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RIO VISTA GENERAL PLAN WORKING GROUP

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**SPECIAL MEETING
IN-PERSON AND BY TELECONFERENCE**

**AGENDA
THURSDAY, January 11, 2024**

5:00 P.M. – REGULAR MEETING

**CITY HALL COUNCIL CHAMBERS
ONE MAIN STREET
RIO VISTA, CALIFORNIA 94571**

1. CALL TO ORDER – ROLL CALL – PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENT

Members of the audience may comment on any item of interest to the public within the subject matter jurisdiction of the General Plan Working Group and any item specifically agendized. Each person will be allowed five minutes, or less if a large number of requests are received on a particular subject, all subject to the Chair's direction. With certain exceptions, the General Plan Working Group may not discuss or take action on items that are not on the agenda. Members of the audience wishing to address a specific agendized item are encouraged to offer their public comment during consideration of that item. If you wish to offer public comment or speak on any item on the agenda, please raise your hand in the zoom window. When your name is called or you are recognized by the Chairperson, please unmute, and present your comments.

3. ACTION ITEMS

3.1 Approval of the November 2, 2023, minutes.

4. DISCUSSION

- 4.1 Land Use Element Revisions
- 4.2 Draft Circulation Element
- 4.3 California Forever Discussion
- 4.4 Next Steps

5. INFORMATION ITEMS

- 5.1 None

6. STAFF ANNOUNCEMENTS/COMMENTS

- 6.1 None

7. ADJOURNMENT

Disclosable public records related to an open session item on a meeting agenda distributed by the City of Rio Vista to the General Plan Working Group are available on the city's website & at City Hall for public review at 72 hours prior to a regular meeting and 24 hours prior to a special meeting or, in the event information is delivered to the Council less than 72 or 24 hours prior to an open meeting, as soon as it is so delivered. To arrange for alternative agenda document format or to arrange aid or services to modify or accommodate persons with a disability to participate in a public meeting contact the City Clerk 48 hours in advance of the meeting date by calling 707-374-6451. Pursuant to applicable laws and regulations, including without limitation, California Government Code Section 65009 and or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (including any action regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing.

CERTIFICATION OF POSTING – I, Krystine Ball, Clerk, for the City of Rio Vista, declare that the foregoing agenda for the January 11, 2024, Special Meeting of the General Plan Working Group was posted and available for review on or before December 28, 2023 on the city's website and during open hours at City Hall, One Main Street, Rio Vista, California, in accordance with Government Code §54954.2(a).

Krystine Ball

Krystine Ball, General Plan Working Group Clerk



**CITY OF RIO VISTA
General Plan Working Group
STAFF REPORT**

MEETING DATE: January 11, 2024

PREPARED BY: Paul Junker, Contract Planner
Nick Pergakes, General Plan Contract Planner

MEETING TOPICS: Review of Draft Land Use Element, Draft Circulation Element, and California Forever Discussion

LAND USE ELEMENT REVISIONS

Staff has prepared three revisions to the Draft Land Use Element and is seeking GPWG input on these changes. Revisions include a new introductory discussion of California Forever, a transition from the Historic Residential designation to a new Medium Density Residential designation, and the creation of a new Urban Reserve designation.

California Forever Overview

The following introductory language for California Forever is proposed. Given the uncertainty of that project, it is possible/likely that this section will be further revised. Staff's proposed description of the California Forever project is as follows:

California Forever

Prior to and during the preparation of this General Plan the proponents of California Forever began acquiring land in Solano County. By late 2023 the group had acquired more than 60,000 acres in southeast Solano County and in September 2023 the group began publicly describing plans to build a new city in the County.

California Forever is described by its proponents as a "smart city" that will provide housing, jobs, and a walkable community in an environmentally responsible manner. While proponents describe many benefits of the project, the location and form of California Forever is not yet established and the effects on Rio Vista cannot yet be determined.

Benefits that the project could provide to Rio Vista include increased employment and commercial opportunities near Rio Vista, a greater nearby population to support Rio Vista businesses and financial support for an alternative Highway 12

river crossing and route. Potential impacts the project could bring to Rio Vista include increased traffic congestion, loss of the rural character and farmlands surrounding the community, and overall reduction of Rio Vista's small-town character.

The effects of California Forever on Rio Vista would be more complex and far-reaching than the few benefits and impacts noted above. However, until plans are provided that identify where California Forever plans to develop and the sequence or phasing of development is determined it is not possible to effectively plan land uses for areas surrounding the current City limits.

An expanded Planning Area has been established by this General Plan that includes lands generally west of the Liberty and Brann Ranch projects and southwest of Highway 12. These lands are designated Urban Reserve in recognition of the potential for future development as well as the uncertainty created by the California Forever project. It must be noted that the majority of land in the Planning Area is owned by California Forever and ultimately landowners decide whether to request approval to develop their properties.

Expansion of Rio Vista is constrained by the Sacramento River and lands subject to flooding to the east and California Forever land ownership to the north and west. In recognition of these constraints, this General Plan contemplates new development primarily as intensification of uses in the existing footprint of Rio Vista. The two notable exceptions are the previously approved Brann Ranch project (Highway 12 and Liberty Island Road) and the Riverwalk Project (Highway 12 and Church Road). These projects have received entitlements and could proceed with development as approved. If either of these projects seeks amendments to previous project approvals, then the project would be reviewed for consistency with current adopted policies and regulations.

