of cars parked there that don't belong in the area. Broken down cars. Cars on jacks/no wheels. Homeless park there to live in their cars.
	x			Crumbling or missing sidewalks
				SolTrans Rt. 7A/7B should include Redwood St; have appointments there.
				No bench and it's near the elementary school
				Redwood Pkwy between Sacramento and Sonoma Blvd: There is a crosswalk with a pushbutton for little lights to flash on the street. This is a good idea but done "on the cheap." the little lights aren't enough - need brighter higher up lights as well.
				Crossing Rollingwood between Springs road and Georgia street. A crosswalk would be good
	x	x		Sidewalks on Sacramento Street near downtown are fine but they get narrower once pass Tennessee Street. The sidewalks near the railroad bridge become even narrower. I feel unsafe the further north I go from there. The area near the cemetery is creepy at night. "lack of sidewalks" lack of handicap curbs. Sacramento Street near Marina Towers is scary at night, poor lighting, crime; 1 out of 10 cars don't stop at City Park and Sacramento; Sacramento Street has a crosswalk near Farragut but it is a deathtrap. Even though there are school crossing signs people drive extremely fast and do not stop for pedestrians in the crosswalk. Sidewalk in disrepair, too narrow; Sacramento: Poor pavement, speed of cars, lack of lanes. Add speed bumps, people speed down to avoid lights and traffic on Sonoma.
		x		When I get off the bus downtown, it is scary to walk at night on Santa Clara and Florida Streets.
	x			Crumbling or missing sidewalks

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Sereno	Central		x	x							x			
Sereno and Richardson	Central		x											
Solano Ave	Central						x							
Solano Ave and Georgia	Central													
Sonoma BLVD (HWY 29)	South/ Central/ North	x	x	x	x	x	x	x	x			x	x	x
South Vallejo	Central		x								x		x	x
Souza Way	North		x			x								
Springs Rd	Central/ East	x	x		x		x		x			x	x	
Sterling St	East	x											x	
St Vincent Hill (Florida/ Sacramento area)	Downtown		x		x				x					
Tennessee St.	Central	x	x	x				x	x	x			x	x
Tennessee St. @ Halliday St. crosswalk.	Central		x					x						
Tennessee and Lassen	East		x			x								
Tennessee St. and Mariposa Street.	Central		x					x	x					
Tobin Drive and Donner Pass	North		x											
Trinity St.	Central		x											
Tuolumne	Central	x	x		x				x					
Tuolumne at Camino Alto	Central			x										
Tuolumne St (between Tennessee and Nebraska)	Central		x											

	SIDEWALK QUALITY	SAFETY	CURB CUTS	COMMENTS
		x		Comfort: Sereno across from the hospital. Safety: Sereno Dr. trash cans, move squatters along so passengers have seating. Keep buses clean. Other: have police move transients away from bus stops.
				Needs lighting. Have needed it for 30+ years!
			x	The North West corner of Solano and Georgia- curb cut out is steep on the sides and there is not enough room for a wheelchair to turn the corner without risk of toppling over.
	x	x		"Especially bad in North Vallejo right before Lewis Brown; Sonoma Blvd.-cars speeding and running lights ALL THE TIME. Really bad at night; Carquinez Bridge to Sonoma Blvd. Poor lighting; I have to cross over Sonoma Boulevard the traffic is horrible especially when I come off the freeway the street is ridiculously crazy it's not safe the pavement of the street is unsafe it's rattling up It is careless drivers however the neighborhood is not full of crime where I live; I've witnessed three accidents (two hit and runs) on Sonoma Blvd near Marin street, all within a few months. Sidewalk in disrepair, too narrow; Lack of Bike Paths: Sonoma Blvd, lack of bike parking; o
	x			Sidewalks in South Vallejo are narrow, cracked, or nonexistent. Street lighting at night is deplorable.
	x			sidewalk obstructions: near Souza Wy/Exposition
		x		Bike theft; Spring Road there is no Bike lanes and most drivers exceed the post speed limit.* Between Amador & Tuolumne, drivers too fast. *A light at Avian would be helpful
				On St Vincent's Hill, NOBODY stops for stop signs.
	x			"Rough and separated sidewalks on Tennessee between Sacramento and Wilson; Sidewalk in disrepair, too narrow; Hazardous conditions bicycling in Tennessee street, a major thoroughfare. Tennessee: Lack of Bicycle Lanes; There needs to be a dedicated bike lane on Tennessee street. Too many speeding cars, cracks in pavement, conflict between parking/cycling/driving.Bike lane across I-80 and Mare Island Causeway"
	x			Sidewalks have tree roots protruding causing the sidewalks to protrude. Difficult to walk especially difficult for walkers.
				North of Hwy 37,
				Solano to Tennessee
				There is a post, but no bus stop sign. Does bus stop there? If not, remove post.

