



PROPOSED FAIRFIELD AND SUISUN TRANSIT (FAST) SERVICE/FARE CHANGES 2023

As a result of reduced ridership due to impacts of the COVID-19 pandemic, Fairfield and Suisun Transit (FAST) recognized a need to proactively reimagine and adjust its services. In December 2020, the Fairfield City Council directed staff to initiate its first Comprehensive Operational Analysis (COA) called *FAST Forward* to provide the city with a ten-year road map identifying changes needed for FAST to be a high functioning and sustainable transit network post-pandemic. FAST hired consultant Innovate Mobility to complete *Fast Forward*.

FAST Forward first looked at how FAST could best balance and address the:

- **Needs** of existing users.
- **Wants** of people who would use transit if it was more convenient.
- **Resources** available as effectively and efficiently as possible.

FAST Forward then completed:

- A comprehensive review of all current transit services available to Fairfield and Suisun City residents.
- A peer review of like-sized California transit systems.
- A data-driven review of how, when, and where people move within the region.
- A comprehensive public engagement program to gather feedback on the current FAST system and on initial recommendations.
- A City Council study session to provide feedback and direction on initial recommendations and outreach.

After completing the above analysis and outreach, *FAST Forward* has developed a series of recommendations designed to reimagine and reinvent transit in the City of Fairfield over the next ten years. *FAST Forward's* recommendations were developed to balance the needs of existing riders with improving transit access and quality for potential riders. This plan also is designed to make transit an easier and convenient option for more people. As proposed and supported by City Council, all FAST services would continue to operate Monday-Saturday, utilizing current contract operator, MV Transportation.

FAST Forward Major Recommendations/Information:

- 1. Continue fixed route in areas with proven high ridership (current Routes 1, 3, 6).**
- 2. Implement a new service mode called microtransit to replace fixed route in areas where it will be eliminated.**
- 3. Increase existing citywide transportation coverage through microtransit.**
 - Microtransit offers flexible routing and flexible scheduling of vehicles, typically booked through a smartphone application. Microtransit fits somewhere between private individual transportation (cars or taxicabs) and public mass transit (buses). Here is an example of how it would work. A customer would request a ride using a smartphone application or by calling a dispatcher. A vehicle is then routed to pick the rider up near their location and take them to their destination if it is within the defined zone. If the requested location is outside the zone, microtransit will take the rider to the nearest transit transfer location to catch a fixed route bus to finish the trip. By implementing microtransit, riders would only wait up to 20 minutes for a microtransit vehicle to arrive rather than the average 60-minute wait on existing fixed routes. In these areas, riders would save an average of 30 minutes per day utilizing microtransit over existing fixed route service
 - Microtransit addresses equity and accessibility of the public more comprehensively than transportation network companies (TNCs) such as Uber and Lyft.
 - Riders in these areas would receive responsive service by trained and screened MV Transportation drivers who would operate city-owned and accessible 12-passenger vehicles.
- 4. Replace paratransit services (DART) with citywide microtransit.**

To offset these expanded services, fares would increase, e.g., \$.25 from \$1.75 to \$2 for an adult single ride trip. \$2 would also be the flat rate fare to use microtransit. Adult 31-day passes would increase from \$60 to \$80. This 31-day pass would allow riders to utilize their pass for use on FAST fixed route and microtransit services. The last time local fares were increased was in 2014. Prices would be lower for youth and Senior/Disabled/Medicare (SDM) riders on fixed route. **(See Proposed Fare Structure on Page 4.)**

As proposed, the COA recommendations would be implemented in two phases.

Phase I Service Implementation: February 2023

1. Replace current Routes 2, 4, and 8 with two pilot microtransit service zones located in Cordelia/Green Valley and Southeast Fairfield.

- Route 2 is currently a local route primarily running on Travis Boulevard and East Tabor Avenue, serving major Fairfield locations such as Solano Town Center, Kaiser Permanente Medical offices, Fairfield Suisun Adult School, Lee Bell Park, Food4Less (formerly FoodMaxx), Tabor Park, and the Fairfield-Vacaville Train Station. Replacing Route 2 with microtransit provides greater opportunities for riders to access FAST services and will offer faster trips to the Solano Town Center and locations along the Texas Street corridor.
- Route 4 is a local route primarily serving Cement Hill Road, Air Base Parkway, and North Texas Street. Route 4 serves Fairfield Walmart, Smart & Final, Fairfield High School, Laurel Creek Park, the Solano County Special Education Center, Travis Air Force Base (TAFB), and David Grant USAF Medical Center. New microtransit service would expand options for residents by providing new service north of Air Base Parkway creating the ability to transfer to new Routes 1, 3, and 6. Microtransit would also improve access to residents living along Travis Boulevard. As proposed, the new microtransit would serve riders needing access to TAFB. Riders would be dropped off at TAFB's Main Gate. During the COA and as part of implementation, FAST staff have and will continue to work with TAFB staff to work through any issues that may arise by FAST no longer providing bus service on base.
- Route 8 is currently a local route serving Cordelia to the Cordelia Library in Green Valley. Route 8 also serves the Green Valley Shopping Center, Pittman Road/Central Way Loop, Rodriguez High School, Green Valley Middle School, and the Cordelia Community Park. Outside of AM and PM hours when students ride to and from school, Route 8 is the least utilized local route on weekdays and second least productive route on Saturdays. Microtransit would also create new access to FAST services to residents north of the Green Valley Shopping Center.