Medium Density Residential

Staff proposes to eliminate the Historic Residential designation and create a new Medium Density Residential designation. Upon review, staff found the Historic Residential designation did not provide any specific guidance unique to historic neighborhoods. Staff also consider the jump from Neighborhood Residential (single family) to Multi-Family (high-density) results in a gap. The Medium Density Residential fills the gap for allowed density and allowed uses. The proposed description of the Medium Density Residential designation, which would replace the existing Historic Residential designation, is as follows:

Medium-Density Residential

The Medium Density Residential (MDR) designation provides for a mix of single-family homes and other more compact housing types, including zero-lot line homes, townhomes, mobile homes, apartments, and condominiums). The intent of this designation is to foster a traditional neighborhood environment such as the

historic residential neighborhood next to downtown. This designation includes a range of housing types that are affordable to people at all ages and stages of life. Permitted land uses include residential homes and public facilities such as parks, schools, religious institutions, small-scale commercial, and other community facilities appropriate within a residential neighborhood.

Maximum Density/FAR: 20 du/ac for residential uses. 0.30 FAR for non-residential uses.

Urban Reserve

Staff proposes to apply a new designation, Urban Reserve, to Planning Area lands near Brann Ranch and southwest of Highway 12. The designation Urban Reserve is accepted and understood by Solano County Local Agency Formation Commission (LAFCo) and will facilitate expansion of the City's Sphere of Influence to include land in the Planning Area. The proposed description of the Urban Reserve designation is as follows:

Urban Reserve

The Urban Reserve designation is applied to land in the City's Planning Area for which a specific use has not yet been determined. The Urban Reserve designation does not provide any development potential or any entitlement for land development. These lands are situated in areas where the City could expand if such expansions are sought by property owners and supported by the City. The City may proceed with seeking to add these lands to its Sphere of Influence (SOI) and Solano LAFCo might be supportive of such an SOI expansion. However, to annex these lands to the City specific use designations would be required and the property owner(s) would need to support the annexation. Until such time as the City seeks to annex lands designated as Urban Reserve, the lands will remain under the authority of Solano County and regulation of land uses will be exercised by the County.

Maximum FAR: N/A

DRAFT CIRCULATION ELEMENT

In the September 2023 GPWG meeting, the General Plan circulation consultant, Fehr and Peers, provided a high-level discussion of options related to the future of Highway 12. The discussion included the review of near and long-term strategies to manage Highway 12 congestion in Rio Vista. Additionally, the consultant team presented initial draft Goals and Policies for discussion and input from the GPWG committee. Since that meeting, the consultant team and City staff refined the draft Goals and Policies which were presented at the October 2023 meeting. Additionally, staff has added implementation programs to the Element. Changes to the Goals and Policies that were presented to the GPWG in October and the new Implementation Programs are presented in track changes for GPWG review. The consultant team and City staff has prepared a draft Circulation Element for review and comments by the GPWG (Attachment A).

CALIFORNIA FOREVER DISCUSSION

Prior to September 2023, the purpose and intent of Flannery Associates' land acquisitions was not known. Since September 2023, California Forever has communicated intentions to develop a new city in southeast Solano County. Rio Vista must now consider how California Forever plans will affect the completion of the Rio Vista General Plan.

During its October 2023 meeting, the GPWG considered and approved an expanded Planning Area boundary that included additional lands around the Brann Ranch project and southwest of Highway 12. At this time staff is proposing these lands be designated Urban Reserve in the General Plan. This designation would likely be amended to an urban use designation if and when the City wishes to pursue annexation of these lands. Until annexed, these lands remain under the authority of Solano County – the City can comment on proposed development of these lands but does not have land use authority.

Based on comments at recent workshops, California Forever development plans will be presented by mid-January 2024. The amount of detail that will be provided is not known. If California Forever provides detailed plans that include a development footprint, land uses and phasing, then the City would be in a good position to consider whether to reconsider land uses in the Planning Area.

Staff envisions two general outcomes once California Forever development plans are released:

- Development is more distant from Rio Vista and will not directly affect City land use decisions. In this case the General Plan could proceed to completion and adoption.
- Development is proposed close to Rio Vista in a manner that affects the City's land use plans. In this case the City might wish to consider specific land use designations in the Planning Area. For instance, the City might wish to establish a permanent open space buffer to maintain separation from California Forever or the City might wish to propose urban land uses that would benefit Rio Vista and be compatible with California Forever.

If the City wishes to designate urban uses (homes, commercial, employment, etc.) in the Planning Area, then the following actions would likely be undertaken:

- GPWG consideration of proposed uses.
- Revisions to traffic analysis and possibly Circulation Element plans.
- Revisions to the Land Use Element, including mapping and possibly development buildout assumptions.
- Possibly review the Economic Development Element to consider impacts and benefits of California Forever.
- Review of CEQA analysis completed to date and update of affect impact analysis.

By early to mid-January the City will have a better understanding of California Forever plans that will allow an informed discussion of how to proceed with the General Plan.

GPWG DIRECTION

Staff and the consultant team are seeking input on the revised Draft Land Use Element and the Draft Circulation Element. In addition, the California Forever project and its potential impacts on the General Plan Update process will be discussed.

Attachment A: Draft Circulation Element

3.0 CIRCULATION AND MOBILITY

This Circulation Element provides the framework for future decisions in the City of Rio Vista regarding the movement of people and goods through and around the community. Mobility and accessibility are important aspects of travel in Rio Vista as the city is relatively compact, indicating walking, biking and transit are viable mode choices if properly designed. However, automobiles are the primary mode of travel in the City. As the City looks forward to the next 20 years, increasing alternative travel choices for local residents is a primary focus of this Circulation Element. The other primary focus of this Circulation Element is to provide guidance and direction regarding the future of Highway 12 in Rio Vista, as this is a critical corridor for both local and regional travel.