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Tuolumne and Solano	Central		x											
Tuolumne & Springs Rd.	Central		x					x						
Turner Pkwy	East			x										
Valle Vista	Central								x				x	
Vienna/N. Ascot	East			x						x				
Virginia	Central	x	x											
Wallace Ave	Central		x		x				x					
Wilson Ave	West Central		x					x	x					
Woodside Division	Central		x											

	SIDEWALK QUALITY	SAFETY	CURB CUTS	COMMENTS
				Few safe crosswalks in the Tuolumne/Solano St area. Many pedestrians there
	x			
		x		
				No convenient bus stops walkable from Belveder Community on N. Ascot/Vienna
				Create a "no car" stretch
	x			Could we PLEASE have some "flashing light" pedestrian crossings on Wilson. People speed through here like crazy.
	x			Somerset Ct - weeds big, scared to walk at night (crime)

E: Community requested Bus Stop Benches/Shelter Locations

At the October 2019 Vallejo Transportation Expo the community began voting on projects to be funded through the CBTP Participatory Budgeting process. One of the projects was to fund additional bus stop benches and shelters. If someone voted for this project, they were asked to also identify on a map their preferred locations for improvement. The list below are the locations the community identified. Unless followed by a number in parenthesis, each represents one vote.

Prior to the Expo, specific bus stop improvement requests were written in on survey or mentioned at the Forum. Those are included as well as or included in the vote count.

North Vallejo (north of Hwy 37)

Existing Stops

- ❖ Mini/Broadway (3)
- ❖ Whitney @ Fairgrounds Dr. (2)
- ❖ MIT Academy (on Corcoran)
- ❖ Solano Middle School (on Corcoran)
- ❖ Gateway Dr. @ Fairgrounds Dr.
- ❖ Safe/Griffin
- ❖ Tobin/Donner

Other¹

- ❖ Boss Market (Mini Dr. between Hwy 37 and Stanford Dr.)
- ❖ Meadows/Sonoma Blvd shopping center
- ❖ Corcoran @ Baylor Dr.
- ❖ Fairgrounds @ Borges Dr.

¹ "Other" stops are locations not along a bus route.

North Vallejo (Tennessee to Hwy 37)

Existing Stops

- ❖ Redwood @ Admiral Callaghan² (2) (near Safeway)

Sonoma Blvd @ Lewis Brown Dr

- ❖ Sacramento St @ Hitchborn
- ❖ Fairgrounds Dr./Sereno
- ❖ Admiral Callaghan/Turner (near Safeway)

Other

- ❖ Dan Foley Community Center (4)
- ❖ Vallejo DMV on Couch St.

Central Vallejo (Curtola Pkwy- Tennessee)

Bus Stops

- ❖ Vallejo Ferry Terminal
- ❖ Florence Douglas Senior Center
- ❖ Georgia/Amador

Other

- ❖ Georgia St/Marin St
- ❖ Solano Ave/Faith Food Fridays (nr Pennsylvania)
- ❖ Solano Ave @ Stewart

² Outside the designated CoCs

South Vallejo (south of Curtola and Benicia Rd east of I-80)

Bus Stops

- ❖ Magazine @ Gary Cir (triangular island) (5)
- ❖ Magazine @ Fulton Ave (3)
- ❖ Rollingwood @ Dryden Dr.
- ❖ Banning Way @ Hargus Ave²

Other

- ❖ Vallejo Regional Education Center (on Del Sur St) (4)
- ❖ St Vincent High School (Benicia Rd east of Rollingwood)
- ❖ Benicia Rd @ Longridge Dr
- ❖ Sonoma Blvd: between Magazine and Cherry³ (2)
- ❖ Sonoma Blvd: between Magazine and Porter³
- ❖ Sonoma Blvd @ Chestnut³
- ❖ Lemon @ Idora Ave
- ❖ Lincoln Rd west

³ These locations are along Rt. 3 alignment, but are not existing bus stop locations

East Vallejo (East of I-80, north of Benicia Rd)

Bus Stops

- ❖ Rollingwood @ Keats
- ❖ Springs Rd @ Oakwood Ave

Other

- ❖ Columbus @ Aragon
- ❖ Georgia @ Rollingwood (Annie Pennycook Elementary School)⁴
- ❖ Georgia/Cedar St (Stefan Manor Elementary School)⁵

4 Location along Rt 8 and 38 alignments, but is not an existing bus stop location; other bus stops near Pennycook Elementary School.

5 Outside the designated CoCs