2. Increase transit fares and add a microtransit fare.

Proposed Fare Structure

Fare Type	Adult (19-64)	Youth (6-18)	Senior (65+/Disabled/Medicare)
Microtransit Single Ride (Cash)	\$2.00	\$2.00	\$2.00
Fixed Route Single Ride (Cash)	\$2.00	\$1.75	\$1.00
Microtransit/Fixed Route 31-Day Pass	\$80.00	\$70.00	\$40.00
Paratransit Single Ride (Cash/Pass)	\$4.00	N/A	N/A
Paratransit 10-Ride Pass	\$40.00	N/A	N/A

Phase II Service Implementation-July/August 2023

1. Replace Paratransit and Taxi Services with Citywide Microtransit

- Currently paratransit service (DART) is the most expensive per rider for FAST to operate. As proposed, paratransit customers would notice almost no difference in how they currently reserve trips and interact with the service. However, riders now would have the added convenience of having return trips operate on-demand versus having to wait for a schedule return trip pickup as occurs now. This would greatly reduce current wait times and travel times.
- Paratransit customers would also receive scheduling priority over regular microtransit customers in booking and travel time to ensure that their trips are completed in accordance with ADA guidelines.

2. Expand service frequency on Route 1

- Route 1 is FAST’s most productive local route.
- Route 1 would be extended from Dickson Hill Road north to Manual Campos Parkway.
- Current service along Dickson Hill Road and Dover Avenue would be served by the new microtransit service. Wait times in the Dickson Hill Road and Dover Avenue sections of the previous Route 1 would be between 15-20 minutes versus 30-60 minutes currently.
- Route 1 would operate every 30 minutes from approximately 5:30 am until 8 pm on weekdays and Saturdays. For sections with overlapping Route 3 service, buses would be scheduled to arrive every 15 minutes.
- Average rider wait times would decrease from 30-60 minutes to 15-20 minutes.

- These changes are estimated to decrease wait times for riders by up to 50% on weekdays and 75% on Saturdays.

3. Expand service frequency on Route 3

- The proposal for Route 3 is to also run along Texas Street in a staggered fashion with Route 1. In essence, riders would board either Route 1 or Route 3 to reach most destinations along the Texas Street corridor. Like Route 1, Route 3 would be restructured to offer more service along Texas Street to the Solano Town Center, North Bay Medical Center, and Pennsylvania Avenue, which are currently major transit travel destinations.
- Riders heading to the Solano Town Center, one of the biggest trip generators in the city, would have a one-seat ride by no longer having to transfer buses.
- Route 3's current service between the Solano Town Center and Fairfield Walmart and along Dover Avenue would be replaced with microtransit. These riders would have the ability to request a vehicle at prescribed stops and experience shorter wait times and travel times.
- Route 3 would operate every 30 minutes from approximately 5:45 am until 8:15 pm on weekdays and on Saturdays. For sections with overlapping Route 1 service, buses would be available every 15 minutes, decreasing wait times by up to 50% on weekdays and 75% on Saturdays.

4. Expand service frequency on Route 6

- Routes 6 and 7 would be combined to create a new Route 6 - Fairfield-Cordelia crosstown route via Travis Boulevard. The new Route 6 would operate from Travis Boulevard and Sunset Avenue to the Cordelia Library. Route 6 would serve the North Bay Medical Center, Solano Town Center, Fairfield Transportation Center, Suisun Parkway, Business Center Drive, Solano Community College, Green Valley Shopping Center, and the Cordelia Library. Service to the Fairfield Civic Center Complex would be maintained with service provided on Routes 1 and 3.
- The new Route 6 would provide service to Solano County Health and Human Services, Courage Drive and Chadbourne Road where it would connect with the Cordelia/Green Valley microtransit vehicles.
- Route 6 would operate every 30 minutes from approximately 6 am until 7:30 pm on weekdays and on Saturdays. Riders on Route 6 would have 30-50% shorter wait times than on today's Route 6.

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