As required by state law (Government Code Section 65302(b)), the Circulation Element is correlated closely with the Land Use Element and must include the location and extent of existing and proposed:

- Major thoroughfares
- Transportation routes
- Terminals
- Military airports and ports¹
- Public utilities and facilities²

The Circulation Element also provides for coordination with Solano County, Solano Transportation Authority, and State and Federal agencies that fund and manage the City's transportation facilities. In particular, coordination with Solano Transportation Authority (STA) and Caltrans is critical for circulation in Rio Vista as both agencies oversee transportation related improvements from a more regional perspective, and regional traffic heavily impacts the City. STA is a joint powers agency that serves as the Congestion Management Agency (CMA) for Solano County. STA develops the long-range Solano County Comprehensive Transportation Plan (CTP), updates the Solano Congestion Management Program, and leads countywide efforts such as the Solano Countywide Active Transportation Plan and Solano Countywide Local Road Safety Plan. Caltrans is responsible for designing, constructing, operating, and maintaining the State Highway System (SHS), and any improvements or modifications to the SHS must be approved by Caltrans. Since Highway 12 is such a critical roadway for Rio Vista residents to use daily, yet also carries a significant amount of regional traffic, close coordination with Caltrans will be needed to ensure the roadway operates in a way that meets the needs of both local residents and regional commuters. Finally, the Circulation Element must identify funding for capital, operations, and maintenance of the existing circulation system, planned additions to the circulation system, and additions that would be triggered by policies in the element.

¹ There are no existing or proposed military airports or ports in the planning area; therefore, these are not included in this element.

² Public utilities and facilities are discussed in the Public Facilities and Services Element.

SECTION 3.1 OVERVIEW OF MOBILITY AND CIRCULATION IN RIO VISTA

Given the small geographic size of Rio Vista, there are ample opportunities to create a connected, cohesive mobility and circulation network that allows residents to travel by a variety of modes. However, the following primary factors impacting circulation and mobility in Rio Vista today must first be acknowledged and addressed:

- 1) Rio Vista is a fairly small community, but essentially all commercial land uses are in the southeastern side of the City, while most residential developments are in the northwestern side of the City. Notably, many commercial services are south of Highway 12 or directly adjacent to Highway 12, which serves as a significant barrier due to high traffic volumes and heavy congestion.
- 2) The only roadways in Rio Vista that provide access between the residential developments on the northwestern side of the City and the commercial developments on the southeastern side of the City are Highway 12 and Airport Road. Limited parallel roadways reduce motorist's route choices and as a result, most automobiles travel on either Airport Road or Highway 12 when traveling throughout the City.
- 3) Limited bicycle or pedestrian facilities exist today and most residents travel by automobile. Severe congestion occurs on Highway 12 off and on during the day because of the Rio Vista Bridge opening. Although Airport Road is a parallel facility, motorists still have a difficult time crossing Highway 12 to access uses to the south due to the roadway congestion that occurs. Additionally, in some cases turning movements from local side-streets onto Highway 12 are restricted (all day or during certain times of day) due to the heavy regional traffic flow on Highway 12, further limiting resident's travel choices.

Highway 12

The common theme among the above factors discussed is Highway 12. Highway 12 is not only an important local road for Rio Vista residents, but also serves as a major east-west route for both passenger vehicles and heavy vehicles traveling from Lodi and communities east of Lodi to Fairfield and communities west of Fairfield. It also connects to SR 99, I-5, SR 113 and I-80. Average daily traffic counts collected on April 25, 2023 indicated the daily volume ranges from 16,800 on the west side of town to 20,400 on the east side of town. This includes approximately 3,000 to 3,300 truck trips per day. In addition to heavy regional traffic, the Rio Vista Bridge presents challenges and further contributes to congestion.

The Rio Vista Bridge is a two-lane vertical-lift bridge and due to limited vertical clearance, must lift to allow passage of nearly all commercial water vessels. Previous planning studies indicate opening and closing of the bridge takes approximately 10 minutes for small boats and 25 minutes for larger vessels. Recent vessel count data provided by Caltrans indicates that anywhere from zero to 38 vessels pass through in a day. The average daily count between July 2022 and May 2023 was between three and five vessels, and July through October tends to be the peak months. As a result of frequent bridge openings, congestion often occurs in the City of Rio Vista on Highway 12 and it is

not uncommon for eastbound queues to extend close to a mile from the bridge. This not only impacts regional traffic but makes it difficult for Rio Vista residents to travel throughout the City, as Highway 12 bisects the City and interrupts local traffic flows.

The majority of trips on Highway 12 in Rio Vista are pass-through regional trips, rather than locally serving trips. Near data, which is Location Based Services data based on anonymized cell phone data, was used to evaluate what percentage of trips on Highway 12 are pass-through trips compared to local trips. Data between August 13, 2022 and November 18, 2022 indicated approximately 20% of trips on Highway 12 are locally serving.

A Highway 12 bypass and new Rio Vista Bridge have been contemplated for decades. With the construction of a bypass and new bridge, the overwhelming majority of traffic and congestion in the City would be eliminated and many circulation and mobility issues could be resolved. However, construction of a bypass and new bridge would be costly and likely would include a toll bridge, which some residents have expressed opposition towards. However, through this General Plan effort, the City has determined that long-term success for a safe, reliable, accessible transportation system in Rio Vista is dependent on Highway 12 bypassing the City and a new Rio Vista bridge being constructed.

The ultimate location and design for the bypass and bridge will be determined by future planning and environmental studies. The City is committed to engaging and cooperating with the multiple agencies that would be involved with the construction of a bypass and new bridge, including but not limited to, Caltrans, Solano County, and STA. If a new bridge and bypass are constructed, a Highway 12 revitalization plan should be completed to assist with integrating Highway 12 into the community and creating a truly walkable, bikeable downtown area. The highway would become a critical and preferred route choice for local residents and provide a connection and direct access (through redevelopment) to a robust and engaging downtown. The City would need to evaluate if/how the existing bridge could be integrated into the community.

If a new bridge and bypass are constructed, the use of the existing bridge and access roadways would need to be determined. Due to maintenance and operating costs, retaining the existing bridge's service in addition to a new bridge may not be economically feasible. If the existing bridge does not remain operational, then realignment of roads that now provide access to the bridge likely would be required. In recognition that a bypass and new bridge will likely take decades to plan and construct, short-term success is dependent on prioritizing bicycle and pedestrian facilities in the City, minimizing impacts regional traffic has on the local community, and providing alternative routes for local travel, as reflected in the goals, policies, and implementation section of this Element.

California Forever

As noted in the Land Use Element, the California Forever project has the potential to fundamentally change the future of Rio Vista. While the ultimate form of California Forever development is uncertain there are certain effects on circulation and mobility that could

reasonably be anticipated if a significantly sized new community is developed near Rio Vista, including:

- Overall traffic would increase, creating greater congestion on Highway 12 (particularly when the bridge is not operable) and increasing the need for a comprehensive solution for Highway 12 congestion.
- New commercial uses could develop in locations more convenient to Rio Vista residents, potentially reducing trips to more distant shopping in Fairfield, Suisun City and Vacaville.
- As proposed, California Forever would include both housing and employment uses, potentially providing jobs closer to Rio Vista and reducing resident commutes.
- Due to the scale of the development project, California Forever might have the potential to make significant contributions to a new bridge crossing and Rio Vista bypass for Highway 12.

While considerable investment has been made by California Forever proponents, realizing the vision of a balanced and environmentally friendly new city would be a major undertaking that would likely require decades of planning and construction. As plans for California Forever become more defined, the City will consider and advocate for specific transportation solutions to ensure the project does not unduly burden the City or its residents.

3.2 STREETS AND ROADWAYS NETWORK

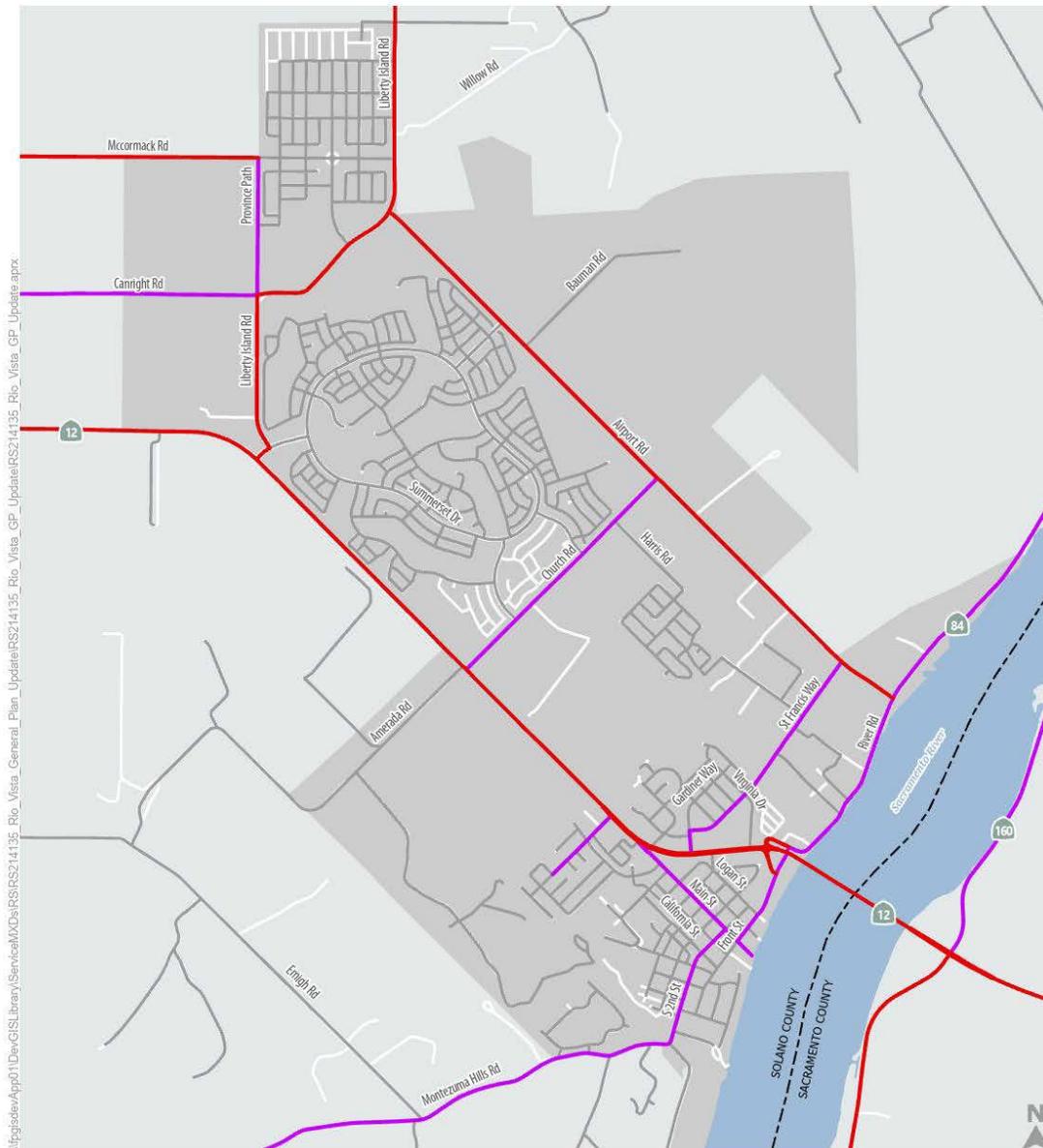
This section describes the physical characteristics of Rio Vista's roadway network and addresses vehicle miles traveled (VMT) and level of service (LOS). The City's roadways are categorized using the following classifications based on function:

- **Arterial Streets:** Provide mobility for high traffic volumes between various parts of the City. Arterials typically have higher speeds, fewer access points and limited driveways, and primarily link to collector or local streets. Arterials within the City may have up to four travel lanes.
- **Collector Streets:** Provide for relatively short distance travel between neighborhoods and generally have lower speeds and volumes than arterials. Driveway access is more frequent than on arterials but may still be discouraged. Collectors within the City have two travel lanes.
- **Local Streets:** Provide direct roadway access to abutting land uses and serve short distance trips within neighborhoods. Traffic volumes and speed limits on local streets are typically low. Local streets have no more than two travel lanes.

Figure 3.1 shows the planned functional classification of roadways within the city, based on existing classifications identified in Caltrans California Road System (CRS) map and anticipated growth in the Rio Vista over the next 20 years.

Historically, circulation and mobility system performance have been characterized by how efficiently people and goods can move throughout the circulation network. This has been commonly assessed by level of service (LOS) which is a qualitative description of traffic

Figure 3.2: Road Classifications



- Roadway Classification
- Principal Arterial
 - Major Collector
 - Local Road
- Rio Vista City Boundary

Figure 1.1-1



Circulation Element map

flow from the perspective of motorists and measures intersection or roadway delay. However, use of the system has environmental and social costs such as air pollution, increased greenhouse gas emissions, urban heat island effects, and potentially decreased community health and well-being. These impacts will be evaluated through a vehicle miles traveled (VMT) assessment, as required by State law.

Through this General Plan, the City desires to provide roadways that allow efficient movement and safe travel for all modes of travel, while limiting the social, environmental, and fiscal impacts that can result from extensive road systems, vehicles on the road, and VMT. At the same time, the City wishes to allow new development consistent with the General Plan to proceed without undue confusion or extensive delays. The City's land use plan is intended to accomplish a variety of state and local community goals, including increasing the supply and type of housing, promoting infill development and providing employment opportunities and goods and services within close proximity to residential development.

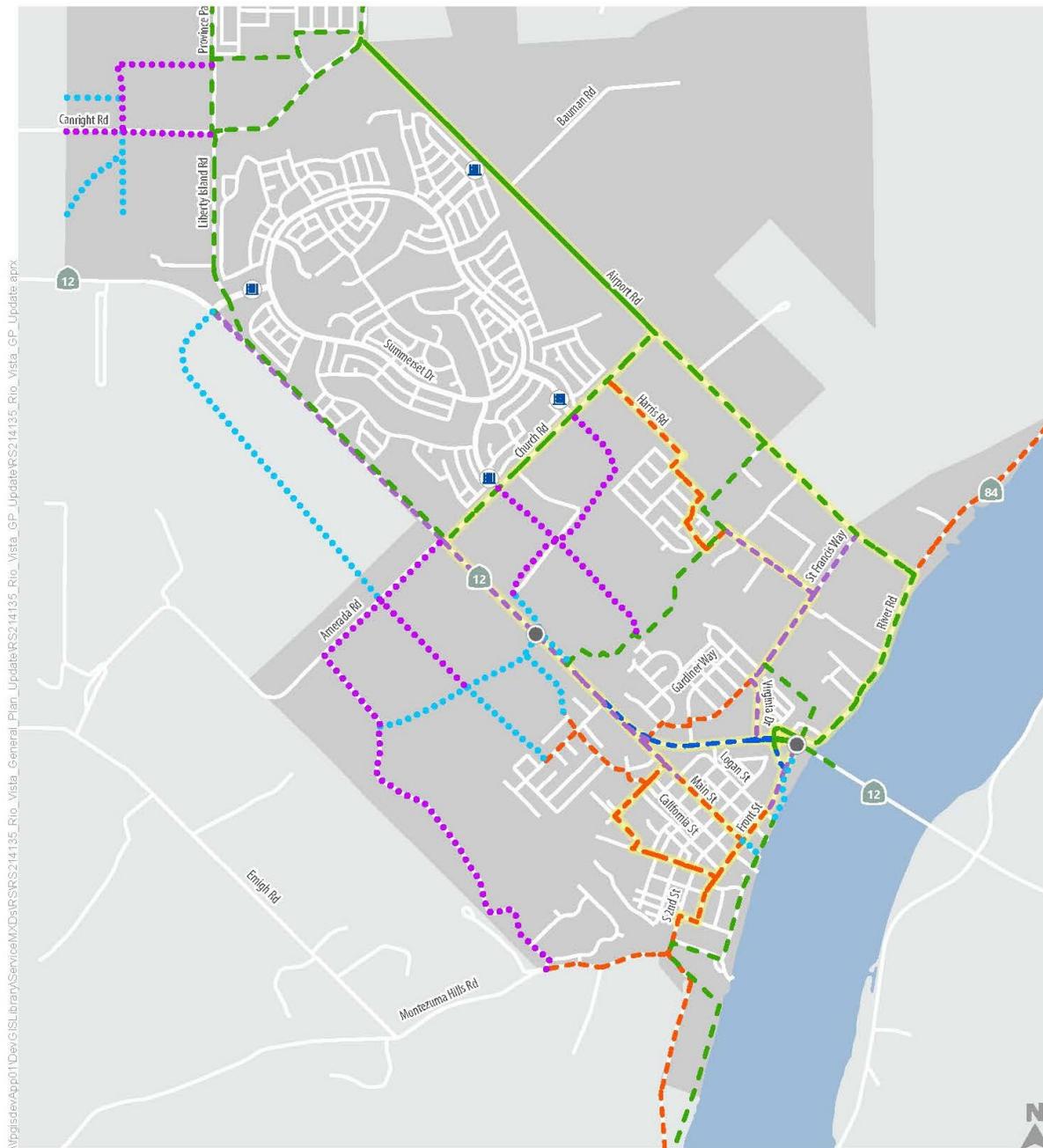
The General Plan Environmental Impact Report (EIR) evaluates the environmental impact of future development through VMT analysis of land uses noted on the Land Use Diagram. Proposed projects that are consistent with the General Plan Land Use Diagram and applicable General Plan policies and programs will not require further analysis of environmental impacts associated with VMT. As noted in the policy section of this Element, new development projects inconsistent with the General Plan should not exceed base year citywide average VMT per capita, as measured by home-based VMT per resident and home-based VMT per employee, or other applicable metric as determined by the City. Due to the more rural location of Rio Vista in comparison to other cities in Solano County (which provide more employment and shopping opportunities as well as services), lack of a robust transit system, and lack of large employment opportunities in the City itself, a significant reduction in VMT is unlikely. Such a target would be unrealistic and could deter development in the City, which would conflict with state and local goals previously mentioned and discussed in greater detail in other elements of this General Plan.

Although VMT will be the primary metric for transportation environmental analyses for new development, this General Plan retains policies related to LOS that will apply to future development. Figure 3.2-1 depicts the proposed circulation system to support existing, approved, and planned development in the City based on the General Plan Land Use Diagram. As deemed appropriate by the City, proposed projects will be evaluated to determine if project trips would cause intersections or roadways currently operating acceptably to operate deficiently or exacerbate already deficient conditions. A project that results in deficient operations may be required to construct intersection or roadway improvements in order to maintain the performance target LOS established by the City. Alternatively, new developments may be required to pay their fair share towards future improvements, as determined by the City through the development review process.

3.3 ACTIVE TRANSPORTATION NETWORK

Existing bicycle and pedestrian facilities in Rio Vista are limited. Sidewalks are present along some roadways, however, significant gaps in the pedestrian network exist making

Figure 3.2: Active Transportation Diagram



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- Gated Entrance to Trilogy*
- Potential Grade Separated Bicycle/Pedestrian Crossing
- Potential On-Street Bicycle/Pedestrian Facility
- Potential Off-Street Bicycle/Pedestrian Facility
- Existing Class I Multi-Use Path
- Existing Class II Bicycle Lane
- Existing Class III Bicycle Route
- Existing Class IV Separated Bikeway
- Planned Class I Multi-Use Path
- Planned Class II Bicycle Lane
- Planned Class III Bicycle Route
- Planned Class IV Separated Bikeway
- Feasibility Study
- Backbone Network
- Rio Vista City Boundary



* Bicycle/Pedestrian improvements located within private, gated subdivisions are not displayed as they are not publicly accessible.

Figure 1.2-1

Active Transportation Map

it difficult for residents to safely and/or comfortably utilize walking as a travel mode. Existing bicycle facilities are also limited and currently include an approximately two-mile Class I Multi-Use Path on Airport Road. Highway 12 is the primary east/west connector in the City. Due to high travel speeds, heavy traffic volumes, and significant congestion on Highway 12, Rio Vista residents have a difficult time travelling locally by automobile. Therefore, creating a walkable and bikeable community is not only beneficial from an environmental, social equity, and health perspective, but it is critical for providing residents with a connection to/from residential development in the northwest section of the City and the recreational and commercial development in the southeast section of the City. As it stands today, Highway 12 creates a significant barrier for walking and biking as it creates a physical barrier between residential and commercial uses. A key priority of this Circulation Element is to facilitate at least one grade separated bicycle/pedestrian crossing of Highway 12.

Figure 3.3-1 displays the existing and planned bicycle and pedestrian network in the City.

For bike facilities, there are four classes of bicycle facilities that provide varying levels of separation and comfort for bicyclists. These classes are described below:

- Class I – Multi-Use Path: Fully separated bike facility for exclusive use by both pedestrians and bicyclists. They allow two-way travel for people walking and biking and are considered the most comfortable facilities for children and inexperienced bicyclists as they typically have the least conflict points with vehicles.
- Class II – Bike Lane: Striped preferential lanes in the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides of the lane to increase separation from the traffic lane or parked cars.
- Class III – Bike Route: Signed routes where people bicycling share a travel lane or shoulder with people driving. Because they are shared facilities, bike routes are typically most appropriate on quiet, low-speed streets with relatively low traffic volumes.
- Class IV – Separated Bikeway: On-street bicycle facility that provides physical separation from motor vehicle traffic by a vertical element or barrier such as a curb, bollards, or on-street parking. Separated bikeways are also referred to as protected bike lanes or cycletracks.

3.4 OTHER TRANSPORTATION TOPICS

Transit Service and Facilities

Regionally, the Bay Area as a whole is served by multiple rail transit providers such as Bay Area Rapid Transit (BART), Caltrain, and the Capitol Corridor. Additionally, bus service options in Solano County include SolTrans, Solano Express, Greyhound, Vacaville City Coach and more. However, transit service in and to Rio Vista is limited. Delta Breeze Transit System provides a Highway 12 Express Route that provides limited service Monday through Friday between Rio Vista and Fairfield, with four stops in Rio Vista, three stops in Suisun City, and two stops in Fairfield. A Rio Vista/Isleton City Circulator provides Monday through Friday door-to-door dial-a-ride services to Rio Vista, Isleton, and Delta resort communities on Highway 160 between the two cities.

This General Plan recognizes the unique challenge of developing a successful transit system in Rio Vista. Rio Vista is located 20 to 25 miles away from larger communities such as Lodi, Fairfield, and Suisun City, which offer more employment, retail, health, and commercial opportunities and services. However, due to the small population size in Rio Vista, rapid transit to/from these adjacent communities is costly and is unlikely to result in high enough ridership to support such a system. Therefore, this General Plan promotes development of an effective transit system that prioritizes local transportation between residential, retail, commercial, recreational, and educational facilities in Rio Vista over out-of-City travel and evaluates unique transit options that may be desirable, including micro-transit and micro-mobility options that are suitable for users of all ages and abilities.

Goods Movement

There are no rail service lines in the City of Rio Vista, therefore, this Plan focuses on facilitating the safe and efficient movement of goods via truck and minimizing the impacts of goods movement on the local community, particularly residential neighborhoods. Most goods movement in the City occurs by heavy vehicles traveling on Highway 12. Truck traffic accounts for approximately 16 to 18 percent of average daily trips (ADT) on Highway 12, which equates to between 3,000 and 3,300 trucks per day. Highway 12 is a designated Surface Transportation Assistance Act (STAA) terminal access route, which means that trucks longer than the California legal limit can travel on the corridor. Much of the heavy truck traffic is related to transporting agricultural goods.

Additionally, Highway 12 is a designated Department of Defense Truck Route connecting Travis Air Force Base with the National Interstate Highway System. Highway 12 provides the most direct route for high priority shipments between the Department of Defense Logistics Agency Distribution Center in Tracy, California and the Travis Air Force Base. The long-term key to minimizing impacts of goods movement on the local community is encouraging and facilitating a future Highway 12 bypass and new Rio Vista bridge. Short-term recommendations are identified in the goals and policies section.

Air Transportation

The City of Rio Vista owns and operates one Airport within the City limits. The Rio Vista Municipal Airport (Baumann Field) is in the northwest part of the City and encompasses approximately 273-acres of land. The Airport includes a 4,200-foot long, 75-foot wide primary runway as well as a 2,200-foot long, 60-foot wide general aviation runway and a helipad. The Airport has 46 hangars and approximately 75 tie-downs available for rent. All hangars have electrical outlets and interior lighting, and some have office space.

The FAA 5010 Master Record reports 35,000 annual operations and 23 based aircraft, including 21 single-engine aircrafts, one multi-engine aircraft, and one jet.

The Rio Vista Airport Land Use Compatibility Plan was updated and adopted in 2018. The Plan addresses issues regarding safety to persons on the ground, safety to occupants in the aircraft, noise, and land use. For specific policies relating to these issues, refer to the Land Use and Noise elements in this document and the 2018 Airport Land Use Compatibility Plan.

Water Transportation

There are ample opportunities for successful water transportation to and from Rio Vista in the future if strategic land use and infrastructure improvements are made. Currently, the land uses and infrastructure adjacent to the water are not conducive or attractive to water transportation from either a commuting or recreational perspective. However, if coordination with adjacent communities were to occur, a strategic economic development plan could be produced to:

- 1) Provide residents and tourists with an exciting and pleasant recreational water experience.
- 2) Create a practical commuting alternative to driving. For this to be successful, coordination with transit providers would be necessary to provide first/last mile connections to and from major employment centers.

At the time of the writing of this general plan, the transportation-related priorities are targeted towards improving bicycle and pedestrian connections within the City and coordinating with STA and Caltrans on a Highway 12 bypass. However, if funding resources or development opportunities are presented to improve water transportation in the future, the City will support and encourage these types of efforts.

Transportation Funding

Funding is needed for the construction, maintenance, management, and operation of the transportation system. The City supports on-going maintenance and improvements to transportation features within City-owned and operated rights-of-way such as roadways, sidewalks, separated bike and pedestrian paths, and amenities such as trees and benches. The City also coordinates with other jurisdictions in the region to ensure timely and adequate maintenance and improvements to State operated highways. Federal and State funding will continue to be pursued for projects that serve local and regional travel needs.

3.5 GOALS POLICIES AND IMPLEMENTATION PROGRAMS

Goal CM-1: A circulation and mobility system that prioritizes safety and supports and accommodates all modes of transportation.

Goal CM-2: A network of roads and trails that balances local mobility needs of community members with the needs of regional circulation/commuters passing through Rio Vista.

Goal CM-3: A citywide circulation system that is adequate and evolves to meet the needs of the community over time.

Development Review

Policy CM-1. In the review of development entitlements, ensure all city streets and intersections maintain a level of service (LOS) “D” as the target LOS, except for the following locations where LOS E is acceptable:

- Main Street and Front Street between Main Street and SR 12.
- In the Downtown area, neighborhood commercial areas, and other areas where vitality, pedestrian activity, and transit accessibility are or will be the primary considerations as the community grows.

Policy CM-2. Require new development projects to provide primary roadways and connected and continuous pedestrian and bicycle routes as generally depicted on Figure ____.

Policy CM-3. New development projects that require an amendment of the General Plan should strive not to increase cumulative year citywide average VMT per capita, as measured by home-based VMT per resident and home-based VMT per employee or other applicable metric as determined by the city.

Program CM-1: Conduct development review for all projects seeking entitlements to determine what roadway improvements should be constructed or dedicated, or if a fair share fee contribution should be made. Project conditions of approval shall specify timing to construct, dedicate, or pay a fair share contribution for roadway improvements.

Program CM-2. Integrate new development sites with surrounding uses by providing multiple connections through a grid or modified grid-like system of local streets to existing and future developments. When possible, new east-west connections to downtown and the waterfront should be provided as alternative options to Highway 12 for Rio Vista residents.

Program CM-3. Apply complete streets principles in the design and operation of streets to ensure the safety and mobility of all users and prioritize the safety of vulnerable roadway users. This may include deploying design solutions such as roadway

reallocations, roundabouts, traffic calming devices, separated bicycle and pedestrian facilities, and curb extensions at intersections.

Road Design Standards

Policy CM-4. Maintain, and update as needed, a street classification system with design standards that are context-sensitive and enable safe, comfortable, and attractive access for pedestrians, bicyclists, motorists, and transit users of all ages and abilities. Street standards should:

- Address the needs of different modes according to roadway classification.
- Reduce the potential for conflicts and safety risks between modes.
- Allow for adjustment by the City Engineer where needed, on a case-by-case basis.

Policy CM-5: Design roadway infrastructure that protects human life when collisions happen on city roads.

Policy CM-6. Implement a data-driven “vision zero” approach to eliminate all traffic fatalities and severe injuries by 2035.

Program CM-4: Review and revise roadway standards to accommodate complete streets, addressing the following factors as applicable: number of travel lanes, lane width, drainage, control, shoulder width, pavement striping and markings, parking lanes, bike lanes, fire and emergency response standards, curb and gutter design, landscape strips, and sidewalk width.

Program CM-5: Seek funding opportunities to install countermeasures for the high priority locations listed in the Rio Vista Local Road Safety Plan.

Transportation Planning

Policy CM-7. Coordinate with Caltrans and STA on regional infrastructure projects to incorporate city projects to reduce planning and construction costs.

Policy CM-8. Discourage the widening of Highway 12 in the city and consider Caltrans typical expressway design inappropriate within city limits.

Policy CM-9. Encourage a Highway 12 bypass and new Rio Vista bridge and identify the appropriate location and design for the bypass/bridge

Policy CM-10. Prioritize planning and construction of a Highway 12 bicycle and pedestrian grade-separated crossing over expansion of vehicular travel lanes on Highway 12.

Policy CM-11. Require new development projects achieve a reduction in either VMT per capita or VMT per employee, depending on the land use type, compared to baseline conditions for similar land use projects.

Program CM-6. Implement near-term (2024 – 2026) strategies to improve local vehicle, bicycle and pedestrian mobility during period of Highway 12 congestions, possibly including, but not limited to, the following:

- Create a City Council sub-committee that regularly meets to advocate, pursue funding sources, and coordinate with outside agencies to facilitate changes to Highway 12 and the Rio Vista bridge that align with the City’s goals and vision for the corridor.
- Evaluate installation of traffic calming devices on local roads to deter regional commuters cutting through residential neighborhoods.

Program CM-7: Evaluate and when possible implement mid-term (2026 – 2029) strategies to reduce local congestion associated with Highway 12, possibly including, but not limited to, the following:

- Evaluate and modify the city’s Traffic Diversion Plan to avoid routing regional trips to local streets when congestion on Highway 12 occurs.
- Evaluate adjusting signal timings through pre-emption or signal coordination with the bridge to prioritize local vehicle, bicycle and pedestrian movements across Highway 12, rather than eastbound through movements on Highway 12, when the bridge is lifted.
- Adopt, maintain, and enforce an updated truck route map that identifies key goods movement corridors and ensures goods movement needs are adequately served while reducing impacts to other uses. Prominently sign all truck routes in accordance with the California Manual on Uniform Traffic Control Devices (CA MUTCD).
- Implement Transportation Permits within the City.

Program CM-8: Implement long-term (completion beyond 2030) strategies to minimize the congestion impacts of Highway 12 on the community, possibly including, but not limited to, the following:

- Identify and champion efforts to create a new Sacramento River crossing and to modify the alignment of Highway 12.

Program CM-9: Evaluate Transportation Impact Analysis Guidelines with clear methodology, metrics, thresholds and screening criteria for VMT. The Guidelines should also include evaluation requirements for safety, and bicycle, pedestrian and transit impacts and traffic operations with level of service performance standards.

Transit Planning

Policy CM-12. Provide outreach and education to existing community members to ensure all members are aware of transit options available.

Policy CM-13. For larger developments with frontage to major roads, require well-lit sheltered bus stops with benches and other associated amenities, as deemed appropriate by the city, to encourage transit ridership.

Program CM-10: Conduct local outreach and education to inform community members of existing transit service. Post updated transit schedules in appropriate locations (ensuring they are updating as transit schedules change) and maintain an updated website.

Program CM-11: Explore funding opportunities and partnerships to implement a micro-transit or micro-mobility pilot project aimed at increasing transit or micro-mobility ridership and increasing transportation choices for the community. Target users include seniors and young adults who may not have the ability or desire to drive. If the pilot project is successful, explore funding opportunities and partnerships to implement permanent micro-transit or micro-mobility service.

Active Transportation Planning

Policy CM-14. Provide a complete sidewalk and bicycle network throughout the city. Use discretionary funding sources and grant funding for the following priority projects:

- Identify gap segments in sidewalks, bike lanes or bikeways, and other bicycle and pedestrian facilities where near-term development is not anticipated.
- Prioritize construction of pedestrian and bicycle facilities in areas with a high potential for injury.
- Prioritize completion of gaps in bicycle and pedestrian facilities near important destinations, such as schools, parks, and commercial areas.

Policy CM-15. In new construction, provide mid-block pedestrian crossings and off-street pedestrian paths in areas with high pedestrian traffic to create more direct walking routes.

Program CM-12: Conduct analysis to determine top locations for the most vulnerable bicyclists and pedestrians, including identifying appropriate locations for reduced speed school zones. Prioritize reducing speeds and installing complete streets to facilitate safer access for all modes.

Program CM-13: Review collisions and hot spot locations on SR 12 in the city and coordinate with Caltrans to identify feasible countermeasures to reduce collisions and pursue funding for identified countermeasures.

Program CM-14. For projects modifying or constructing frontage improvements, ensure the pedestrian travel path is not impeded by infrastructure such as utility poles, control boxes or other obstructions.

Program CM-15: When feasible include planned bicycle and pedestrian facilities in conjunction with road rehabilitation, reconstruction, or re-striping projects whenever feasible.

Program CM-16: Review and evaluate the Zoning Code to provide bike parking standards for employment centers, recreational facilities, the downtown commercial land uses.

Funding

Policy CM-17: Utilize existing local, state, and federal funding sources and actively pursue new and innovative transportation funding and financing sources.

Program CM-17. Review fees through the City's Capital Facilities Program on new development, sufficient to cover the fair share portion of that development's impacts on all modes of the transportation system.

Program CM-18: Monitor and continuously seek opportunities to fund roadway improvements, including construction and maintenance of bikeways and sidewalks, to the circulation network, including active pursuit of regional, state, and federal grants.

Program CM-19: When Caltrans or the Solano Transportation Authority (STA) infrastructure projects are planned, actively coordinate with the applicable agency early on to determine potential opportunities to incorporate local projects.